British Warships in the Age of Sail 1793–1817

Design, Construction, Careers and Fates



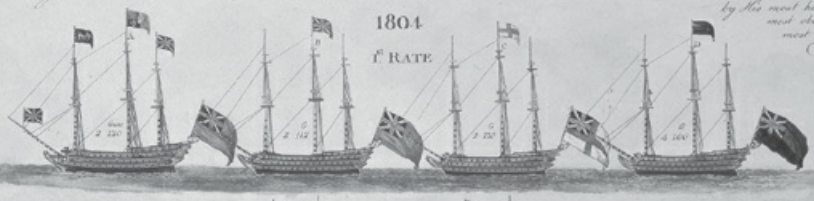
Rif Winfield

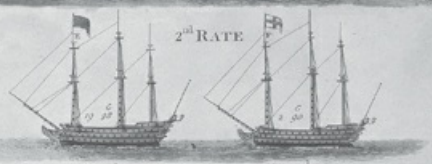
A VIEW OF THE ROYAL NAVY OF GREAT BRITAIN,

Dedicated by Permission to His Royal Highness The Duke of Clarence *Admiral of the White*

by His most humble, most obedient, and most dutiful Servant
N. Haddelsey

1804



















Transports Bomb Vessels Cutters and other small Vessels

Names of the Ships

British Warships in the Age of Sail 1793–1817

Design, Construction, Careers and Fates

Rif Winfield

Seaforth
PUBLISHING

FRONTISPIECE: A contemporary poster listing the ships of the Royal Navy in 1804, shortly after the collapse of the brief Peace of Amiens. Within five years the Navy would be almost half as big again.

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Contents

Original Preface and Preface to Second Edition
Acknowledgements and Illustrations
Sources and Data
Bibliography
Glossary and Abbreviations
Chronology of the Naval Wars 1792 to 1817
Fleet Actions 1792 to 1817
Annual Expenditure on the Navy

Chapter 1 First Rates of 100 guns and above
Chapter 2 Second Rates of 90 and 98 guns
Chapter 3 Third Rates
- Ships of 80 guns
- Ships of 74 guns – 24pdr armed type
- Ships of 74 guns – 18pdr armed type
- Ships of 64 guns

Chapter 4 Fourth Rates
- Ships of 60 guns
- Ships of 52/56 guns
- Ships of 50 guns
- Fourth Rate frigates

Chapter 5 Fifth Rates
- Ships of 44 guns (two-deckers)
- 24pdr armed frigates
- 18pdr armed frigates
- 12pdr armed frigates
- 9pdr armed Fifth Rate frigates

Chapter 6 Sixth Rates
- Frigates of 28 guns
- Post ships of 20/24 guns

Chapter 7 Ship-sloops
- Ship-sloops with Quarter Deck & Forecastle
- Flush Deck Ship-sloops

Chapter 8 Brig-sloops
Chapter 9 Gunboats and Gunbrigs
- Gunboats
- Gunbrigs

Chapter 10 Cutters and Schooners
Chapter 11 Miscellaneous Warships
- Bomb Ships and Mortar Vessels
- Fireships
- Floating Batteries
- Experimental Escort Types
- Hired Vessels

Chapter 12 Miscellaneous Auxiliaries
- Troopships and Transports
- Storeships
- Exploration and Survey Vessels
- Royal and other Yachts
- Hospital, Prison and Accommodation Ships

Late Addenda

Preface

This book provides a guide to every vessel which served in or was ordered for the (British) Royal Navy between the French declaration of war in February 1793 (strictly speaking, from the outbreak of the French Revolutionary Wars in April 1792) and the post-Waterloo reclassification of warships which took place in February 1817. As such, it comfortably spans what for generations of historians (certainly before 1914) was known as the 'Great War', the climax of the centuries-long struggle between Britain and France.

As with previous works dealing with the post-1815 fleet, this book gives a summary of the main technical details of each 'class' (design) of vessel built for the Navy, from the huge three-deckers down to the minute brigs, schooners and gunboats, together with building data for each vessel ordered to those designs, as well as equivalent details of the hundreds of enemy warships and privateers captured and added to the British Navy, and large numbers of merchant vessels purchased from civilian sources to augment British naval strength. All vessels already in service in 1792, and those ordered before 1817 but not completed in time for war service, are also covered. Altogether, over two thousand individual vessels are separately detailed.

However, this volume differs by including – as far as space allows – fairly detailed notes on service histories for each vessel during the years covered, including details of their commanding officers, main deployments, actions in which they were involved (including information on all enemy warships and privateers in whose capture or destruction the British vessel was involved), details and dates of dockyard refits and major repairs – with the expenditure if known, and a variety of other relevant information. Details of the dimensions of every vessel (illustrating divergences from the design data) and of the individual shipbuilders involved – in the Royal Dockyards as well as the commercial contractors – complete this comprehensive single-volume reference source for every vessel.

Preface to Second Edition

The second edition allows me to bring up to date the contents of this book using further research carried out over the past two years, as well as to correct a few minor errors that have been identified since 2005. Once again, I am indebted to Fred Dittmar, David Hepper and John Houghton, who have invariably responded constructively to my pleas for help. Other researchers have helpfully added to the store of information that has enabled this record of Nelsonic vessels to be re-published. Complete re-working of the layout has, of course, not been possible, but the revised data on a few vessels – where it has not been possible to fit it into the existing space - has been incorporated into a 'Late Addenda' page at the back of the book, referred to through an appropriate note on the original page.

Since the original edition of this book was published, it has been joined by another volume in this series covering the years 1714 to 1792 (see Bibliography), and it is the intention to bring out another volume to cover the Stuart epoch up to 1714. Work on this 'prequel' is now underway.

In this new edition of the original volume, I have been able to make a few improvements in the format of the initial pages, to bring this volume into line with the second volume in the series, notably by including lists of vessels participating in the major fleet actions of the era. It is inevitable in a study of this complexity that some inaccuracies doubtless remain. I apologise for such, and remain keen to hear from any reader who discovers them.

Acknowledgements

This book was made possible by the collective work of a number of individuals, who generously supplied me with the results of their own research, and offered constructive suggestions for improvements and pointed out the errors that inevitably accumulate in a volume of this size. The service histories for individual vessels, in particular, owe a massive debt to the copious archives of the late David Lyon, whose many years at the National Maritime Museum enabled him to compile detailed records on every vessel; I am most grateful to Leo (Eleanor) Sharpston for providing me with these archives.

A number of good friends have provided an amazing amount of material from their own records. I would in particular pay thanks to Fred Dittmar, David Hepper and John Houghton, who have additionally read through a number of versions of this everexpanding book and added or corrected regular batches of material. Further additional research has been forthcoming from Helen Doe, Robert Malcomson, Stuart Rankin and David Spender. My sister Jane Winfield and Isabelle Guillou exhaustively checked the orthography of French names, often badly misrecorded in British records. If I have forgotten to include anyone in this list, I hope they will accept my apologies.

This work has relied also on the earlier research of a number of writers. David Syrett and R. L. DiNardo's *Commissioned Sea Officers of the Royal Navy 1660–1815* (Navy Records Society publication, 1994) has been a constant source of reference to verify the full names and ranks (at dates stated) of commanding officers, while David Hepper's *British Warship Losses in the Age of Sail 1650–1859* (Jean Boudriot Publications, 1994) has provided reliable precise dates for ships' fates (often misquoted in many secondary sources). With significant numbers of French and other enemy warships and privateers being incorporated into the British Navy, the published *répertoires* of Jacques Vichot, Frank Lecalvé and more recently of Alain Demerliac provided substantial verification of much material.

A number of museums and libraries have over the years been of vital assistance in helping my own researches and solving the frequent queries that arose, primarily the staff at the Public Record Office at Kew and the Caird Library in the National Maritime Museum at Greenwich, but also a range of museums from Antwerp to Malta. Lieuwe Bouma's help provided considerable material from the Maritiem Museum Prins Hendrik at Rotterdam, while David Spender has helpfully accessed much material from Scandinavian sources.

Inevitably much of the effort has been supplied by my publishers, and I am most grateful for the patience and careful production work of Robert Gardiner and Julian Mannering. Robert has selected and arranged use of all the illustrations which have contributed so much to the final appearance of this volume, as well as writing many of their captions. Finally, but most essentially, I need to thank my wife Ann for her patience during the research and writing for this book, and for her constant help and encouragement.

Illustrations

The Publishers are grateful to the following institutions and individuals for permission to reproduce the illustrations on pages:

The Royal Naval Museum, Portsmouth
Frontispiece, 1, 4, 5, 8,10, 11,14, 16, 23, 24, 29, 31, 32, 37 (both), 40, 41, 43, 45, 50, 54, 59, 63, 68, 70, 73, 86, 87, 88 (both), 93, 112, 116, 131, 132, 144, 151, 153, 154, 163, 172, 180, 197, 205, 206, 208, 212, 217, 225, 227, 229, 233, 276, 298, 322, 351, 358, 385, 386
US Naval Academy Museum, Annapolis (by courtesy of Major Grant Walker)
18, 19, 42, 44, 137, 140, 177, 245, 362 (left)
Beverley R Robinson Collection, Annapolis
84, 135, 169, 188, 242, 261, 305
US National Archives, Washington DC
174, 323
Philip Reed
295, 362 (right), 369
Norman Swales
All general arrangement plans of ships

Remaining illustrations are taken from contemporary publications and published prints.

Sources

The data in this book is taken almost exclusively from the archives of the British Admiralty Board, and its subsidiary the Navy Board, primarily that recorded in the archives at Kew and Greenwich. Additional material, particularly on vessels added to the Navy by capture and/or purchase, is taken from the archives of the country concerned where this conflicts with the (often dubious) information in British records.

The Data

In the following pages, the vessels of the British Navy are grouped initially according to Rate, with each of the six Rates into which warships (of 20 guns and above) were classified being found in the appropriately-numbered chapter. Unrated vessels are found in the subsequent Chapters 7 to 12. Within each chapter, the Rated vessels are generally separated by gun-rating and the Unrated vessels by type, and within those classifications are listed chronologically according to their design ('class' in modern terminology), with vessels built to a common set of plans ('draughts') being grouped together.

This grouping according to a common design has in this book been extended to the major groups of enemy warships captured and added to the British Navy. It must be emphasised that this was not the practice at the time, as each captured warship was treated by the Navy Board as being 'sui generis', and common designs ignored. However, my approach has been to tackle the warships added from the French, Dutch and Danish Navies on a similar footing to those designed in Britain, to allow comparisons to be made.

The design dimensions (in feet and inches) for each class of vessel built for the Royal Navy are shown, together with their established complement of men and guns. The 'as built' dimensions are shown for each individual vessel, and similarly those measured for individual prizes and purchases. The places and dates of construction are shown for every vessel (including captured vessels, where known), together with a record of their service history during the period 1790 to 1817 (and later service, up to about 1830, for every vessel which survived the conflict).

Individual ship service histories give, wherever possible, details of all major refits and repairs carried out during each vessel's service life (including before 1792 and after 1817), together with the total costs of each such refit or repair. The vessel's commanding officers (between 1790 and its final fate, or until about 1830 for vessels surviving longer) and its principal deployments during those commissions are listed, together with all major fleet actions in which it was involved and every enemy warship or privateer captured or sunk during that period. Note that the dates upon which commanding officers took up their posts are approximations in many cases, taken from contemporary Navy Lists, and may in some cases be two or three months *later* than when each actually took command.

Vessels that were ordered for the Navy between 1792 and 1817 have been included, even where their orders were subsequently cancelled. No attempt has been made to include several projected vessels which were never formally ordered; for example, a 36-gun frigate to be named *Hamadryad* was supposedly projected at Woolwich in 1806, and two more (possible names are *Argus* and *Pandora*) at Sheerness and Deptford in 1812; but no such vessels were ever ordered. No attempt has been made to record the numerous small harbour craft built for or procured by the Navy Board. Similarly excluded are the schooners and gunboats acquired in great numbers for the inland warfare of the War in 1812 on the Great Lakes (although larger Lakes warships are included); for these the reader is referred to the excellent study by Robert Malcomson mentioned in the Bibliography.

Exhaustive care has been taken, by those mentioned in the Acknowledgements above as well as by the author, to ensure comprehensive coverage. Nevertheless, the nature of Admiralty and other records of two centuries ago is such that some information remains uncertain, particularly as regards the smaller gunboats/brigs and schooners captured or purchased. Some of these, especially those procured on the West Indies or East Indies stations, never saw a British port and lasted only a few months in service. Rather than extend this book with a number of vessels of uncertain provenance, where often only a vessel's name and little else is recorded, I have omitted some of these 'small fry'. I should welcome any omissions or errors being drawn to my attention, but would mention that there are references in a variety of published secondary sources which close investigation have shown to be inaccurate, and which it is hoped this book will correct.

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Glossary and Abbreviations

The following alphabetical list of lesser-known nautical and other specialised terminology incorporates an explanation of abbreviations and definitions used in this book. Note that this brief list cannot purport to provide an explanation for all of the multitudinous terms used in maritime and naval life of the era. For more specialised terms the reader is referred to one or other of the specialised dictionaries, two of which (Falconer's and Smyth's) are rather arbitrarily selected for inclusion in the Bibliography.

Adm Admiral, RN. There were actually three ranks, in descending order these being Admiral, Vice-Admiral and Rear-Admiral. Each rank was sub-divided into three grades, in descending order these being designated 'of the Red', 'of the White' and 'of the Blue'; however, I have made no attempt to distinguish the separate grades in this book. There was additionally a higher rank of Admiral of the Fleet (not sub-divided), reached only in our period by John Forbes in 1781 (died 1796), Earl Richard Howe (1796-1799), Sir Peter Parker (1799-1811) and HRH the Duke of Clarence (1811-1837).

AO Admiralty (Board) Order (usually with date of issue).

Brig A small two-masted sailing vessel (the term probably began as a shortened form of 'brigantine').

Brigantine A small two-masted vessel. By the end of the eighteenth century, they were square-rigged on both masts and the term was in practice interchangeable with 'brig'; from the 1820s, new types of brigantine evolved which were fore-and-aft rigged on the mizzen while retaining square rig on the fore mast.

Capt Captain, RN. Here used only for commanding officers 'made post', *ie* having achieved the substantive rank of Captain. Lieutenants who held command of unrated vessels were conventionally called 'Captain' aboard their ship, but did not hold the substantive rank.

Cmdr Commander (or strictly speaking 'Master and Commander'), RN. This rank did not become substantive until 1794, and technically all holders prior to that date remained Lieutenants; but to avoid confusion all such Lieutenants before 1794 are shown as they would have been if the appropriate rank had been in existence earlier.

Commodore A Captain appointed to command of a squadron of vessels. Like the position of Commander, at this date the term signified a temporary assignment rather than a permanent change is substantive rank. When the assignment finished, the officer concerned would revert to the substantive rank of Captain. Captains who had been appointed as the Commodore of a squadron were identified by flying a Broad Pendant, and they generally had a more junior Captain appointed to the same ship to assume responsibility for the operation of that particular ship, so that the Commodore could concentrate on overall command functions for the squadron.

Dates All dates are given in UK format, *ie* day.month.year.

Abbreviations preceding these dates are:

Ord: date ordered (to be built) by the Admiralty – note that, for vessels built by a commercial shipbuilder, this is not the same as the date on which a contract was signed.

K: date the keel was laid down – note that work might in some cases have already taken place off the slipway.

L: date of launch (where known, this is also quoted for ships purchased or otherwise acquired after being built, or while building was taking place) or – for those few vessels built in a dry dock – of undocking.

C: date of completion of the fitting-out process which followed a vessel's launch – note that for vessels built by contract, this almost always took place in a Royal Dockyard.

Commissioned: a new vessel built for the Navy was generally commissioned by the first commanding officer to be appointed to that ship. Note that this usually (although not always) took place after the ship was launched, but while the ship was fitting out and consequently considerably earlier than the date of completion.

For captured vessels, a slightly different procedure is followed; while the launch date is recorded as above the overall period of construction (where known) is shown in the format *date keel laid – date of completion*.

Decks The decks on which guns were mounted are listed with the following abbreviations:

Fc *Forecastle* (deck), often abbreviated to fo'c'sle. A partial deck sheltering the forward end of the upper deck of a ship. In a flush-deck ship with no such partial deck above the upper deck, the forward end of the upper deck itself was sometimes described as the forecastle.

LD *Lower Deck*. Note this was the lowest deck to mount guns in a wooden warship of two continuous decks or more; the term gundeck was usually used in preference for this deck. In a frigate, the lower deck no longer mounted guns, of the ports through which to fire them, although curiously the term 'gundeck' was retained for this deck notwithstanding its complete absence of any guns.

MD *Middle Deck*. On a three-decker, the intervening gunbearing deck between the lower deck and the upper deck, carrying the second full-length tier of carriage guns.

QD *Quarter Deck* (usually just quarterdeck). The partial deck extending forward from the stern, usually to about the mainmast (*ie* about halfway along the ship's length), a deck above the upper deck.

RH *Roundhouse* (deck) or poop (deck).

UD *Upper Deck*. The highest continuous deck of a vessel, excluding the superstructure or 'upper works'. Note. Other decks below the lower deck were the orlop deck and the hold itself, but they did not bear guns as they were below the waterline. The *orlop* deck was the lowest deck running the full length of a ship (or almost the full length continuous (or almost continuous) deck; in smaller vessels the orlop was non-continuous, and instead there was a series of *platforms* between the lower deck and the floor of the hold.

Dimensions Throughout the book, dimensions quoted are length x breadth x depth in hold; all measurements are in Imperial feet (ft) and inches (in). Two types of dimensions are quoted, the *design* dimensions for each class of vessel designed to be built for the Navy, and the actual measured dimensions recorded for each individual vessel, whether built for the Navy or acquired by capture or purchase; these actual dimensions are recorded 'as built' (or in the case of an acquired vessel, as measured upon its acquisition).

Length Two *lengths* are usually quoted, separated by a comma; the first is length on the gundeck (the lower deck in larger vessels); the second is the length of the keel for tonnage (a somewhat artificial figure which is not the same as the actual length of the keel itself). Overall length is not usually quoted for vessels of the sailing era.

Breadth The *breadth* given is that used for calculating the tonnage, actually this is the breadth at the broadest part of the vessel, outside the planking but inside the wales.

Depth The depth is the perpendicular distance between the floor of the hold and the underside of the lower deck.

Draught Where known, each vessel's draught is also given in the form: *forwards / aft*. This is the light draught as at that ship's completion; clearly when fully laden each such ship would draw a considerably greater depth of water.

Dyd (Royal Dockyard). The main bases of the British Navy, at Deptford and Woolwich on the Upper Thames, Chatham and Sheerness on the River Medway, and Portsmouth and Plymouth on the south (Channel) coast of England. Milford on the north side of Milford Haven (Pembrokeshire) was added later in our period, to be supplanted in 1815 by Pater (Pembroke Dock) on the south side of the Haven. There were also overseas Dockyards at Kinsale in Ireland and at a number of other locations.

Flag As used herein as an abbreviation for *flagship*, technically a ship carrying a *flag officer* (or any one of the nine graduations of Admiral) but in common usage the officer in command of any fleet or squadron of warships.

Frigate Generally applied to any warship designed for cruising (patrol and escort duties) rather than to form part of the battlefleet, by the late eighteenth century it signified a warship with a single continuous tier of guns along its upper deck, but no guns (or gunports) below the upper deck. Technically rated vessels of fewer than 28 guns were not classed as frigates, but instead were designated *post ships*, but most sea officers tended to apply the term in general usage to smaller Sixth Rates down to 20 guns.

Guns The *established* number of guns carried on each deck, with the rating (weight of projectile) of each. Unless specified as carronades (usually mounted on slides),

these were *long* (-barreled) guns mounted on trucks.

Ketch In the first half of the eighteenth century, a number of unrated vessels, including many of the sloops and bombs, carried this form of two-masted rig, carrying square sails on both a main and a mizen mast as well as having fore-and-aft-rigged sails. This type of rig went out of use in the second half of the eighteenth century; when two-masted sloops of war reappeared, most would be rigged as brigs (*ie* with a fore and a main mast, instead of a main and a mizen mast).

Lazarette (or **lazaretto**) A hulk adapted to be used as a floating hospital or isolation ward, often used as accommodation for men in quarantine.

Lieut Lieutenant, RN.

Men The total *established* complement of officers and ratings of the ship; the number *actually carried* at any one time naturally varied according to availability and losses.

Mld. Moulded breadth.

M/Shipwright The *Master Shipwright* was the senior naval constructor at each Royal Dockyard, and usually also at subsidiary naval dockyards. Admiralty records usually record as 'builder' only the Master Shipwright who was in post at that dockyard when the ship was launched and delivered to the Navy; in this book, all Master Shipwrights who were in post during the period of construction of the ship are attributed.

NBW Navy Board Warrant (usually with date of issue).

NMM National Maritime Museum, Greenwich.

Obusier The early French answer to the British carronade was in fact a bronze howitzer mounted on a slide carriage and firing a 36 (Fr) lbs projectile. From 1804 the French introduced true carronades as a more effective short-range weapon.

Pink In naval use, a form of two-masted vessel similar to a ketch, but having a narrow stern similar to the (three-masted) Mediterranean xebecs.

Powder hulk A vessel for storing and issuing gunpowder. These were usually under the operational control of the Ordnance Dept. (a government department separate from both Navy and Army) and were for safety stationed well away from the dockyard to which they were attached.

PRO Public Records Office, Kew (now a division of the National Archives).

Razée A vessel cut down by the removal of an entire deck, or sometimes just its quarterdeck and forecastle, to produce a lighter, usually more seaworthy vessel; most often used to give an extended life to a worn-out large warship.

Receiving ship A stationary vessel used as a floating accommodation ship for men between commissions or before they were attached to a specific vessel (in particular, newly pressed men who needed to be isolated from the shore to forestall attempts at desertion).

Servants Until 1794, a Captain was allowed four servants for every 100 men aboard his ship, so this could be as many as eight servants for the Captain of a Sixth Rate, while the Captain of a First Rate might have 32 servants. Lieutenants, Masters, Surgeons and Pursers were allowed one servant each, while Carpenters, Boatswain and Gunners got two. Lieutenants in command of vessels were allowed two servants, while 'Masters and Commanders' had three (their base pay was the same as a Lieutenant, regardless of the vessel's rating). In 1794, the Admiralty, in order to achieve some control over the entry of 'young gentlemen' as future officers, abolished the position of Captain's servant, creating that of 1st Class Volunteer, with its own pay and emoluments. In lieu of the pay of the servants which they had been receiving, Captains were given an increase in pay to offset the loss.

Sheer hulk A vessel equipped with a pair of 'sheer legs' (two large spars angled together to form an 'A' frame) to hoist masts in and out of vessels.

Ship In the more restricted usage of the sailing era, a three-masted sailing vessel, square-rigged on the fore and main masts, but often fore-and-aft rigged on the mizzen mast, and with square topsails on all three masts.

Sloop In naval terms, an unrated vessel of war mounting fewer than 20 carriage guns, which might be either three-masted (*ie* shiprigged) or two-masted (with one of a number of possible rigs). Note this term has no connection with the modern 'sloop-rig', which indicates a single-masted fore-and-aft rig. When brigs were introduced to the RN in the late 1770s, some were initially simply rated as 'brigs', but most were subsequently re-classed as sloops. Confusingly, some small craft (even including some single-masted cutters) sometimes were re-rated as sloops either on upgrading of their ordnance or simply to allow their commanding Lieutenant to receive the title (and appropriate pay) of 'Master and Commander'; thus individual vessels could come and go from the sloop category depending upon who was in charge of them.

Snow A type of 'two-and-a-half'-masted vessel, rigged similar to a brig (which largely replaced it in the second half of the seventeenth century), but with a small trysail-mast immediately aft of the main mast.

Surveyors (of the Navy) The chief designers of warships for the British Navy, and members of the Navy Board. In 1792 the post was held by Sir John Henslow. From 26 January 1793 the post was held jointly by Sir John Henslow and William Rule until Henslow's retirement in 1806; his place was taken on 7 June 1806 by Henry Peake. Rule retired in his turn on 26 May 1813, and the post was then shared between Peake and two new Surveyors, Joseph Tucker and Robert Seppings.

Tons Throughout the period covered by this book, a naval vessel's tonnage was the Builder's Measurement ('bm' throughout the book), a formula used in calculating the carrying capacity of the hull. Since the early eighteenth century, it was calculated using the formula (k x b x ½b >>94), where 'k' and 'b' are respectively the keel length and the breadth of the ship outside the planking (but inside the wales); this explains why fractions of a ton are quoted in ninety-fourths.

Tumblehome The inward inclination of a ship's side from its broadest part near the waterline to the narrower width at upper deck level.

Waist The area of a vessel's upper deck between the break of the forecastle (the rear of the superstructure at the forward end of the vessel) and the break of the quarterdeck) the front of the superstructure at the aft end of the vessel). The trend of naval development was for this area to be gradually encroached on over the years with gangways joining the forecastle to the quarterdeck until the waist ceased to be exposed to the elements.

Wales Thick strakes of timber running along the outside of a vessel's hull for structural strength, usually forming an unbroken exterior rib running from end to end of each of the vessel's sides.

Chronology of the Naval Wars 1792 to 1817

(a brief summary of naval and other events)

1792

20 April	France declares war on Austria.
8 July	France declares war on Prussia.
18 July	France declares war on Sardinia.
10 August	Paris insurrection; suspension of Legislative Assembly (effective start of French Republic).
21 September	Election of France's National Convention.
22 September	National Convention abolishes the French Monarchy (First Day of An I).

1793

1 February	France declares war on Britain and the (Dutch) United Provinces.
7 March	France declares war on Spain; formation of the First Coalition against France.
6 April	Committee of Public Safety assumes power in France.
25-28 August	Toulon surrenders to Hood's Mediterranean fleet; capture of French Mediterranean fleet.
18 December	Toulon evacuated, as retaken by French republicans; 9 French ships of the line destroyed.

1794

22 March	Jervis's squadron captures Martinique (followed on 4 April by St Lucia, on 20 April Guadeloupe).
28 May	Howe's preliminary skirmish against the French fleet.
1 June	Battle of Glorious First of June; Howe's fleet captures 7 French ships of the line.
August	Capture of Corsica by British.

1795

19 January	French capture of the Dutch fleet at Texel.
14 March	Hotham's Action off Genoa; capture of 2 French ships of the line.
5 April	Treaty of Basle between France and Prussia (effectively withdrawn from war in Oct. 1794).
16 May	Treaty of the Hague between France and the Dutch, forming French-dependent Batavian Republic.
17 June	Cornwallis's squadron off Belle Isle chased by French fleet.
23 June	Bridport's Action off Lorient; capture of 3 French ships of the line.
27 June	British expeditionary force lands in Quiberon to aid revolt in Brittany.
12 July	Hotham's Action off Hyères; destruction of 1 French ship of the line.
22 July	Treaty between France and Spain (which ceded Haiti to France).
26 July	Rainier's squadron captures Trincomalee (Ceylon) from the Dutch.
16 August	Elphinstone's squadron captures Cape Colony from the Dutch.
15 September	Britain begins war with Batavian Republic.
3 November	Directory established in France.

1796

17 August	Elphinstone's capture of 2 Dutch ships of the line and 5 frigates at Saldanha Bay (South Africa).
5 October	Spain declares war on Britain.
November	Royal Navy withdrawn from the Mediterranean.
December	Destruction of Hoche's expeditionary force to Ireland.

1797

14 February	Battle of St Vincent; Jervis's fleet in action with the Spanish fleet, taking 4 Spanish ships of the line.
17 February	Harvey's squadron captures Trinidad, with 3 Spanish ships of the line burnt and another taken.
15 April	Mutiny at Spithead (to 17 April).
2 May	Mutiny at the Nore (to 30 June).
22-24 July	Nelson's abortive attack on Tenerife.
11 October	Battle of Camperdown; Duncan's fleet defeats the Dutch fleet, taking 7 of the line.

1798

19 May	Bonaparte sails for Toulon for Egypt with 35,000 troops.
1-2 August	Battle of the Nile; Nelson's fleet captures 9 French ships of the line and destroys 2 in Aboukir Bay.
12 October	Warren's Action at Tory Island off Ireland, leading to capture of 1 French ship of the line and 6 frigates.
15 November	Duckworth's squadron captures Minorca.

1799

27 August	British landing at Den Helder and capture of 13 Dutch warships in the Nieuwe Diep.
30 August	Mitchell's squadron takes surrender of remaining 12 Dutch warships in the Vlieter, off Texel.
9 November	Napoleon assumes power in France (overthrow of Directory) and
24 December	establishes the Consulate.

1800

7 July	British attack with fireships on French squadron of 4 frigates at Dunkirk.
4 September	British capture of Malta.

1801

14 March	Pitt replaced as Prime Minister by Addington.
2 April	Battle of Copenhagen; British attack on the Danish fleet in the habour, under Hyde Parker's overall command with Nelson leading attack.
6 July	Battle of Algeciras; Saumarez's loss of *Hannibal* 74.
12 July	Battle of Gut of Gibraltar; in 'replay', Saumarez takes a French 74 and destroys 2 Spanish 112s.
12 October	King George III's proclamation of cease-fire.

1802

25 March	The Peace of Amiens between Britain on one side and France, Spain and Netherlands on the other, concluding the Revolutionary War.

1803

18 May	Renewal of war between Britain and France (also the Dutch as French ally).
30 November	Loring's squadron captures Cape Français (Haiti) and takes 3 French frigates.

1804

8 March	Capt. Dickson recaptures Gorée (Senegal) from the French.
5 May	Commodore Hood's capture of Surinam from the Dutch (first use of shrapnel shells).

10 May	Pitt becomes Prime Minister again.
2 October	British attack with fireships on French invasion force at Boulogne.
5 October	Moore's squadron seizes Spanish treasure fleet and takes 3 Spanish frigates (a 4th destroyed).
2 December	Napoleon becomes Emperor.
12 December	Spain declares war on Britain.
1805	
30 March	Villeneuve's fleet sails from Toulon.
22 July	Calder's Action off Ferrol; capture of 2 Spanish ships of the line.
21 October	Battle of Trafalgar; Nelson's fleet destroys Villeneuve's Franco-Spanish fleet – 8 French and 7 Spanish ships of the line captured or destroyed (2 more destroyed on 24 October).
4 November	Strachan's Action off Cape Ortegal; capture of 4 French ships of the line.
1806	
10 January	Popham's squadron in capture of Cape of Good Hope, with 1 Dutch ship of the line destroyed.
6 February	Duckworth's Action off Santo Domingo; capture of 3 French ships of the line and 2 more destroyed.
10 February	Lord Grenville becomes Prime Minister after Pitt dies.
1807	
19 February	Sir John Duckworth's squadron forces the Dardanelles.
31 March	Duke of Portland becomes Prime Minister.
22 June	HMS *Leopard* stopped US frigate *Chesapeake*.
7 September	British attack on the Danish fleet at Copenhagen, with 17 Danish ships of the line taken by Gambier's fleet.
6-11 December	Pellew's squadron captures Gressie (Surabaya), with 2 Dutch ships of the line destroyed.
1808	
4 June	Spain declares war on France.
14 June	Capture of 5 French ships of the line by the Spanish in Cadiz harbour (and a 6th at Vigo).
4 July	End of hostilities between Britain and Spain.
1 August	British force of Wellesley's 9,000 men landed at Mondego Bay, Portugal.
1809	
11 April	British attack on the French fleet in the Basque roads (off La Rochelle), under Gambier's control of blockade with Cochrane leading attack causing destruction of 3 French ships of the line.
28 July	Strachan's fleet carries British expeditionary force to the Schelde (taking Flushing on 13 August).
4 October	Spencer Perceval becomes Prime Minister.
25 October	Martin's Action in the Gulf of Lyons; wreck and burning of 2 French ships of the line.
1810	
6 January	Sweden makes peace with France (and declares war on England 19 November).
16 February	Drury's squadron captures Amboyna (Moluccas) from the Dutch.
10 July	Capture of Reunion by Britain from France.
24-25 August	Battle of Grand Port, Mauritius; French defeat Pym's squadron of 4 frigates (2 destroyed, 2 taken).
3 December	Bertie's squadron in capture of Mauritius.
1811	
13 March	Battle of Lissa; Hoste's defeat of French and Venetian frigates.
20 May	Action off Madagascar; Schomberg's frigates in defeat of French frigates.
27 August	Drury's squadron (under Commodore Broughton following Drury's death) captures Java.
24 December	Loss of the *Saint George* (98) and *Defence* (74) in a gale off Denmark, with *Hero* (74) lost in same gale off Texel the next day; only 28 survivors out of nearly 2,000 men in the three crews.
1812	
19 March	Russia declares war on France.
11 May	Spencer Perceval assassinated; Lord Liverpool becomes Prime Minister.
19 June	America declares war on Britain.
1813	
5 November	Pellew's squadron in skirmish with French Mediterranean fleet off Cape Sicié.
1814	
6 April	Napoleon's first abdication.
24 August	Cockburn's squadron captures Washington DC and burns the White House.
11 September	Battle of Lake Champlain; American squadron (Macdonough) defeats British squadron (Downie).
24 December	Treaty of Ghent between Britain and America.
1815	
1 March	Napoleon returns to France (start of the 'Hundred Days').
22 June	Napoleon's second abdication (four days after Waterloo).
15 July	Napoleon surrenders to *Bellerophon* off Rochefort.
20 November	Formal end of French war.
1816	
27 August	Bombardment of Algiers by Adm. Lord Exmouth's fleet.
14 November	Engagement of Capt. Murray Maxwell (in *Alceste*) with shore batteries in Canton River.
25 November	Reorganisation of ships' ratings recommended by Admiralty Board.
1817	
February	New ships' ratings came into effect.

Fleet Actions 1792 to 1817

The following is a list of the British and opposing French, Dutch and Spanish vessels which participated in each of the major battles of the period.

1. Attack on Toulon – August 1793.
Hood's fleet – 22 ships of the line.
2 x 100s – *Victory* (flag of Vice-Adm. Samuel Hood and Rear-Adm. Sir Hyde Parker) and *Britannia* (flag of Vice-Adm. William Hotham) 3 x 98s – *Windsor Castle* (flag of Vice-Adm. Phillips Cosby), *Princess Royal* (flag of Rear-Adm. Samuel Goodall) and *St George* (flag of Rear-Adm. John Gell).
12 x 74s – *Alcide* (flag of Commodore Robert Linzee from September), *Bedford*, *Berwick*, *Captain*, *Colossus*, *Courageux*, *Egmont*, *Fortitude*, *Illustrious*, *Leviathan*, *Robust* and *Terrible*.
5 x 64s – *Agamemnon*, *Ardent*, *Diadem*, *Intrepid* (from end August) and *St Albans*.
1 x 50 – *Romney*.
4 x 36s – *Aigle*, *Inconstant*, *Leda* and *Romulus*.
8 x 32s – *Aimable*, *Aquilon*, *Castor*, *Isis*, *Juno*, *Lowestoffe*, *Meleager* and *Mermaid*.
3 x 28s – *Dido*, *Nemesis* and *Tartar*.
1 x 24 – *Amphitrite*.
Also hospital ship *Dolphin* and store ship *Gorgon* (both ex 44s), store ship *Camel* (20), sloops *Éclair*, *Fury*, *Scout*, *Speedy*, *Tisiphone* and *Weazle*, and fireships *Conflagration* and *Vulcan*.
The French fleet at Toulon – 31 ships of the line of which 4 (#) were taken away and 9 (*) were destroyed at the evacuation.
2 x 120s – *Commerce de Marseilles* #, *Dauphin Royal*.
4 x 80s – *Couronne*, *Languedoc*, *Tonnant* and *Triomphant* *.
25 x 74s – *Alcide*, *Apollon*, *Barra*, *Censeur*, *Centaure**, *Commerce de Bordeaux*, *Conquérant*, *Destin* *, *Duguay-Trouin* *, *Entreprenant*, *Généreux*, *Guerrier*, *Héros**, *Heureux*, *Liberté**, *Mercure*, *Orion*, *Patriote*, *Pompée* #, *Puissant* #, *Scipion* #, *Peuple Souverain*, *Suffisant* *, *Thémistocle* * and *Tricolor* *.

2. Battle of the Glorious First of June, 1794.
Howe's fleet – 25 ships of the line.
3 x 100s – *Royal Charlotte* (flag of Adm. Earl Howe), *Royal George* (flag of Vice-Adm. Sir Alexander Hood) and *Royal Sovereign* (flag of Vice-Adm. Thomas Graves).
4 x 98s – *Barfleur* (flag of Rear-Adm. George Bowyer), *Glory*, *Impregnable* (flag of Rear-Adm. Benjamin Caldwell) and *Queen* (flag of Rear-Adm. Alan Gardner).
2 x 80s – *Caesar* and *Gibraltar*.
16 x 74s – *Alfred*, *Bellerophon* (flag of Rear-Adm Thomas Pasley), *Brunswick*, *Culloden*, *Defence*, *Invincible*, *Leviathan*, *Majestic*, *Marlborough*, *Montagu*, *Orion*, *Ramillies*, *Russell*, *Thunderer*, *Tremendous* and *Valiant*.
2 x 38s – *Latona* and *Phaeton*.
4 x 32s – *Aquilon*, *Niger*, *Southampton* and *Venus*.
1 x 28 – *Pegasus*.
Also hospital ship *Charon* (ex 44), fireships *Comet* and *Incendiary*, sloop *Kingfisher*, and cutters *Ranger* and *Rattler*.
Villaret-Joyeuse's fleet – 26 ships of the line of which 6 (#) were taken and 1 (*) sunk.
1 x 120 – *Montagne* (flag of Rear-Adm. Louis Thomas Villaret-Joyeuse).
2 x 110s – *Républicain* (flag of Rear-Adm. Joseph-Marie Nielly) and *Terrible* (flag of Rear-Adm. François Joseph Bouvet).
4 x 80s – *Jacobin*, *Juste* #, *Sans Pareil* # and *Scipion*.
19 x 74s – *Achille* #, *America* #, *Convention*, *Entreprenant*, *Eole*, *Gasparin*, *Impétueux* #, *Jemappes*, *Mucius*, *Neptune*, *Northumberland* #, *Patriote*, *Pelletier*, *Téméraire*, *Tourville*, *Trajan*, *Trente-et-un Mai*, *Tyrannicide* and *Vengeur du Peuple* *.
Also frigates *Galatée*, *Gentille*, *Naiade*, *Précieuse*, *Proserpine* and *Tamise* (ex HMS *Thames*) and sloop *Papillon*.

3. Hotham's Action off Genoa – 14 March 1795.
Hotham's fleet – 14 ships of the line (including the Neapolitan 74 *Tancredi*).
1 x 100 – *Britannia* (flag of Vice-Adm. William Hotham).
3 x 98s – *Princess Royal* (flag of Vice-Adm. Samuel Granston Goodall), *St George* (flag of Vice-Ad, Sir Hyde Parker) and *Windsor Castle* (flag of Rear-Adm. Robert Linzee).
8 x 74s – *Bedford*, *Captain*, *Courageux*, *Egmont*, *Fortitude*, *Illustrious*, *Terrible* and *Tancredi*.
2 x 64s – *Agamemnon* and *Diadem*.
2 x 36s – *Inconstant* and *Romulus*.
4 x 32s – *Lowestoft*, *Meleager*, *Minerva* (Neapolitan) and *Pilade* (Neapolitan).
1 x 26 – *Poulette*.
Also sloop *Moselle*, brig *Tarleton* and cutter *Fox*.
Martin's fleet – 15 ships of the line, of which 2 (#) were taken.
1 x 120 – *Sans Culottes* (flag of Rear-Adm. Pierre Martin).
3 x 80s – *Ça Ira* #, *Tonnant* and *Victoire*.
11 x 74s – *Alcide*, *Barra*, *Censeur* #, *Conquérant*, *Duquesne*, *Généreux*, *Guerrier*, *Heureux*, *Mercure*, *Peuple Souverain* and *Timoléon*.
1 x 40 – *Minerve*.
3 x 32s – *Alceste*, *Tamise* and *Vestale*.
1 x 20 – *Hazard*.
Also sloop *Scout*.

4. Bridport's Action off Île Groix – 23 June 1795.
Bridport's fleet – 14 ships of the line.
2 x 100s – *Royal George* (flag of Adm. Lord Bridport) and *Queen Charlotte*.
6 x 98s – *Barfleur*, *London* (flag of Vice-Adm. John Colpoys), *Prince*, *Prince George*, *Prince of Wales* (flag of Rear-Adm. Henry Harvey) and *Queen* (flag of Vice-Adm. Sir Alan Gardner).
1 x 80 – *Sans Pareil* (flag of Rear-Adm. Lord Hugh Seymour).
5 x 74s – *Colossus*, *Irresistible*, *Orion*, *Russell* and *Valiant*.
1 x 44 – *Revolutionnaire*.
2 x 36s – *Nymphe* and *Thalia*.
2 x 32s – *Aquilon* and *Astraea*.
1 x 20 – *Babet*.
Also fireships *Incendiary* and *Megaera*, hospital ship *Charon* (ex 44) and luggers *Argus* and *Dolly*.
Villaret de Joyeuse's fleet – 12 ships of the line of which 3 (#) were taken.
1 x 118 – *Peuple* (flag of Vice-Adm. Louis Thomas Villaret de Joyeuse).
11 x 74s – *Alexandre* #, *Droits de l'Homme*, *Formidable* #, *Fougueux*, *Jean Bart*, *Mucius*, *Nestor*, *Redoubtable*, *Tigre* #, *Wattigny* and *Zélé*.

Also some 18 frigates and smaller vessels.

5. Hotham's Action off the Hyères – 13 July 1795.
Hotham's fleet – 23 ships of the line. (including the Neapolitan 74s *Guiscardo* and *Samnito*).
2 x 100s – *Victory* (flag of Rear-Adm. Robert Mann) and *Britannia* (flag of Adm. William Hotham).
4 x 98s – *Barfleur*, *Princess Royal* (flag of Vice-Adm. Samuel Granston Goodall), *St George* (flag of Vice-Ad, Sir Hyde Parker) and *Windsor Castle* (flag of Rear-Adm. Robert Linzee).
1 x 80 – *Gibraltar*.
14 x 74s – *Audacious*, *Bedford*, *Bombay Castle*, *Captain*, *Courageux*, *Culloden*, *Cumberland*, *Defence*, *Egmont*, *Fortitude*, *Guiscardo*, *Samnito*, *Saturn* and *Terrible*.
2 x 64s – *Agamemnon* (flag of Commodore Horatio Nelson) and *Diadem*.
1 x 32 – *Meleager*.
1 x 28 – *Cyclops*.
1 x 24 - *Ariadne*.
Also sloops *Comet*, *Éclair*, *Fleche*, *Moselle* and *Mutine*, and the cutter *Resolution*.
Martin's fleet – 17 ships of the line of which one (*) was sunk.
1 x 120 – *Sans Culottes* (flag of Vice-Adm. Pierre Martin).
2 x 80s – *Formidable* and *Tonnant*.
14 x 74s – *Alcide* *, *Barra*, *Conquérant*, *Duquesne*, *Généreux*, *Guerrier*, *Heureux*, *Jemappes*, *Jupiter*, *Mercure*, *Mont Blanc*, *Peuple Souverain*, Révolution and Tyrannicide.
Also 6 frigates and 2 or 3 smaller vessels.

6. Battle off Cape St Vincent – 14 February 1797.
Jervis's fleet – 15 ships of the line.
2 x 100s – *Victory* (flag of Adm. Sir John Jervis) and *Britannia* (flag of Vice-Adm. Charles Thompson).
3 x 98s – *Barfleur* (flag of Vice-Adm. William Waldegrave), *Blenheim* and *Prince George* (flag of Rear-Adm. William Parker).
1 x 90 – *Namur*.
8 x 74s – *Captain* (flag of Commodore Horatio Nelson), *Colossus*, *Culloden*, *Egmont*, *Excellent*, *Goliath*, *Irresistible* and *Orion*.
1 x 64 – *Diadem*.
1 x 38 – *Minerve*
3 x 32s – *Lively*, *Niger* and *Southampton*.
1 x 20 – *Bonne Citoyenne*.
Also brig *Raven* and cutter *Fox*.
Cordova's fleet – 27 ships of the line of which 4 (#) were taken.
1 x 136 – *Santissima Trinidad* (flag of Adm. Don José de Cordova)
6 x 112s – *Conde de Regla*, *Mexicano* (flag of Adm. P. de Cardenas), *Principe de Asturias* (flag of Vice-Adm. Don Juan de Moreno), [*Purissima*] *Concepción* (flag of Adm. Morales de los Rios), *Salvador del Mundo* #, and *San Josef* # (flag of Adm. Don F. Z. Winthuysen).
2 x 80s – *Neptuno* and *San Nicolas* #.
18 x 74s – *Atlante*, *Bahama* (flag of Adm. D. De Nava), *Conquistador*, *Firme*, *Glorioso*, *Pelayo*, *San Antonio*, *San Domingo*, *San Firmin*, *San Francisco de Paula*, *San Genaro*, *San Ildefonso*, *San Juan Nepomuceno*, *San Pablo*, *San Ysidro* #, *Soberano* and *Terrible*.
12 x 34s – *Ceres*, *Diana*, *Nuestra Señora de Atocha*, *Nuestra Señora de Guadeloupe*, *Nuestra Señora de la Mercedes*, *Nuestra Señora de la Paz*, *Perla*, *Santa Brigida*, *Santa Cazilda*, *Santa Dorotea*, *Santa Matilda* and *Santa Teresa*.
Also *Vigilante* of 12 guns.

7. Battle off Camperdown – 11 October 1797.
Duncan's fleet – 14 ships of the line.
7 x 74s – *Bedford*, *Monarch* (flag of Vice-Adm. Richard Onslow), *Montagu*, *Powerful*, *Russell*, *Triumph* and *Venerable* (flag of Adm. Adam Duncan).
7 x 64s – *Agincourt*, *Ardent*, *Belliqueux*, *Director*, *Lancaster*, *Monmouth* and *Veteran*.
2 x 50s – *Adamant* and *Isis*.
1 x 40 – *Beaulieu*.
1 x 28 – *Circe*.
Also sloop *Martin*, hired cutters *Rose*, *King George*, *Active* and *Diligent*, and hired lugger *Speculator*.
De Winter's fleet – 15 ships of the line of which 7 (#) were taken.
4 x 74s – *Brutus* (flag of Rear-Adm. Bloijs van Treslong), *Jupiter* # (flag of Vice-Adm. H Reijntjes), *Staten Generaal* (flag of Rear-Adm. Samuel Storij) and *Vrijheid* # (flag of Vice-Adm. Jan Willem de Winter).
5 x 68s – *Admiraal de Vries*#, *Cerberus*, *Gelijkheid* #, *Haarlem* # and *Leijden*.
2 x 64s – *Hercules* # and *Wassenaar* #.
3 x 56s – *Alkmaar*, *Batavier* and *Beschermer*.
1 x 54 – *Delft* #.
2 x 44s – *Mars* and *Monnikendam* #.
1 x 36 – *Embuscade* #.
1 x 32 – *Heldin*.
2 x 24s – *Minerva* and *Waakzaamheid*.
Also brigs *Ajax*, *Atalante*, *Daphne* and *Galathee*; and advice boat *Haasje*.

8. Battle of the Nile (or Aboukir) – 1 August 1798.
Nelson's fleet – 14 ships of the line (including one 50).
13 x 74s – *Alexander, Audacious*, *Bellerophon*, *Culloden*, *Defence*, *Goliath*, *Majestic*, *Minotaur*, *Orion*, *Swiftsure*, *Theseus*, *Vanguard* (flag of Rear-Adm. Horatio Nelson) and *Zealous*.
1 x 50 – *Leander*.
Also sloop *Mutine*.
Brueys's fleet – 13 ships of the line of which 9 (#) were taken and 2 (*) sunk.
1 x 120 – *Orient* * (flag of Vice-Adm. François Paul Brueys d'Aiguïlliers).
3 x 80s – *Franklin* # (flag of Rear-Adm. Armand-Simon-Marie Blanquet du Chayla),*Guillaume Tell* (flag of Rear-Adm. Pierre Charles Comte de Villeneuve) and *Tonnant* #.
9 x 74s – *Aquilon* #, *Conquérant* #, *Généreux*, *Guerrier* #, *Heureux* #, *Mercure* #, *Peuple Souverain*, *Spartiate* # and *Timoléon* *.
3 x 40s – *Artémise* *, *Diane* (flag of Rear-Adm. Denis Decrès) and *Justice*.
1 x 36 – *Sérieuse* *.
also brigs *Alerte* and *Railleur*, and 3 bombs.

9. First Battle of Copenhagen – 2 April 1801.
Nelson's fleet – 10 ships of the line.
7 x 74s – *Bellona*, *Defiance* (flag of Rear-Adm. Thomas Graves), *Edgar*, *Elephant* (flag of Vice-Adm. Lord Horatio Nelson), *Ganges*, *Monarch* and *Russell*.

3 x 64s – *Agamemnon*, *Ardent* and *Polyphemus*.
1 x 54 – *Glatton*.
1 x 50 – *Isis*.
2 x 38s – *Amazon* and *Desiree*.
1 x 36 – *Blanche*.
1 x 32 – *Alcmene*.
1 x 26 – *Jamaica*.
Also two experimental Benthamite 'sloops' *Arrow* and *Dart*, sloops *Cruiser* and *Harpy*, bombs *Discovery*, *Explosion*, *Hecla*, *Sulphur*, *Terror*, *Volcano* and *Zebra*, and fireships *Otter* and *Zephyr*.
Hyde Parker's fleet (the remainder of the British contingent, not active in the battle)
2 x 98s – *London* (flag of Adm. Sir Hyde Parker) and *St George*.
4 x 74s – *Defence*, *Ramillies*, *Saturn* and *Warrior*.
2 x 64s – *Raisonnable* and *Veteran*.

10. Battle off Algeciras – 6 July 1801.
Saumarez's squadron – 6 ships of the line, of which 1 (#) was taken by the French.
1 x 80 – *Caesar* (flag of Rear-Adm. Sir James Saumarez).
5 x 74s – *Audacious*, *Hannibal* #, *Pompée*, *Spencer* and *Venerable*.
Linois's squadron – 3 ships of the line.
2 x 80s – *Formidable* (flag of Rear-Adm. Charles Comte de Linois) and *Indomptable*.
1 x 74 – *Desaix*.
1 x 40 – *Muiron*.

11. Battle in the Gut of Gibraltar – 13 July 1801.
Saumarez's squadron – 5 ships of the line.
1 x 80 – *Caesar* (flag of Rear-Adm. Sir James Saumarez).
4 x 74s – *Audacious*, *Spencer*, *Superb* and *Venerable*.
1 x 32 – *Thames*.
Also polacre *Calpe*, armed brig *Louisa* and the Portuguese frigate *Carlotta*.
Franco-Spanish squadron – 9 ships of the line of which 1 (#) was taken and 2 (*) sunk.
2 x 112s (Spanish) – *Real Carlos* * and *San Hermenegildo* *.
1 x 94 (Spanish) – *San Fernando*.
3 x 80s – *Argonauta* (Sp.) *Formidable* and *Indomptable*.
3 x 74s – *Desaix*, *St Antoine* # (Fr.) and *San Augustin* (Sp.)
1 x 44 (Sp.) – *Sabina* (joint flag of Rear-Adm. Charles Comte de Linois and Vice-Adm. Don Juan Joaquin de Moreno)
2 x 40s (Fr.) – *Liberté* and *Muiron*.
Also brig *Vautaur*.

12. Calder's Action – 22 July 1805.
Calder's fleet – 15 ships of the line.
4 x 98s – *Barfleur*, *Glory* (flag of Rear-Adm. Charles Stirling), *Prince of Wales* (flag of Vice-Adm. Sir Robert *Calder*) and *Windsor Castle*.
1 x 80 – *Malta*
8 x 74s – *Ajax*, *Defiance*, *Dragon*, *Hero*, *Repulse*, *Thunderer*, *Triumph* and *Warrior*.
2 x 64s – *Agamemnon* and *Raisonnable*.
1 x 40 – *Egyptienne*.
1 x 36 – *Sirius*.
also lugger *Nile* and cutter *Frisk*.
Gravina's Franco-Spanish fleet – 20 ships of the line of which 2 (#) were taken.
1 x 90 – *Argonauta* (flag of Adm. Don Federico Gravina)
5 x 80s – *Bucentaure* (flag of Vice-Adm. Pierre Charles Comte de Villeneuve), *Formidable* (flag of Rear-Adm. Pierre-Etienne René-Marie Dumanoir Le Pelley), *Indomptable*, *Neptune* (flag of Commodore Esprit-Tranquille Maistral) and *San Rafael* # (flag of Commodore Don F Montez).
12 x 74s – *Achille*, *Aigle*, *Algéciras*, *Atlas*, *Berwick*, *Firme* #, *Intrépide*, *Mont Blanc*, *Pluton* (flag of Commodore J M Cosmao-Kerjulien) *Scipion*, *Swiftsure* and *Terrible*.
2 x 64s – *America* and *España*.
5 x 40s – *Cornélie*, *Didon*, *Hortense*, *Rhin* and *Thémis*.
1 x 36 – *Sirène*.
Also *Santa Magdalena*, 18-gun *Furet* and 16-gun *Naïade*.

13. Battle of Trafalgar – 21 October 1805
Nelson's fleet – 27 ships of the line.
3 x 100s – *Britannia* (flag of Rear-Admiral William Carnegie, Earl of Northesk), *Royal Sovereign* (flag of Vice-Admiral Cuthbert Collingwood) and *Victory* (flag of Vice-Admiral Viscount Horatio Nelson).
4 x 98s – *Dreadnought*, *Neptune*, *Prince* and *Téméraire*.
1 x 80 – *Tonnant*.
16 x 74s – *Achille*, *Ajax*, *Belleisle*, *Bellerophon*, *Colossus*, *Conqueror*, *Defence*, *Defiance*, *Leviathan*, *Mars*, *Minotaur*, *Orion*, *Revenge*, *Spartiate*, *Swiftsure* and *Thunderer*.
3 x 64s – *Africa*, *Agamemnon* and *Polyphemus*.
1 x 38 – *Euryalus*.
3 x 36s – *Naiad*, *Phoebe* and *Sirius*.
Also schooner *Pickle* and cutter *Entreprenante*.
Villeneuve's fleet – 33 ships of the line of which 19 (#) were taken.
1 x 136 – *Santissima Trinidad* # (flag of Rear-Adm. Don Báltasar Hidalgo de Cisneros and Commodore Don Francisco de Uriarte y Borja).
2 x 112s – *Principe de Asturias* (flag of Adm. Don Federico Carlos Gravina and Rear-Adm. Don Antonio de Escaño) and *Santa Ana* # (flag of Vice-Adm. Don Ignacio María de Álava y Navarrete).
1 x 100 – *Rayo* # (flag of Commodore Don Enrique MacDonnell).
1 x 84 – *Neptune* (flag of Commodore Esprit-Tranquille Maistral).
5 x 80s – *Argonauta* #, *Bucentaure* # (flag of Vice-Adm. Pierre-Charles-Jean-Baptiste-Silvestre de Villeneuve), *Formidable* (flag of Rear-Adm. Pierre-Etienne René-Marie Dumanoir Le Pelley), *Indomptable* (flag of Commodore Jean-Joseph Hubert) and *Neptuno* # (flag of Commodore Don H. Cayetano Valdès).
22 x 74s – *Achille* #, *Aigle* #, *Algéciras* # (flag of Rear-Adm. Charles-René Magon de Médine), *Argonaute*, *Bahama* # (flag of Commodore Don Dionisio Alcalá Galiano), *Berwick* #, *Duguay-Trouin*, *Fougueux* #, *Héros*, *Intrépide* #, *Monarca* #, *Montañes*, *Mont Blanc* (flag of Commodore Guillaume-Jean-Noël Lavillegris), *Pluton*, *Redoutable* #, *San Agustin* #, *San Francisco de Asîs*, *San Ildefonso* # (flag of Commodore Don José de Vargas), *San Juan Nepocumeno* #, *San Justo*, *Scipion* and *Swiftsure* #.

1 x 64 – *San Leandro*.
5 x 40s – *Cornélie*, *Hermione*, *Hortense*, *Rhin* and *Thémis*.
Also 18-gun *Furet* and 16-gun *Argus*.

14. Strachan's Action – 3 November 1805.
Strachan's squadron – 5 ships of the line.
1 x 80 – *Caesar* (pennant of Capt. Sir Richard John Strachan).
4 x 74s – *Bellona* (took no part), *Courageux*, *Hero* and *Namur*.
1 x 38 – *Revolutionnaire*.
2 x 36 – *Phoenix* and *Santa Margarita*.
1 x 32 – *Aeolus*.
Dumanoir's squadron – 4 ships of the line, of which all 4 were taken.
1 x 80 - *Formidable* (flag of Rear-Adm. Pierre-Etienne René-Marie Dumanoir Le Pelley).
3 x 74s – *Duguay-Trouin*, *Mont Blanc* and *Scipion*.

15. Second Battle of Copenhagen – 15 August / 7 Sept 1807.
Gambier's fleet – 25 ships of the line.
1 x 98 – *Prince of Wales* (flag of Adm. James Gambier).
18 x 74s – *Alfred*, *Brunswick*, *Captain*, *Centaur* (flag of Commodore Sir Samuel Hood), *Defence*, *Ganges* (flag of Commodore Richard Goodwin Keats), *Goliath*, *Hercule*, *Maida*, *Mars*, *Minotaur* (flag of Rear-Adm. William Essington), *Orion*, *Pompée* (flag of Vice-Adm. Henry Edwyn Stanhope), *Resolution*, *Spencer*, *Superb*, *Valiant* and *Vanguard*.
6 x 64s – *Agamemnon*, *Dictator*, *Inflexible*, *Leyden*, *Nassau* and *Ruby*.
Also 4 frigates and about 36 smaller craft.
Puget's flotilla for inshore bombardment (under Capt. Peter Puget of the *Goliath*) comprised the sloops *Cruiser*, *Hebe* (hired) and *Mutine*; the gun-brigs *Desperate*, *Fearless*, *Indignant*, *Kite*, *Pincher*, *Safeguard*, *Tigress* and *Urgent*; the bombs *Aetna*, *Thunder*, *Vesuvius* and *Zebra*; three small armed transport and 10 launches fitted as mortar boats.
Danish fleet – 18 ships of the line of which all were surrendered on 7 September.
1 x 84 – *Christian den Syvende*.
2 x 80s – *Neptunus*, *Waldemar*.
12 x 74s – *Arveprinds Friderich*, *Danmark*, *Fyen*, *Justitia*, *Kronprinds Friderich*, *Kronprindsesse Maria*, *Norge*, *Odin*, *Prindsesse Caroline*, *Prindsesse Sophia Friderica*, *Skjold* and *Tre Kroner*.
3 x 64s – *Dithmarschen*, *Mars* and *Seierherre*.
2 x 38s – *Perlen* and *Rota*.
6 x 36s – *Freja*, *Havfrue*, *Iris*, *Nayaden*, *Nymphen* and *Venus*.
2 x 28s – *Friderik steen* and *Triton*.
1 x 22 – *St Thomas*.
2 x 20s – *Fylla* and *Lille Belt*.
Also brigs *Allart*, *Brevdrageren*, *Coureer*, *Delphinen*, *Elven*, *Eyderen*, *Flyvendefiske*, *Glommen*, *Gluckstad*, *Mercurius*, *Nid Elven*, *Sarpen*, the schooner *Ornen*, and some 24 gunboats.

16. Battle of Lissa – 13 March 1811.
Hoste's squadron – 3 frigates and a post ship.
1 x 38 – *Active*.
2 x 32s – *Amphion* (Capt. William Hoste) and *Cerberus*.
1 x 22 – *Volage*.
Dubourdieu's squadron – 6 frigates – of which 3 (#) were taken and one (*) sunk – and 4 smaller vessels.
4 x 44s – *Corona* #, *Danaé*, *Favourite* * (Commodore Bernard Dubourdieu) and *Flore* #.
2 x 32s – *Bellona* # and *Carolina*.
Also 18-gun *Principessa Augusta*, 10-gun *Principessa di Bologna*, 6-gun *Eugenio* and 2-gun *Lodola*.

Annual Expenditure on the Navy

(and other relevant annual statistics)

Year	*Expenditure*	*'Extra'*	*'Ordinary'*	*Manning Level*
1793	£ 4,003,984	£ 387,710	£ 669,205	45,000
1794	£ 5,525,331	£ 547,310	£ 558,021	85,000
1795	£ 6,315,523	£ 525,840	£ 589,683	100,000
1796	£ 7,613,552	£ 708,400	£ 624,152	110,000
1797	£ 13,133,673	£ 768,100	£ 653,573	120,000
1798	£ 13,449,388	£ 639,530	£ 689,858	120,000
1799	£ 13,654,013	£ 693,750	£ 1,119,063	120,000
1800	£ 13,619,079	£ 772,140	£ 1,169,439	120,000 (2 months); 110,000 (11 months)
1801	£ 16,577,037	£ 933,900	£ 1,269,918	120,000 (3 months); 135,000 (10 months)
1802	£ 11,833,570	£ 773,500	£ 1,365,524	130,000 (5 months); 88,000 (1 month); 70,000 (7 months)
1803	£ 10,211,378	£ 901,140	£ 1,488,238	50,000 (2 months); 60,000 (4 months); 100,000 (7 months)
1804	£ 12,350,606	£ 948,520	£ 1,345,670	100,000
1805	£ 15,035,630	£ 1,553,690	£ 1,394,940	120,000
1806	£ 18,864,341	£ 1,980,830	£ 1,435,353	120,000
1807	£ 17,400,337	£ 2,134,903	£ 1,557,934	120,000 (1 month); 130,000 (12 months)
1808	£ 18, 087,547	£ 2,351,188	£ 1,142,959	130,000
1809	£ 19,578,467	£ 2,296,030	£ 1,408,437	130,000
1810	£ 18,975,120	£ 1,841,107	£ 1,511,075	145,000
1811	£ 19,822,000	£ 2,046,200	£ 1,578,113	145,000
1812	£ 19,305,759	£ 1,696,621	£ 1,447,125	145,000
1813	£ 20,096,709	£ 2,822,031	£ 1,700,135	140,000
1814	£ 19,312,070	£ 2,086,274	£ 1,730,840	117,400 (7 months); 90,000 (6 months)
1815	£ 19,032,700	£ 2,116,710	£ 2,278,929	70,000 (3 months); 90,000 (10 months)
1816	£ 13,114,345			33,000
1817	£ 7,645,422			19,000

Source: Laird Clowes (see Bibliography). Note that the greatest pressure on finance and manpower occurs in the decade *after* Trafalgar, when the war became a struggle of attrition between the powers. Months are lunar, not calendar.

Year	*Vessels in Commission*	*Vessels in Ordinary*	*Stationary Harbour Ships*	*Building or on Order*	*Total*
1793	135 – of 101,272 tons	169 – of 198,137 tons	86 – of 71,670 tons	21 – of 31,476 tons	411
1794	279 – of 253,262 tons	49 – of 64,647 tons	92 – of 78,247 tons	37 – of 39,646 tons	457
1795	326 – of 290,290 tons	37 – of 48,972 tons	120 – of 87,802 tons	27 – of 38,512 tons	510
1796	376 – of 335,493 tons	29 – of 30,922 tons	119 – of 94,218 tons	58 – of 69,790 tons	592
1797	401 – of 344,371 tons	34 – of 29,270 tons	152 – of 112,388 tons	46 – of 64,519 tons	633
1798	451 – of 351,293 tons	51 – of 49,278 tons	157 – of 126,938 tons	36 – of 53,947 tons	696
1799	469 – of 359,632 tons	48 – of 55,039 tons	177 – of 151,010 tons	28 – of 42,068 tons	722
1800	468 – of 354,068 tons	42 – of 54,106 tons	219 – of 178,421 tons	28 – of 52,616 tons	757
1801	472 – of 359,994 tons	39 – of 53,310 tons	224 – of 179,503 tons	36 – of 52,178 tons	771
1802	451 – of 363,813 tons	54 – of 52,753 tons	241 – of 182,296 tons	35 – of 52,114 tons	781
1803	232 – of 175,456 tons	210 – of 222,741 tons	166 – of 147,598 tons	55 – of 60,800 tons	663
1804	395 – of 315,581 tons	79 – of 98,484 tons	148 – of 147,576 tons	80 – of 65,549 tons	703
1805	508 – of 349,187 tons	69 – of 85,431 tons	149 – of 152,802 tons	81 – of 73,494 tons	807
1806	579 – of 402,579 tons	46 – of 52,561 tons	163 – of 165,289 tons	131 – of 97,033 tons	920
1807	636 – of 419,595 tons	54 – of 64,541 tons	175 – of 173,443 tons	108 – of 112,641 tons	973
1808	642 – of 442,676 tons	59 – of 57,775 tons	220 – of 213,962 tons	111 – of 120,283 tons	1,032
1809	709 – of 469,227 tons	46 – of 51,713 tons	224 – of 220,560 tons	82 – of 116,422 tons	1,061
1810	692 – of 468,565 tons	37 – of 45,531 tons	247 – of 243,973 tons	72 – of 102,921 tons	1,048
1811	658 – of 463,586 tons	38 – of 45,438 tons	264 – of 254,377 tons	59 – of 89,498 tons	1,019
1812	621 – of 441,520 tons	40 – of 51,009 tons	237 – of 247,068 tons	80 – of 86,503 tons	978
1813	613 – of 436,381 tons	40 – of 56,093 tons	246 – of 262,362 tons	110 – of 115,118 tons	1,009
1814	644 – of 462,213 tons	43 – of 55,544 tons	249 – of 259,468 tons	72 – of 85,673 tons	1,008
1815	485 – of 323,154 tons	115 – of 158,784 tons	241 – of 245,041 tons	43 – of 63,589 tons	884
1816	260 – of 184,654 tons	205 – of 223,452 tons	278 – of 264,891 tons	33 – of 51,913 tons	776
1817	124 – of 84,622 tons	281 – of 285,390 tons	211 – of 206,764 tons	38 – of 57,382 tons	654

Source: William James (see Bibliography), Abstracts. The dates relate to 1 January of the year stated. The first two columns are vessels in sea service or repairing only.

1 First Rates of 100 guns and above

The prestige ships of the British (or any) Navy were the threedeckers, carefully and lavishly built, always in Royal Dockyards and requiring many years' work. Rarely commissioned in peace-time, and preserved with expensive overhauls ('refits') and rebuilding, the few First Rates served as flagships for the main fleets in the Channel and Mediterranean, but their great strength made them the strongest units of the line of battle. Nevertheless they were difficult to handle, drew much water, and the prewar vessels had such a low freeboard that in anything of a lively sea their lower decks were liable to flooding in battle.

(A) Vessels in service or on order at 1 February 1793

There were five First Rates of 100 guns in existence in January 1793 – the *Britannia* in commission and the *Victory*, *Royal Sovereign*, *Royal George* and *Queen Charlotte* in Ordinary. Two new ships of 110 guns were under construction – the *Ville de Paris* and the *Hibernia* – but the first was not to be launched until 1795. Each 100-gun ship had an established complement of 850 men (788 officers, seamen and marines; 53 servants and boys; and 9 'widows' men'; 650 as peacetime establishment) in addition to extras assigned when used as flagships. This total was reduced by 13 servants and boys to 837 in 4.1794.

On 13.7.1779 ten 12pdr carronades were assigned to each First Rate in addition to their carriage guns, eight to be mounted on the poop (RH deck) and two on the forecastle, in addition to the 6pdr guns there. On 19.11.1794 the new carronade Establishment provided for 2 x 32pdr type on the forecastle and 6 x 24pdr type for the poop, raising the weight of broadside by 104 lbs, but those actually carried varied in each ship.

***ROYAL GEORGE* Class** – 100 guns. Ordered in 1751 to be built strictly to the 1745 Establishment dimensions, but allowing some variations in the design from those specified in the Establishment; on 21.5.1757 this was amended to have her built instead to the draught of the *Royal George*, the Woolwich-built vessel which foundered 29.8.1782 at Spithead, drowning most aboard including Vice-Adm. Richard Kempenfelt.

Dimensions & tons: 178ft 0in, 144ft 6½in x 51ft 10in x 21ft 6in. $2{,}065^{58}/_{94}$ bm.

Men: 850. Guns: (originally) LD 28 x 42pdrs; MD 28 x 24pdrs; UD 28 x 12pdrs; QD 12 x 6pdrs; Fc 4 x 6pdrs. *Britannia*'s 42pdrs were replaced before 1793 by 32pdrs, and her 6pdrs by 12pdrs by AO 3.6.1790; in the 1790s she fitted 12 x 32pdr carronades in place of all 12pdrs except 2 each on QD and Fc.

Britannia Portsmouth Dyd (M/Shipwright Pierson Lock to 12.1755, Edward Allin to 5.1762, completed by Thomas Bucknall).

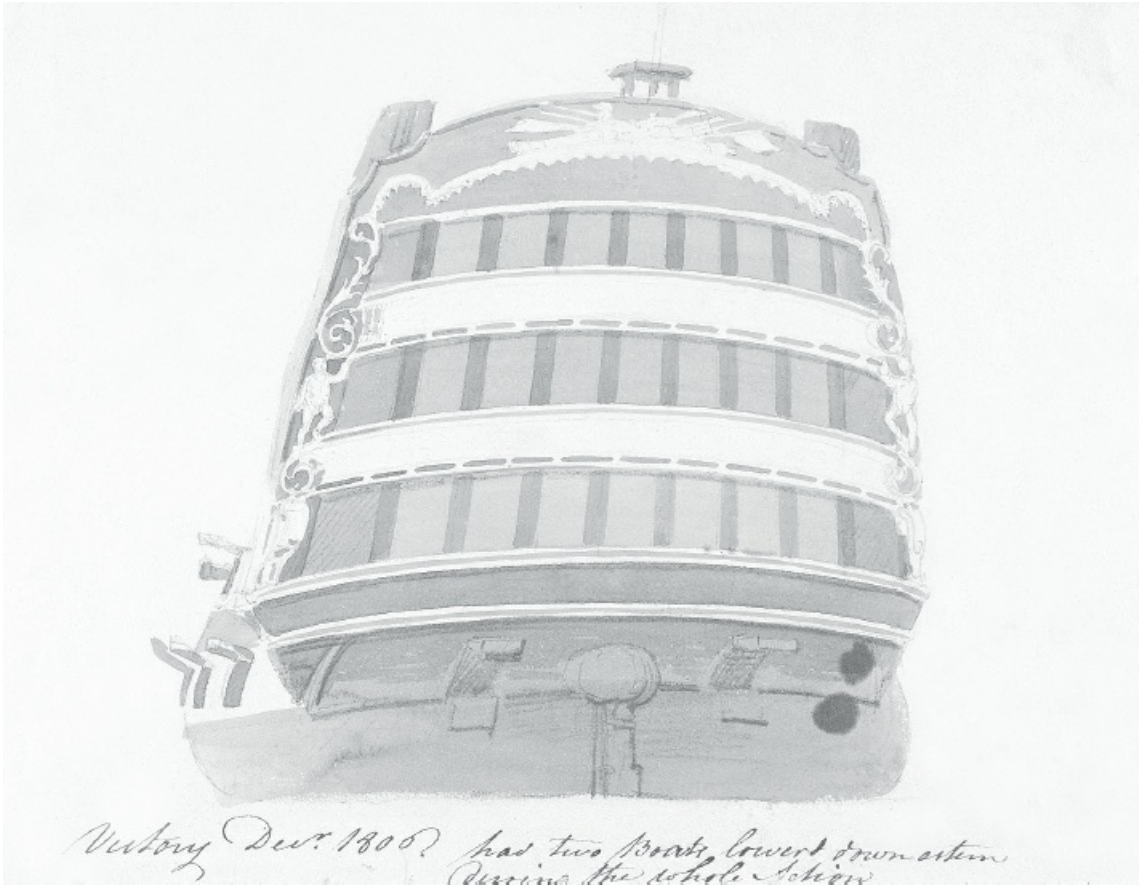
As built: 178ft 0in, 145ft 2in x 52ft 0½in x 21ft 6in. $2{,}091^{26}/_{94}$ bm. Draught 13ft 6in / 18ft 6in.

Ord: 28.3.1751. K: 1.7.1751. L: 19.10.1762.

First cost: £41,729.7.1d (with extra charges up to 1764, total £45,844.2.8d).

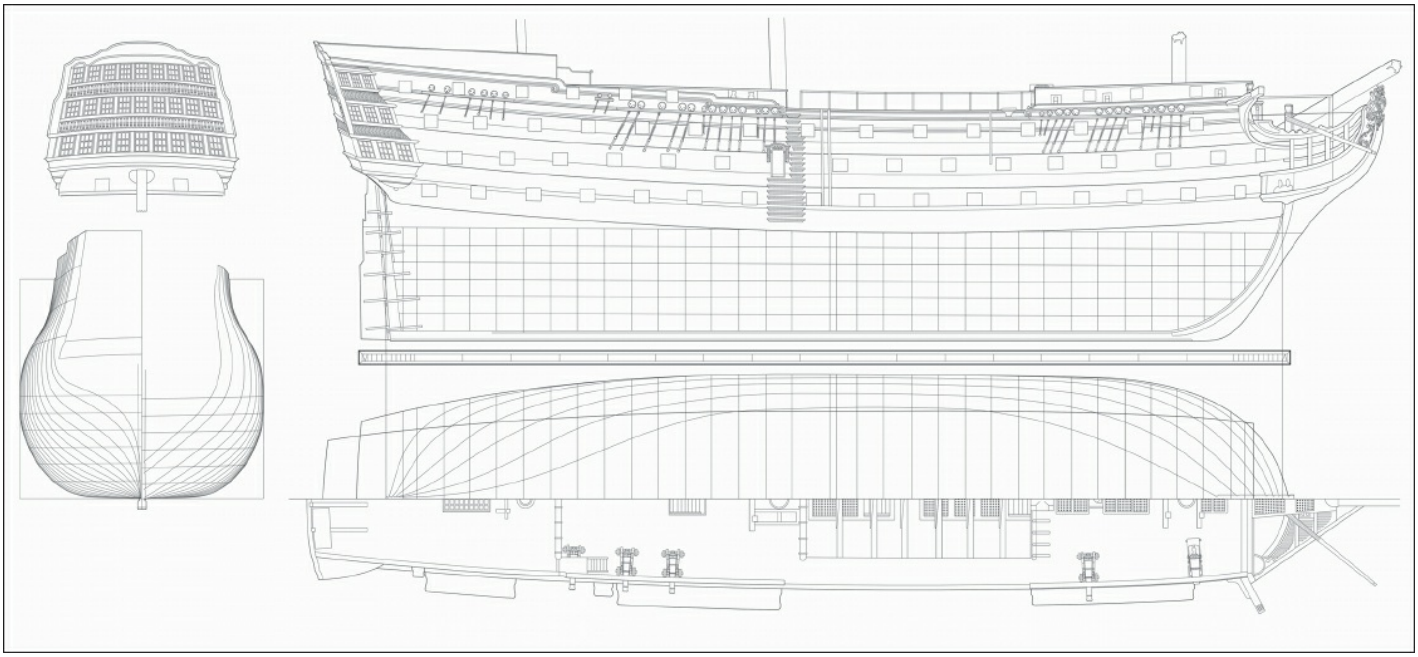
Underwent Small Repair at Portsmouth (for £6,371.11.11d) 4 – 8.1772. Fitted at Portsmouth for Channel service (for £15,597.16.0d) 6.1778 – 4.1779.

Commissioned: 8.1779 under Capt. Charles Morice Pole, as flagship of Vice-Adm. George Darby 4.1779 then 6.1779 Rear-Adm. Sir John Lockhart Ross. Coppered at Portsmouth 1.1780; in 9.1780 under Capt. James Bradby, then 4.1782 Capt. Benjamin Hill; paid off into Ordinary 2.1783. Between Middling and Great Repair at Portsmouth (for £35,573) 5.1788 – 9.1790. Recommissioned 1.1793 under Capt. John Holloway (-1796), as flagship of Vice-Adm. William Hotham; sailed for the Mediterranean 11.5.1793; in action off Genoa 14.3.1795, then off Hyères 13.7.1795. In 1.1796 under Capt. Shuldham Peard, then 5.1796 Capt. Thomas Foley, as flagship of Vice-Adm. Hyde Parker and in 1797 of Vice-Adm. Charles Thompson; at Battle of St Vincent 14.2.1797 (1 wounded). In 3.1797 under Sir Charles Knowles, and ?6.1797 Capt. Edward Marsh; paid off 12.1797. Convalescence ship 1800. Between Small and Middling Repair at Portsmouth (for £21,739) 6.1801 – 1.1802. Recommissioned 4.1803 under Capt. Lord (William Carnegie, Earl of) Northesk; at blockade of Brest. In 6.1804 under Capt. Charles Bullen, as flagship of the now Rear-Adm. Northesk. In Windward column at Battle of Trafalgar 21.10.1805; had 10 killed, 42 wounded. Laid up in the Hamoaze 1806. Renamed *Princess Royal* 6.1.1812 then *Saint George* 18.1.1812. In Ordinary at Plymouth 1813, and fitted as a prison ship at Plymouth 10 – 12.1813; recommissioned in that role under Lieut. John Cawkit 1814. Fitted as a flagship and receiving ship at Plymouth 3 – 6.1815; recommissioned 3.1815 under Capt. James Nash, as flagship of Adm. Sir John Duckworth at Plymouth; paid off 12.1815. Renamed *Barfleur* 2.6.1819. BU completed at Plymouth 25.2.1825.



The stern of the *Victory* showing Trafalgar appearance, an eyewitness drawing by John Livesay done at Portsmouth in January 1806. Only patched up after the battle, *Victory*'s main repairs were carried out at Chatham in early 1806 by Robert Seppings, and it was said that the damage to the flimsy transverse beakhead bulkheads was such that Seppings conceived the notion that future warships should all be built with enclosed round

bows. In fact, this innovation had already been introduced in the rebuilt *Blenheim* in 1801 (see below), but Trafalgar may have speeded its adoption as policy. The note mentions that the *Victory* had two of her boats towing astern during the whole action.



Victory, 100 guns, as in 1805. At the time of Trafalgar *Victory* had been afloat for forty years, and had recently (1800–1803) undergone a Large Repair to restore her to service as a First Rate. As shown in this draught, her original open stern galleries were removed and the entire stern closed in to strengthen the structure and, incidentally, to improve the accommodation. Her (LD) 42pdrs were replaced at the same time by an equal number of 32pdrs (an extra pair of gunports was cut into the LD, but these were never filled).

***VICTORY* Class** – 100 guns. Design by Thomas Slade, produced 6.6.1759, approved to build 7.7.1759. The classic 100-gun ship, with an increase of 8ft in length over the 1745 Establishment, which enabled Slade's only First Rate to mount extra guns on the LD and UD (and consequently fewer on QD and Fc).

Dimensions & tons: 186ft 0in, 151ft $3^{5}/_{8}$in x 51ft 10in (50ft 6in mld.) x 21ft 6in. $2{,}162^{22}/_{94}$ bm.

Men: 850 (later 837; 650 in peacetime) – reduced to 738 while Second Rate. Guns: originally LD 30 x 42pdrs (replaced by 32pdrs from 5.1778 to 4.1779, and again from 28.4.1803); MD 28 x 24pdrs; UD 30 x 12pdrs; QD 10 x 6pdrs; Fc 2 x 6pdrs. All 6pdrs were replaced by 12pdrs during her 11.1782 refit, and these in turn were variously augmented or replaced by assorted carronades during active service. As Second Rate 98-gun from 11.1807 to 2.1817, carried LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 4 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

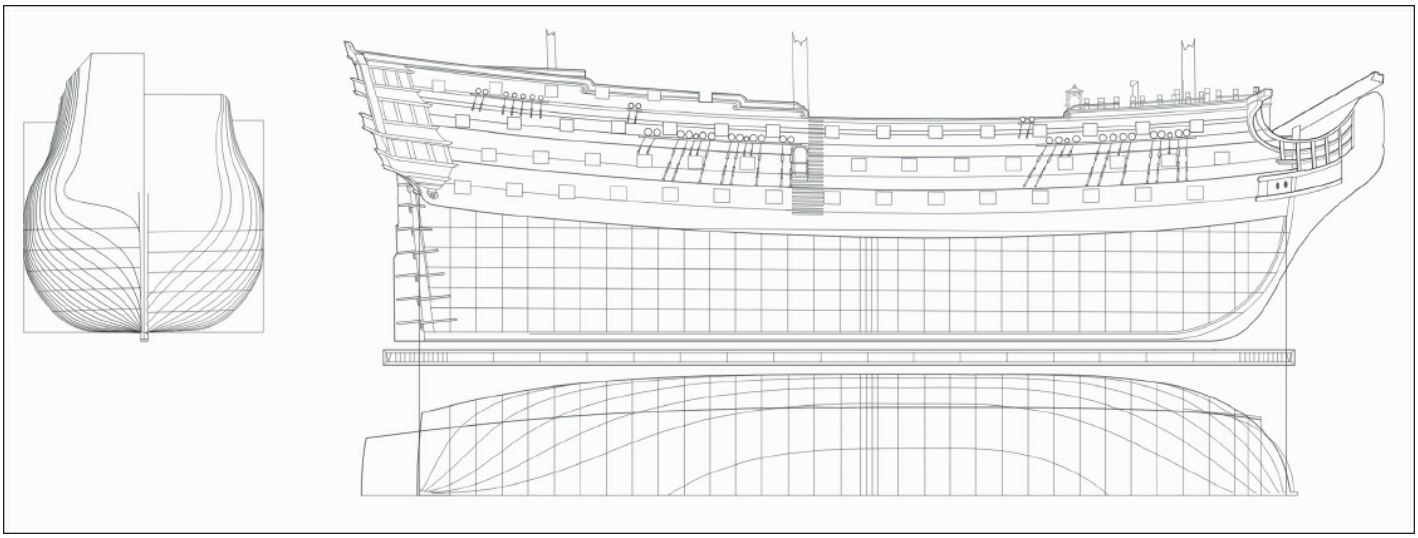
Victory Chatham Dyd (M/Shipwright John Lock to 4.1762, completed by Edward Allin).

As built: Dimensions quoted are always those of design (above).

Ord: 13.12.1758. K: 23.7.1759 (named 30.10.1760). L (floated out): 7.5.1765. In Ordinary at Chatham until 1778. Fitted 1765 to 1769. Fitted for sea 2 – 4.1778.

First cost: £57,748.1.7d to build, plus £5,426.1.5d (to 1769) fitting; total £63,174.3.0d. Fitting for sea (1778) £13,296.

Commissioned: 12.3.1778 under Sir John Lindsay; sailed from Chatham 13.4.1778. From 5.1778 under Rear-Adm. John Campbell and Capt. Jonathan Faulkner as flagship of Adm. Augustus Keppel, and led fleet at Battle of Ushant 27.7.1778. Paid off at Portsmouth after wartime service 2.1783. Recommissioned 10.1787 under Capt. Charles Hope; paid off at Portsmouth 12.1787. Large Repair there (for £37,523) 12.1787 – 4.1788, then refitted (for £6,451) to 1789. Recommissioned 5.1790 under Capt. John Knight (-12.1795), as flagship of Alexander Hood, for Spanish Armament; paid off 1.1791. Recommissioned 1.1791 as flagship of Commodore (Rear-Adm. 2.1793) Sir Hyde Parker; paid off 9.1791. Recommissioned 12.1792, still under Knight and as Parker's flagship; sailed 22.5.1793 for the Mediterranean; off Toulon 1793; Corsica operations 1794, then home; sailed for the Mediterranean 23.5.1795; in 7.1795 flagship of Rear-Adm. Robert Man; in action off Hyères 13.7.1795; in 10.1795 flagship of Vice-Adm. Robert Linzee. In 12.1795 under Capt. Robert Calder (-3.1797), as flagship of Adm. Sir John Jervis; Battle of St Vincent (1 dead, 5 wounded). In 4.1797 under Capt. Thomas Sotheby, then 6.1797 Capt. William Cuming; paid off 11.1797. Recommissioned 12.1797 under Lieut. John Rickman, as hospital ship at Chatham; paid off 10.1799. Middling Repair (later Large Repair) at Chatham (for £70,933) 2.1800 – 4.1803; recommissioned 4.1803 under Capt. Samuel Sutton; flagship of Vice-Adm. Lord Horatio Nelson 18 – 20.5.1803; sailed 25.5.1803 for the Mediterranean; retook 32-gun *Ambuscade* 28.5.1803. In 7.1803 under Capt. Thomas Masterman Hardy (-1.1806), as Nelson's flagship again; chase to West Indies, then led Weather Column at Battle of Trafalgar 21.10.1805, losing 57 dead (including Nelson), 102 wounded; paid off at Chatham 1.1806. Repairs and refit at Chatham (for £9,936) 3 – 5.1806; recommissioned as a Second Rate 1.1808 under Capt. John Searle; from 3.1808 flagship of Rear-Adm. Sir James Saumarez (-12.1808). From 3.1808 under Capt. Philip Dumaresque (-12.1812); evacuation of Corunna 1809; Saumarez's flagship again 4 – 12.1809, 3 – 12.1810, 4 – 11.1811 and 4 – 10.1812 (also flagship of Rear-Adm. Sir Joseph Yorke 12.1810 – 3.1811); paid off 11.1812. Large Repair at Portsmouth (for £79,772) 3.1814 – 1.1816. In Ordinary at Portsmouth 1813 – 1823; guardship 6.1823 – 1.1824; Port Admiral's flagship 1.1824 – 4.1830; paid off into Ordinary 4.1830.



Royal Sovereign, 100 guns, as completed in 1787, illustrating the conservative nature of Sir John Williams's design. While as long a ship as *Victory*, the Surveyor reverted to just fourteen gunports a side on the LD, substituting an extra pair of guns on the forecastle. The *Royal Sovereign* gained a magnificent record of service throughout the Great War, notably at the Glorious First of June (1794, as Vice-Adm. Thomas Graves's flagship) and at Trafalgar where (as Collingwood's flagship) she led the Lee column and fired the first British broadsides of the day, simultaneously raking the 112-gun *Santa Ana* to port and 74-gun *Le Fougueux* to starboard as she broke through the line of Allied vessels.

***ROYAL SOVEREIGN* Class** – 100 guns. Design by John Williams, 1772, approved 21.2.1772, reverting to just 28 ports on the LD (compared with 30 on *Victory*).

Dimensions & tons: 186ft 0in, 152ft 6in x 52ft 0in x 22ft 3in. $2{,}193^{38}/_{94}$ bm.

Men: 850 (later 837); 650 in peacetime. Guns: originally LD 28 x 42pdrs (replaced by 32pdrs from 2.3.1793); MD 28 x 24pdrs; UD 30 x 12pdrs; QD 10 x 6pdrs; Fc 4 x 6pdrs. All 6pdrs were replaced by 12pdrs from 2.3.1793. The QD/Fc guns were variously augmented or replaced by assorted carronades during active service.

Royal Sovereign Plymouth Dyd (M/Shipwright Israel Pownoll to 2.1775, then John Henslow to 11.1784, completed by Thomas Pollard).

As built: 183ft 10½in, 150ft $9^{1}/_{8}$in x 52ft 1in x 22ft 2½in. $2{,}175^{29}/_{94}$ bm. Draught 13ft 3in / 18ft 8in.

Ord: 3.2.1772. K: 1.1774. L: 11.9.1786. C: end 1787?

First cost: £61,254.14.7d to build, plus £6,203.14.9d fitting; total £67,458.9.4d.

Commissioned: 10.1787 under Capt. James Samber; paid off 12.1787. Recommissioned 5.1790 under Capt. Richard Fisher (acting) for Spanish Armament; sailed from Plymouth 24.8.1790; flagship of Vice-Adm. Lord Hood 9 – 11.1790. Recommissioned 2.1793 under Capt. Henry Nicholls as flagship of Vice-Adm. Thomas Graves, in Howe's fleet; fitted for sea (for £22,181) 3 – 6.1793; participated in 'Glorious First of June' Battle on 1.6.1794. In 4.1795 under Capt. John Whitby, as flagship of Cornwallis; in 'Cornwallis's Retreat' 16 – 17.6.1795. In 1796 under Capt. William Bedford, as flagship of Vice-Adm. Sir Alan Gardner, in the Channel; sailed for the Mediterranean 1.6.1799. In 1800 under Capt. Richard Raggett, as flagship of Vice-Adm. Sir Henry Harvey. Recommissioned 4.1803 under Capt. Richard Curry (temp). In 1.1804 under Capt. Pulteney Malcolm; sailed for the Mediterranean 2.1804. In 6.1804 under Capt. John Stuart, as flagship of Rear-Adm. Sir Richard Bickerton, off Toulon; escort to General Craig's expedition to the Mediterranean 5.1805. Later in 1805 under Capt. Edward Rotheram, as flagship of Vice-Adm. Cuthbert Collingwood; led Lee column at Battle of Trafalgar 11.10.1805, losing 47 killed and 94 wounded. Underwent between Middling and Large Repair, and fitted, at Plymouth (for £63,600) 5.1806 – 1.1807; recommissioned 11.1806 under Capt. Henry Garrett, as flagship of Vice-Adm. Edward Thornbrough; sailed for the Mediterranean 13.2.1807, From 6.1808 under Capt. David Colby (still Thornborough's flag), then 4.1810 under Capt. Joseph Spear, as flagship of Rear-Adm. Francis Pickmore. In 8.1811 under Capt. John Harvey, then Capt. Robert Plampin in 12.1811. In 1812 under Capt. William Bedford, as flagship of Adm. Lord (George) Keith in the Channel (-1813); from 9.1812 under Capt. James Bissett. In 1813 under Capt. Robert Lambert, as flagship of Vice-Amdiral Sir Wm. Sidney Smith; in the Mediterranean 1814; later under Capt. Charles T. Smith. In 1815 under Capt. Edward Brenton, as flagship of Rear-Adm. Sir Benjamin Hallowell; from 5.1815 under Capt. William Broughton. Laid up in Ordinary at Plymouth 7.1815. Renamed *Captain* 17.5.1825 and fitted as receiving ship at Plymouth 6 – 8.1825. BU at Plymouth (for £763) 8.1841.

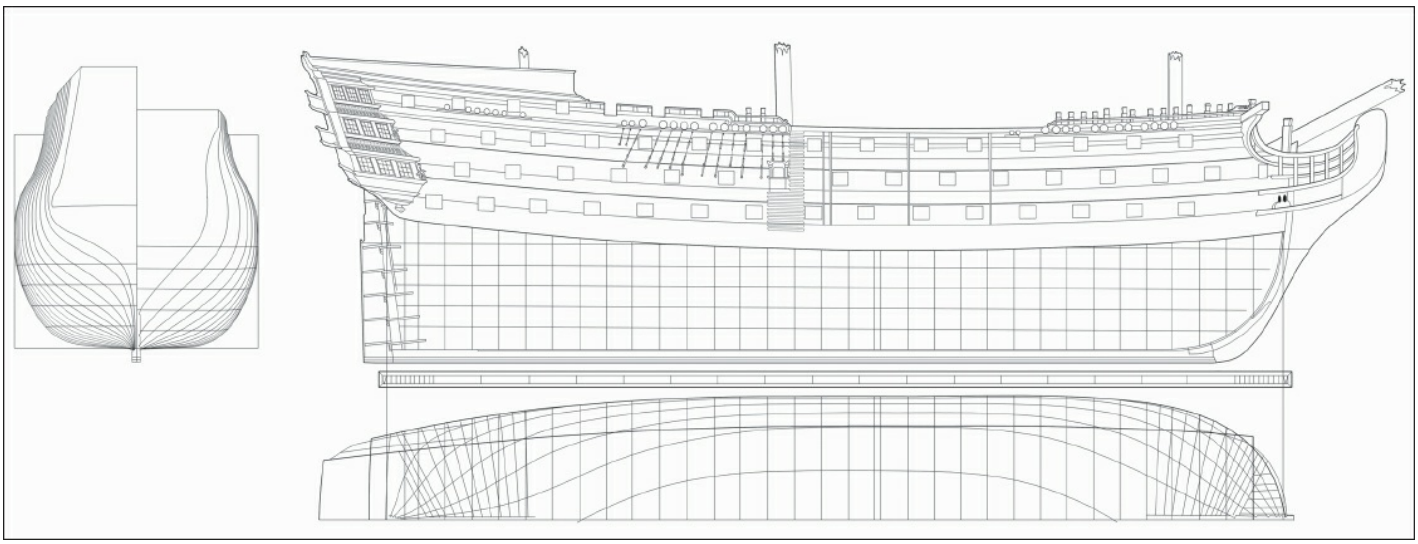
***ROYAL GEORGE* Class** – 100 guns. Design by Edward Hunt, 1782, extending the length of the First Rate by a further 4ft, with the layout of guns as in *Victory*. The survivor, *Royal George*, was re-rated as 108 guns in 2.1817.

Dimensions & tons: 190ft 0in, 156ft 5in x 52ft 4in x 22ft 4in. $2{,}278^{62}/_{94}$ bm.

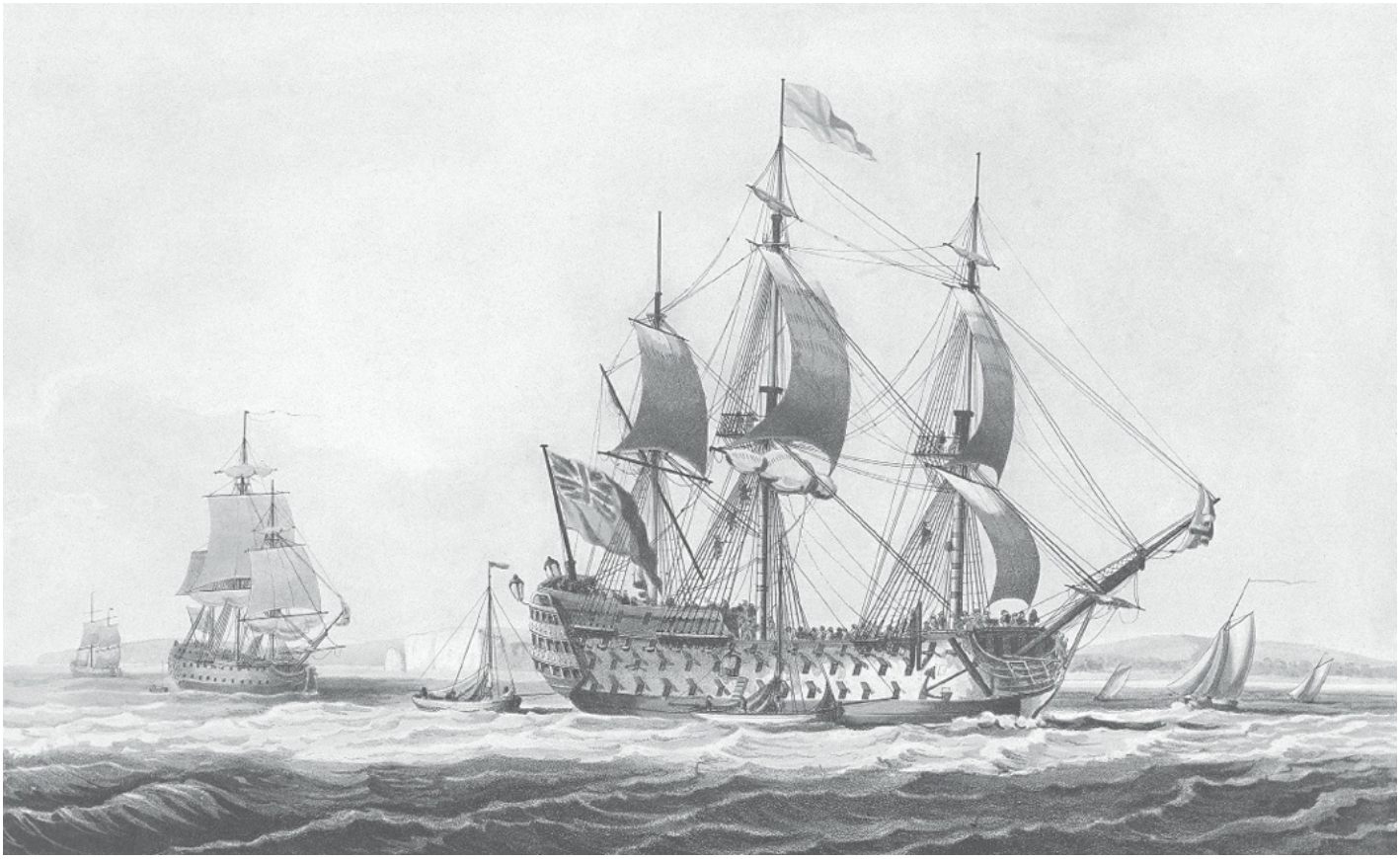
Men: 850 (later 837); 650 in peacetime. Guns: LD 30 x 32pdrs; MD 28 x 24pdrs; UD 30 x 12pdrs; QD 10 x 12pdrs; Fc 2 x 12pdrs. The initial design included 42pdrs on the LD, and 6pdrs on the QD/Fc, but this was never carried. The QD/Fc guns were variously augmented or replaced by assorted carronades during active service.

Royal George Chatham Dyd (M/Shipwright Nicholas Phillips to 7.1790, completed by John Nelson).

As built: 190ft 0in, 156ft $2^{3}/_{8}$in x 52ft 5½in x 22ft 4in. $2{,}286^{34}/_{94}$ bm. Draught 14ft 9in / 19ft 5in.



Queen Charlotte, 100 guns, as designed. This unfortunate ship lasted barely a decade before perishing in an accident off Livorno. Sent to survey the nearby island of Cabrera prior to an attack, the ship caught fire, which quickly spread; the lower decks were successfully flooded, but by mid-morning the fire was out of control and the ship abandoned. In an age when few seamen could swim, over 80 per cent of the crew perished, in spite of efforts by other ships to pick up the men from the water.



Royal George in the Downs. Ordered under the name *Umpire* as a counter to the much enlarged French three-deckers built during the American Revolutionary War, the ship was renamed in late 1783 for the *Royal George* lost at Spithead in 1782. The new ship was 4ft longer than any previous First Rate, and 3ft longer than Edward Hunt's original design, an expansion influenced by the new French vessels. This was the last class designed to carry the unwieldy 42pdr on the LD, but by the time these ships entered service in 1790 the decision had been taken to fit 32pdrs in their place. This print was published in 1806, but shows the ship as completed.

Ord: 25.3.1782 as *Umpire* (renamed *Royal George* 11.9.1782). K: 6.1784. L: 16.9.1788. Sailed 14.4.1790 for Plymouth, where fitted for Channel service 5 – 7.1790.

First cost: £51,799.5.7d to build, plus £6,503.8.5d fitting at Chatham and £10,089.12.0d at Plymouth; total £68,392.6.0d.

Commissioned: 5.1790 under Capt. Thomas Pringle. Recommissioned 2.1793 under Capt. William Domett as flagship of Vice-Adm. Sir Alexander Hood, in Howe's fleet; at Battle of Glorious First of June off Ushant 1.6.1794, losing 20 killed and 72 wounded. In 8.1794 Hood became Adm. Viscount Bridport; in Bridport's Action off Île Groix 23.6.1795, losing 7 wounded. In 1796 flagship of Adm. Earl (Richard) Howe, still under Capt Domett; mutiny at Spithead 1797. In 1797 again flagship of Bridport, later flagship of Rear-Adm. Charles Pole; in attack on Spanish squadron in Basque roads 2.7.1799. In 9.1800 under Capt. Robert Otway, as flagship of Adm. Sir Hyde Parker. In 1801 under Capt. John Child Purvis, for the Channel; paid off 4.1802. Middling Repair and fitted at Plymouth 7.1805 – 7.1806; recommissioned 6.1806 under Cmdr. Charles Gill, for the Channel. Later in 1806 under Capt. Richard Dunn (-1808), as flagship of Vice-Adm. Sir John Duckworth; off Cadiz 1.1807. Fitted at Plymouth 1 – 4.1811; recommissioned 1.1811 under Capt. John Clavell, as flagship of Rear-Adm. Sir Thomas Williams; sailed for the Mediterranean 17.11.1811. In 1812 under Capt. Andrew King, as flagship of Rear-Adm. Sir Francis Pickmore; later under Capt. Thomas Mainwaring. In 2.1813 under Capt. William Cuming; laid up at Plymouth 7.1814. BU at Plymouth 2.1822.

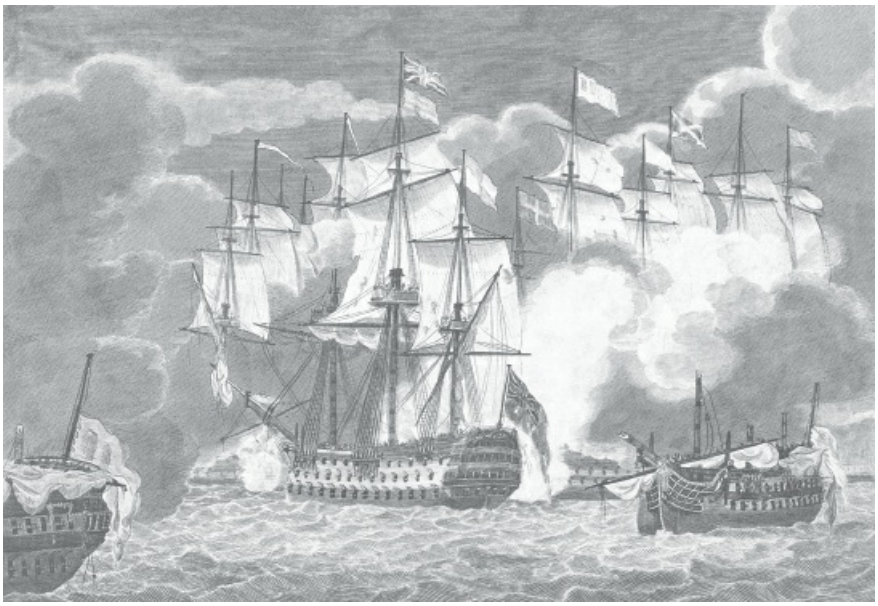
Queen Charlotte Chatham Dyd (M/Shipwright Nicholas Phillips to 7.1790, completed by John Nelson).

As built: 190ft 0in, 156ft $2^{3}/_{8}$in x 52ft 5½in x 22ft 4in. $2{,}286^{34}/_{94}$ bm. Draught 14ft 11in / 19ft 3in.

Ord: 12.12.1782 (named 21.1.1783). K: 9.1785. L: 15.4.1790. Completed fitting and sailed 7.6.1790.

First cost: £54,648.0.7d to build, plus £11,464.3.1d fitting; total £66,112.3.8d.

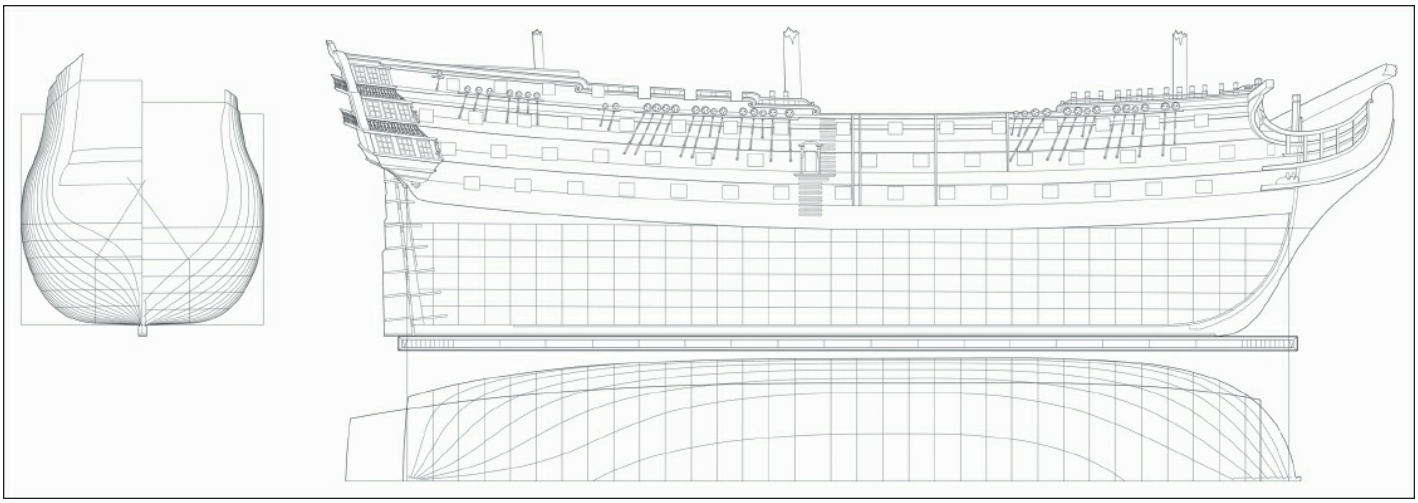
Commissioned: 5.1790 under Rear-Adm. John Leveson Gower and Capt. Roger Curtis, as flagship of Lord Howe for Spanish Armament; paid off later that year. Recommissioned 2.1793 Capt Roger Curtis and (2nd) Capt. Hugh C. Christian, still as flagship of Lord Howe for Channel service. From 4.1794 under Capt. Sir Roger Curtis and (2nd) Capt. Sir Andrew Snape Douglas; participated in 'Glorious First of June' Battle on 1.6.1794. Under Capt. Andrew Todd from 6.1799, as flagship of Vice-Adm. Lord Keith. Burnt off Livorno (Leghorn) by accident 17.3.1800 (about 690 died).



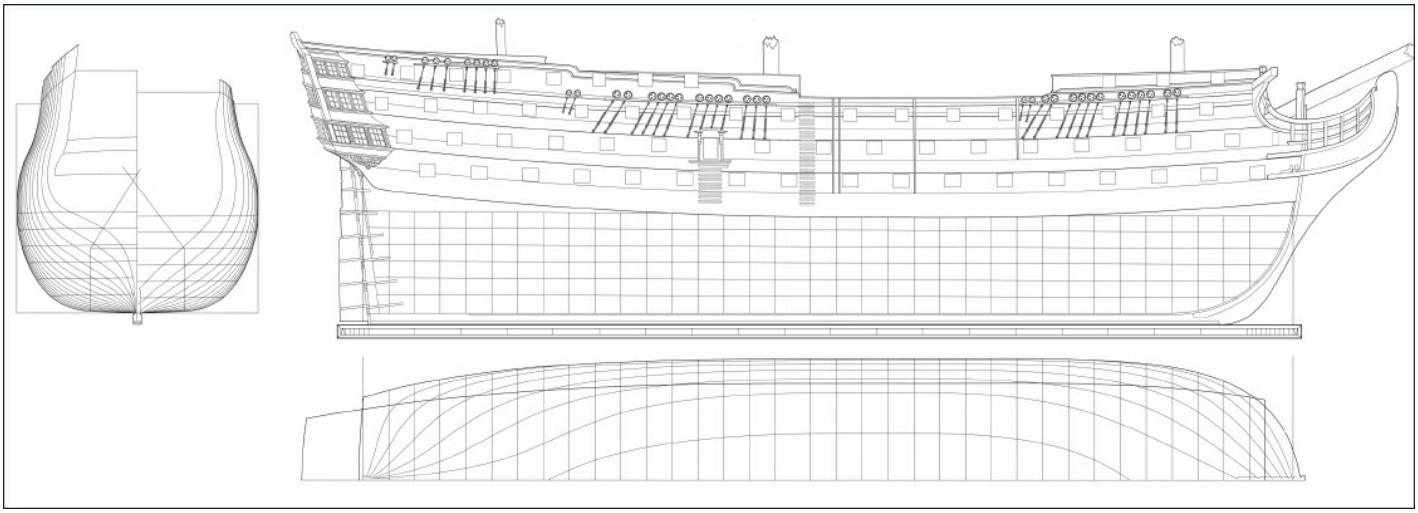
The *Queen Charlotte* saw service as the flagship of Admiral Earl Howe at the Glorious First of June (1794), the first fleet engagement of the French Revolutionary War. As shown here, the *Queen Charlotte* broke through the French line astern of the 120-gun *Le Montagne*, and subsequently engaged, dismasted and finally secured the surrender of the 80-gun *Le Juste*.

VILLE DE PARIS – 110 guns. Designed by John Henslow. Originally to have been of 100 guns and to the same draught as the *Royal George*, but was altered to carry 110 guns by AO of 5.8.1788; re-rated 2.1817 as 112 guns. The surprising choice of name for Britain's largest warship to be launched before 1800 is explained by her perpetuating the name of the prize taken from the French in 1782 (and lost the same year).

Dimensions & tons: 190ft 0in, 156ft $1^{1}/_{8}$in x 53ft 0in x 22ft 4in. $2{,}332^{24}/_{94}$ bm.



Ville de Paris, 110 guns, as designed. Originally intended as a third ship of the *Royal George* Class, before she could be laid down a new design was prepared by the incoming Surveyor, John Henslow. While no longer than the *Royal George*, Henslow's design worked in an extra pair of 24pdrs on the MD, an extra pair of 18pdrs on the UD, and three extra pairs of 12pdrs on the upperworks. This was possible on an increase in breadth of just 8in because of the weight saved by replacing the LD 42pdrs of the earlier design with 32pdrs.



Hibernia, 110 guns, as redesigned. She was begun in 1792 to the draught of the *Ville de Paris*, but by 1795 the Admiralty had decided that its major warships needed to be considerably longer to be as fast as their French equivalents. On its instruction, Henslow added an 11ft midsection to the design, and the frames at Plymouth were pulled apart to allow this to be inserted.

Men: 837. Guns: LD 30 x 32pdrs; MD 30 x 24pdrs; UD 32 x 18pdrs; QD 14 x 12pdrs; Fc 4 x 12pdrs + (from 1794) 2 x 32pdr carronades; RH 6 x 24pdr carronades.

Ville de Paris Chatham Dyd (M/Shipwright Nicholas Phillips to 7.1790, then John Nelson to 3.1793 [died], Thomas Pollard to 6.1795, completed by Edward Sison).

As built: 190ft 2½in, 156ft 1½in x 53ft 2½in x 22ft 2½in. $2{,}351^{22}/_{94}$ bm. Draught 14ft 8in / 18ft 4in.

Ord: 17.1.1788 (named 26.9.1788). K: 1.7.1789. L: 7.7.1795. C: 17.9.1796.

First cost: £78,830 (including fitting).

Commissioned: 10.1796 under Capt. Walter Lock; sailed for the Mediterranean 18.3.1797. In 4.1797 under Capt. Sir Robert Calder; from 6.1797 flagship of Adm. Earl St Vincent (John Jervis), in the Mediterranean to 1799. Later under Capt. George Grey, for return to England. In 3.1799 under Cmdr. Walter Bathurst; to Mediterranean, but returned to England 8.1799. In 4.1800 under Capt. Sir Thomas Troubridge, as flagship of St Vincent again in the Channel. In 1801 under Capt. John Sutton, as flagship of Adm. William Cornwallis. Very Small Repair and fitted at Plymouth (for £4,031) 5 – 7.1802; recommissioned 4.1803 under Capt. Tristram Ricketts. Later under Capt. William Domett; took 6-gun privateer *Le Messagre* 16.8.1803. In 2.1804 under Capt. Thomas Gosselin, then under Vice-Adm. Charles Nugent (with Capt. John Whitby as 2nd Capt.), as flagship of Cornwallis again. Later under Capt. William Champain, in the Channel, as flagship of Nugent in 1805. In 2.1806 under Capt. George Aldham, then 7.1806 Capt. Henry Garrett. Middling Repair at Plymouth (for £39,289) 8.1806 – 7.1807; recommissioned 5.1807 under Capt. Alan Hyde Gardner, as flagship of Adm. Lord (Alan) Gardner. In 1808 under Capt. Sir Harry Neale, as flagship of Adm. Lord (James) Gambier. In 1.1809 under Capt. John Carden, at Corunna. Sailed for the Mediterranean 22.2.1809. In 4.1809 under Capt. Richard Thomas, as flagship of Vice-Adm. Lord (Cuthbert) Collingwood (died 7.3.1810). In 1811 under Capt. George Hony, as flagship of Rear-Adm. Sir Thomas Fremantle. In 1812 under Capt. George Burlton, still in the Mediterranean. Defects made good at Portsmouth (for £19,718) 12.1812 – 2.1813. In 1813 under Capt. Charles Jones, as flagship of the now Rear-Adm. Sir Harry Neale, in the Channel. Laid up at Plymouth 7.1814. In 1815 under Capt. Robert Jackson, as flagship of Adm. Viscount (George) Keith; paid off 8/9.1815. Re-rated at 112 guns by 2.1817. Fitted at Plymouth as a lazarette 8.1825, to lie at Milford. BU at Pembroke 5.6.1845.

***HIBERNIA* Class** – 110 guns (later 120 guns). Designed by John Henslow. Commenced building to design of *Ville de Paris*, lengthened by 11ft 2in during construction, thus providing an extra pair of gunports on each deck. Re-classed as 120 guns in 2.1817, but reduced to 104 guns in 1845. This ship and all subsequent First Rates were re-armed with an all-32pdr armament under the new Establishment of Guns introduced 5.2.1839.

Dimensions & tons: 201ft 2in, 167ft $3^{1}/_{8}$in x 53ft 0in x 22ft 4in. $2{,}499^{11}/_{94}$ bm.

Men: 850. Guns: LD 32 x 32pdrs; MD 32 x 24pdrs; UD 34 x 18pdrs; QD 4 x 18pdrs + 12 x 32pdr carronades; Fc 2 x 18pdrs + 4 x 32pdr carronades; RH 6 x 24pdr carronades.

Hibernia Plymouth Dyd (M/Shipwright Thomas Pollard to 4.1793, then Edward Sison to 6.1795, John Marshall to ?12.1801, completed by Joseph Tucker).

As built: 201ft 2in, 167ft $4^{1}/_{8}$in x 53ft 1in x 22ft 4in. $2{,}508^{22}/_{94}$ bm. Draught 16ft 4in / 18ft 7in.

As re-measured by 1827: 202ft 9in, 167ft 9in x 53ft 3in x 22ft 0in. $2{,}530^{4}/_{94}$ bm.

Ord: 9.12.1790. K: 11.1792. L: 17.11.1804. C: 7.3.1805.

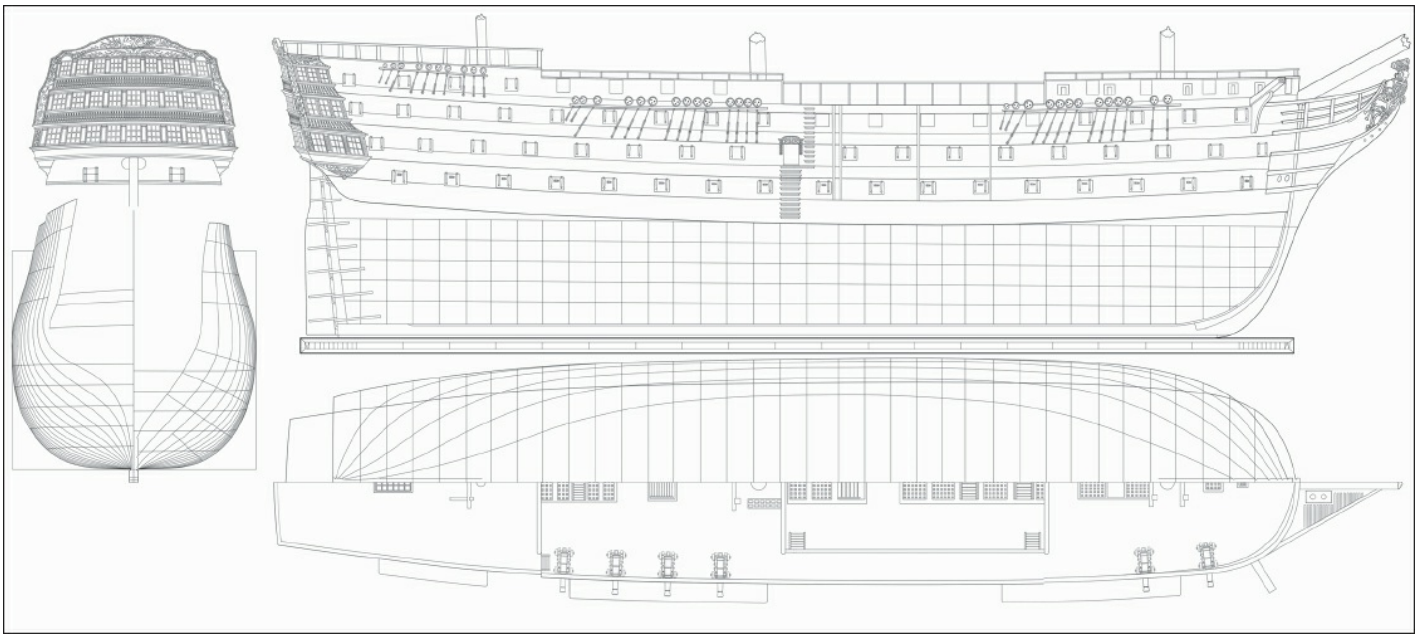
First cost: £71,139 to build, plus £17,661 fitting.

Commissioned: 11.1804 under Capt. Edward Thornbrough, as flagship of Adm. Lord (Alan) Gardner, in command of the Channel Fleet from 3.4.1805. Later in 1805 under Capt. William Bedford, as flagship of Rear-Adm. John Leigh Douglas. In ?2.1806 under Capt. Edward Osborn, as flagship of Adm. Earl St Vincent (John Jervis). In 1807 under Capt. John Conn, as flagship of Gardner again. Later in 11.1807 under Capt. Charles Schomberg, as flagship of Rear-Adm. Sir Wm Sidney Smith, off the coast of Portugal. In 1809 under Capt. Lawrence Halstead, as flagship of Adm. Sir Charles Cotton; later under Capt. Robert Neve, and flagship of Rear-Adm. Robert Stopford, in the Mediterranean. Refitted at Portsmouth (for £18,425) 7 – 9.1810; recommissioned under Capt. John White, and sailed for the Mediterranean 1.11.1810, as flagship of Rear-Adm. Sir Samuel Hood. In 4.1811 under Capt. Edward Kittoe, as flagship of Vice-Adm. Sir Richard Keats. In 1812 under Capt. Charles Smith, as flagship of Sidney Smith again, then 12.1813 under Capt. Thomas Caulfield. Paid off into Ordinary at Portsmouth 10.1815. Re-rated 120 guns in 2.1817. Large Repair at Portsmouth (for £74,302) 12.1819 – 10.1825. Re-armed with 100 x 32pdrs, 14 x 32pdr carronades and 6 x 68pdr shell guns *c.*1840 (see note at end of section C). Fitted as a flagship at Portsmouth (for £29,272) 5 – 7.1845; re-rated 104 guns, and recommissioned 2.1845 as flagship for the Mediterranean (-1849). In Ordinary at Devonport 1849-55. Fitted as a receiving ship 10.1855, and sailed to Malta. Sold at Malta by public auction (for £1,010) 14.10.1902.

(B) Vessels acquired from 1 February 1793

Only one new First Rate was ordered during the early years of the Revolutionary War. The design of the *Hibernia* was stretched again, this time to 205ft, and provided 34 ports on the MD. Earl St Vincent, who became First Lord in 1801, favoured large numbers of the Common Class 74s rather than more three-deckers, and in any case believed that the latter had reached their optimum size with the 190ft of the *Ville de Paris*; nevertheless, his administration did sanction a replacement for the *Queen Charlotte* after the first vessel of that name was lost by accident in 1800.

***CALEDONIA* Class** – 120 guns. When ordered she was envisaged as a 100-gun ship, but not begun until 1805, and in 1795 had been redesigned as a 120-gun ship by Sir William Rule. An enlarged version of *Hibernia*, this ship on completion proved to be the most successful three-decker yet built, and was often hailed as 'faultless'. The design, which became the basis of all post-war three-deckers, was modified during construction to provide for flatter sheer but improved structural strength and seakeeping qualities. With a foot greater freeboard than the *Queen Charlotte* (whose LD ports were only 4½ft above the waterline), she could fight all her guns in much rougher weather.



Caledonia, 120 guns, as designed. First ordered in 1794 as a 100-gun ship, she was not laid down until New Year's Day 1805, on the slip from which the *Hibernia* had been launched six weeks earlier. Launched 3½ years later by her designer, Sir William Rule, she had a displacement of 4,596 tons on a light draught of 15ft 10in fwd and 18ft 2in aft. The design was altered during construction to give her a builtup bow without the vulnerable beakhead bulkhead.

Dimensions & tons: 205ft 0in, 170ft 11in x 53ft 6in (54ft 5in oa.) x 23ft 2in. $2{,}602^{14}/_{94}$ bm.

Men: 875. Guns: LD 32 x 32pdrs; MD 34 x 24pdrs; UD 34 x 18pdrs; QD 6 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 24pdr carronades.

Caledonia Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 205ft 0in, 170ft $9^{1}/_{8}$in x 53ft 8in (54ft 7in oa.) x 23ft 2in. $2{,}616^{5}/_{94}$ bm. Draught 15ft 10in / 18ft 2in.

Ord: 6.11.1794 (named 19.1.1796). K: 1.1805. L: 25.6.1808. C: 23.9.1808.

First cost: £96,381 to build, plus £6,711 fitting.

Commissioned: 8.1808 under Capt. William Bedford (-1810). Flagship of Adm. Lord (James) Gambier 2 – 4.1809; at the Basque roads 4.1809. Flagship of Commodore Sir Harry Neale later in 1809; in 1810 flagship of Rear-Adm. Francis Pickmore; sailed for the Mediterranean 20.2.1810 (Cadiz). From 10.1810 under Capt. Francis Austen. In 5.1811 under (temp.) Capt. Peter Heywood, in the Channel fleet; sailed for the Mediterranean again 14.6.1811, as flagship of Adm. Sir Edward Pellew. By 7.1811 under Austen again, as flagship of the now Rear-Adm. Neale, in Gambier's fleet. In 1.1813 under Capt. Jeremiah Coghlan, as flagship of Rear-Adm. Israel Pellew, in Sir Edward Pellew's fleet. In 4.1814 under Capt. E J Graham, then in 6.1814 Capt. Edward Sibly. Paid off 9.1814. Fitted for sea at Plymouth (for £24,205) 4 – 5.1815. In 5.1815 under Capt. James Brisbane, then in 7.1815 Capt. (acting) Sir Archibald Dickson. Paid off 6/7.1815 and laid up in Ordinary at Plymouth to 1830. Between Middling and Large Repair at Plymouth (for £113,839) and fitted for guardship (for £9,511) 5.1826 – 5.1831. Fitted as a Demonstration ship at Plymouth (for £8,909) 2 – 6.1838. Fitted as a flagship at Plymouth (for £6,129) 11.1840. Fitted as a hospital ship at Plymouth 5.1855 – 6.1856. Renamed *Dreadnought* by AO 21.6.1856 (replacing former *Dreadnought* as hospital ship at Greenwich) and fitted for this at Woolwich (for £3,041) 7.1856 – 1.1857. Returned to Admiralty 14.7.1870, and lent to Metropolitan Asylums 6.5.1871. BU (by AO 10.11.1874) completed at Chatham 20.3.1875.

QUEEN CHARLOTTE – 100 guns as ordered, rapidly raised to 104 guns. A late addition to the original *Royal George* Class, built to replace the former *Queen Charlotte* burnt in 1800 (see above), but with 30 guns (*vice* 28) on the MD, and another extra pair (12pdrs) on the QD. Re-rated (like *Royal George*) as 108 guns in 2.1817.



The second *Queen Charlotte* was built to replace her predecessor lost by fire in 1801, and constructed to the same design. Completed too late to see much service in the Napoleonic conflict, the ship's sole combat experience came in 1816, when she was commissioned as Lord Exmouth's flagship for the attack on Algiers, as seen here.

Queen Charlotte Deptford Dyd (M/Shipwright Henry Peake to 6.1806, completed by Robert Nelson).

As built: 190ft 0½in, 156ft 2¾in x 52ft 5¾in x 22ft 4in. 2,288$^{60}/_{94}$ bm. Draught 16ft 3in / 19ft 9in.

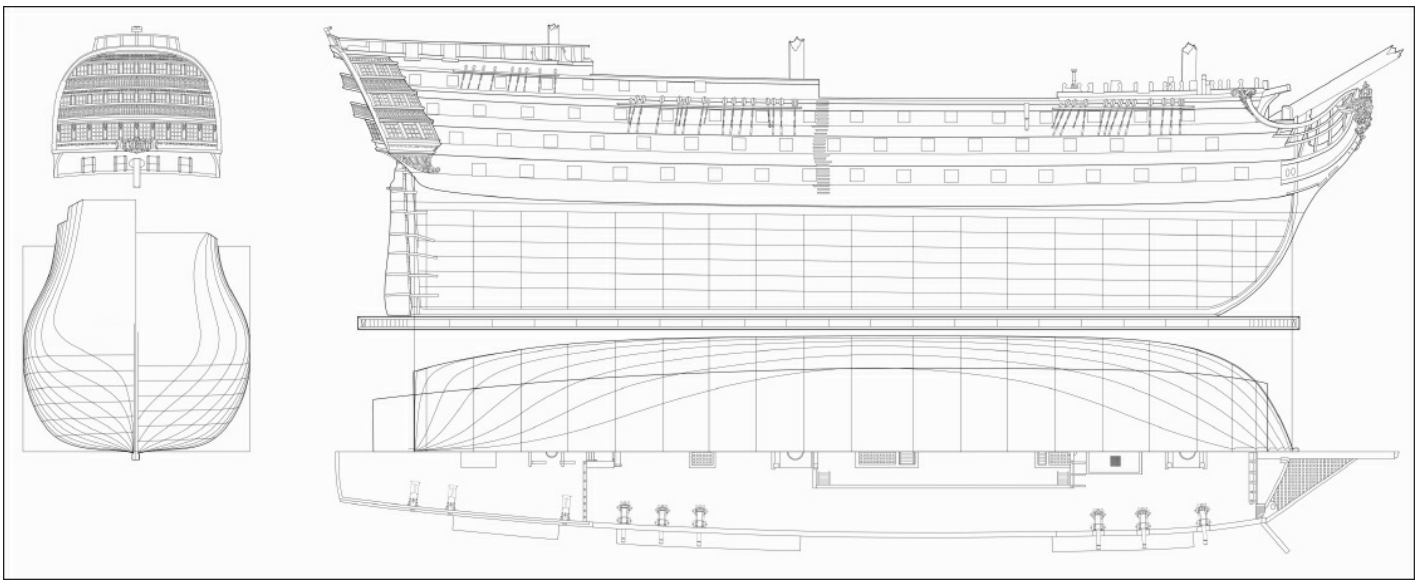
Ord: 9.7.1801. K: 10.1805. L: 17.5.1810. C: 18.10.1810 (for Ordinary) at Chatham.

First cost: £88,254 to build, plus £2,731 fitting.

Middling Repair at Plymouth (for £41,219) 4.1812 – 4.1813.

Commissioned: 1.1813 under Capt. Pulteney Malcolm, as flagship of Adm. Lord Keith for Channel service; in 1.1815 under Capt. Robert Jackson (then possibly Capt. Thomas Eyles?). Fitted at Chatham (for £23,211) 8.1814 – 7.1815. Under Capt. Charles Inglis from 5.1815. In 10.1815 under Capt. Edmund Boger, as flagship of Sir Edward Thornbrough at Portsmouth. Defects made good and made a guardship at Portsmouth (for £13,641) 4 – 7.1816; recommissioned ?7.1816 under Capt. James Brisbane, as flagship of Adm. Lord Exmouth for expedition to Algiers; took part in Bombardment of Algiers 27.8.1816, losing 8 killed and 131 wounded; subsequently under Capt. William Kinghorne in 9.1816, then again under Boger as Thornbrough's flagship in 10.1816. In 8.1818 under Capt. Thomas Briggs, as flagship of Adm. Sir George Campbell at Portsmouth. In 2.1821 under Capt. John Baker Hay, as flagship of Adm. Sir James Whitshed at Portsmouth. Made a guardship at Portsmouth (for £13,033) 7 – 10.1822. Very Large Repair at Portsmouth (for £80,718) 10.1825 – 1.1831, then to Ordinary. To Sheerness to replace *Waterloo* 9.1858. Commissioned 11.2.1859 as flagship at Sheerness; back to Portsmouth 11.1859. Renamed *Excellent* 22.11.1859. Fitted as a gunnery training ship at Portsmouth 8.1860. Sold to J. Read, Jnr. 12.1.1892 to BU.

Ex FRENCH PRIZE (1793). France's prototype 118-gun ship, and the lead vessel of a class of five (the next two were *Les États de Bourgogne*, *Le Dauphin Royal* – by 1795 renamed *L'Océan* and *L'Orient*, and the final pair were *La République Française* and *Le Vengeur* – later renamed *Le Majesteux* and *L'Impérial*), all begun 1786-1794 to a design by Jacques-Noël Sané, approved 6.1786 (a further eleven were begun to a slightly modified design from 1806). Described as the largest ship in the world at the time of her capture, she was only used as a storeship and was re-rated at 120 guns in 1796.



Commerce de Marseille, 120 guns, as taken off in September 1796. The draught illustrates the seventeen gunports on each deck and the lack of sheer in this enormous vessel. Her surprisingly good sailing qualities impressed the Admiralty, who determined to commission her, but close inspection proved her to be structurally weak, and so it was decided to send her to the West Indies as a huge storeship. Even this role had to be aborted as her structure proved inadequate for the Atlantic gales, and she sat out the remainder of the French Revolutionary War as a harbour prison hulk.

Commerce de Marseille (French *Le Commerce de Marseille*, built 4.1787 – 10.1790 at Toulon. L: 7.8.1788)

Dimensions & tons: 208ft 4in, 172ft $0^{1}/_{8}$in x 54ft 9½in x 25ft 0½in. $2{,}746^{73}/_{94}$ bm.

Men: 875. Guns: LD 34 x 32pdrs; MD 34 x 24pdrs; UD 34 x 12pdrs; QD 14 x 12pdrs; Fc 4 x 12pdrs + 2 x 32pdr carronades; RH 8 x 24pdr carronades. [50 guns as a storeship in 1795.]

Handed over by French Royalist forces at Toulon 29.8.1793; taken away 12.1793. Registered 24.1.1795 as a storeship.

Under Capt. George Grey in 2.1795 and Capt. Robert Biggs in 6.1795, then Capt. George Grey 7.1795 and Capt. Smith Child 9.1795; paid off at Plymouth 1.1796. Fitted for Ordinary there (for £3,750) 2 – 11.1796 (note this ship was so large that no dock at Plymouth could take her). Re-rated as 120 guns in 1796.

Commissioned: 6.1798 under Lieut. Henry Searle as prison ship at Plymouth (-1800); from 7.1800 under Lieut. James Rogers; paid off 4.1802. BU (under AO 22.6.1802) completed at Plymouth 8.1802.

Ex SPANISH PRIZES (1797). Designed by Francisco Gautier, Spain laid down ten ships of this 112-gun class between 1779 and 1794 – at Ferrol (*Purisma Concepcion*, *San Jose*, *Santa Ana*, *Salvador del Mundo* and *Reina Luisa*) and Havana (*Conde de Regla*, *Mejicano*, *Real Carlos*, *San Hermenegildo* and *Principe de Asturias*). Of the two captured off Cape St Vincent in 1797, the *San Jose* – taken by Nelson personally leading a boarding party across the already-taken 80-gun *San Nicolas* ('Nelson's Patent Bridge') – was named *San Josef* in the RN.

Salvador del Mundo (Spanish *Salvador del Mundo*, built 1787 at Ferrol), 112 guns.

Dimensions & tons: 190ft 0in, 152ft 11in x 54ft 3½in x 23ft 1½in. $2{,}397^{47}/_{94}$ bm.

Men: 839. Guns: LD 30 x 32pdrs; MD 32 x 24pdrs; UD 32 x 12pdrs; QD 12 x 9pdrs; Fc 6 x 9pdrs.

Taken 14.2.1797 by *Orion* of Sir John Jervis's squadron off Cape St Vincent. Registered AO 4.12.1797.

From 2.1797 under Capt. William Prowse. Arrived at Plymouth 5.10.1797 and paid off 12.1797.

Commissioned: 3.1803 under Capt. Charles Lane as flagship of Adm. Sir John Colpoys, as receiving ship at Plymouth. From 12.1803 under Capt. John Dilkes (-1805), as Colpoys's flagship, then 8.1804 flagship of Vice-Adm. William Young (-1809); from 4.1805 under Capt. John Loring, then 6.1807 Capt. Thomas Wolley. In 1810 under Capt. James Nash, as flagship of Adm. Sir Robert Calder, then (1813) of Vice-Adm. William Dommett; from 10.1813 under Capt. Robert Hall (still Dommett's flagship). BU at Plymouth 2.1815.

San Josef (Spanish *San Josef*, built 1783 at Ferrol), 114 guns.

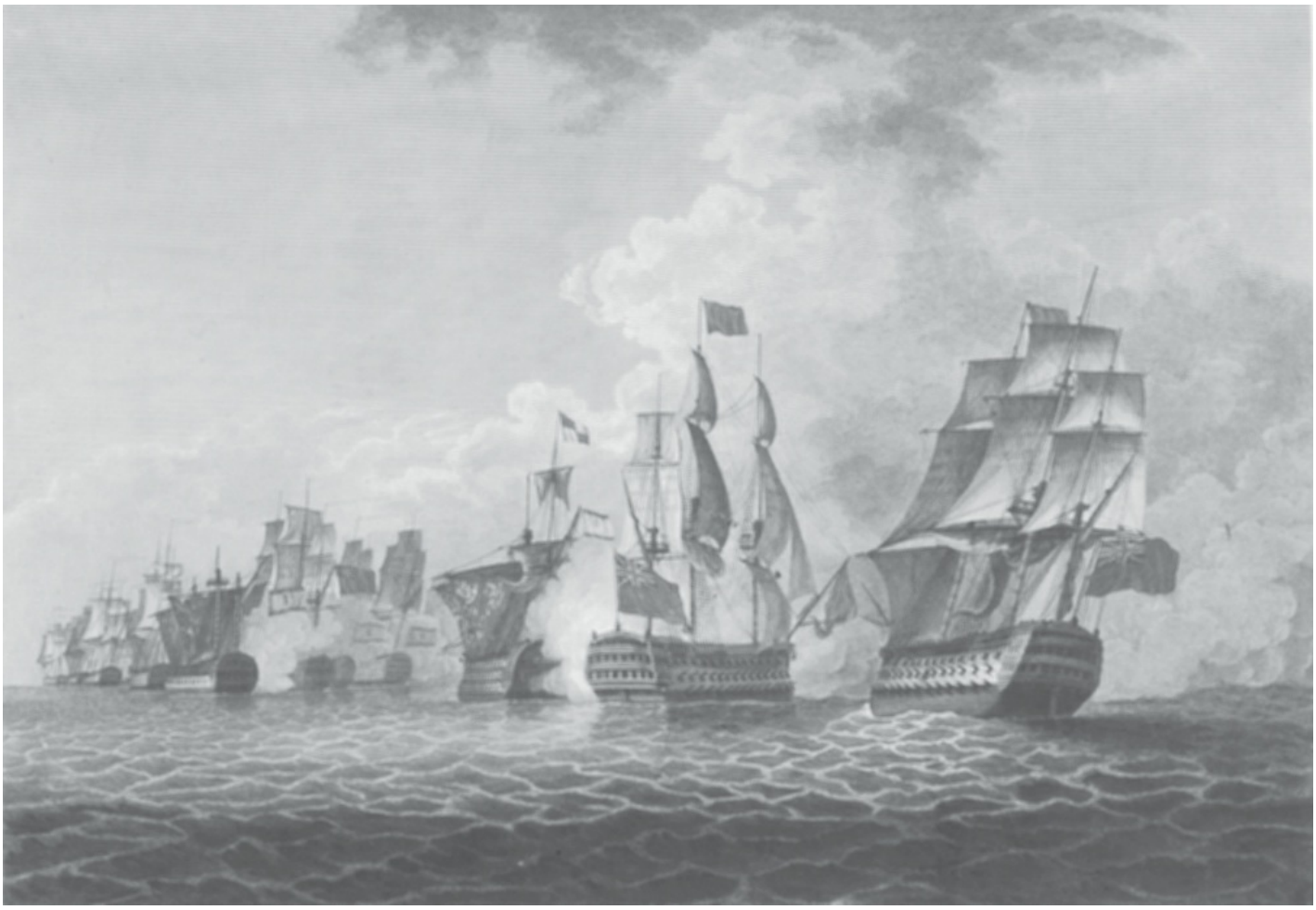
Dimensions & tons: 194ft 3in, 156ft 11¼in x 54ft 3in (53ft 4in mld.) x 24ft 3½in. $2{,}456^{24}/_{94}$ bm. Draught 14ft 3in / 21ft 3in.

Men: 839. Guns: LD 32 x 32pdrs; MD 32 x 24pdrs; UD 32 x 12pdrs; QD 12 x 9pdrs; Fc 6 x 9pdrs.

Taken 14.2.1797 by *Captain* of Sir John Jervis's squadron off Cape St Vincent.

From 3.1797 under Capt. Charles Lindsey, then 4.1797 under Capt. Charles Stuart. Arrived at Plymouth 5.10.1797. Registered by AO 4.12.1797. Fitted at Plymouth 6.1799 – 1.1801.

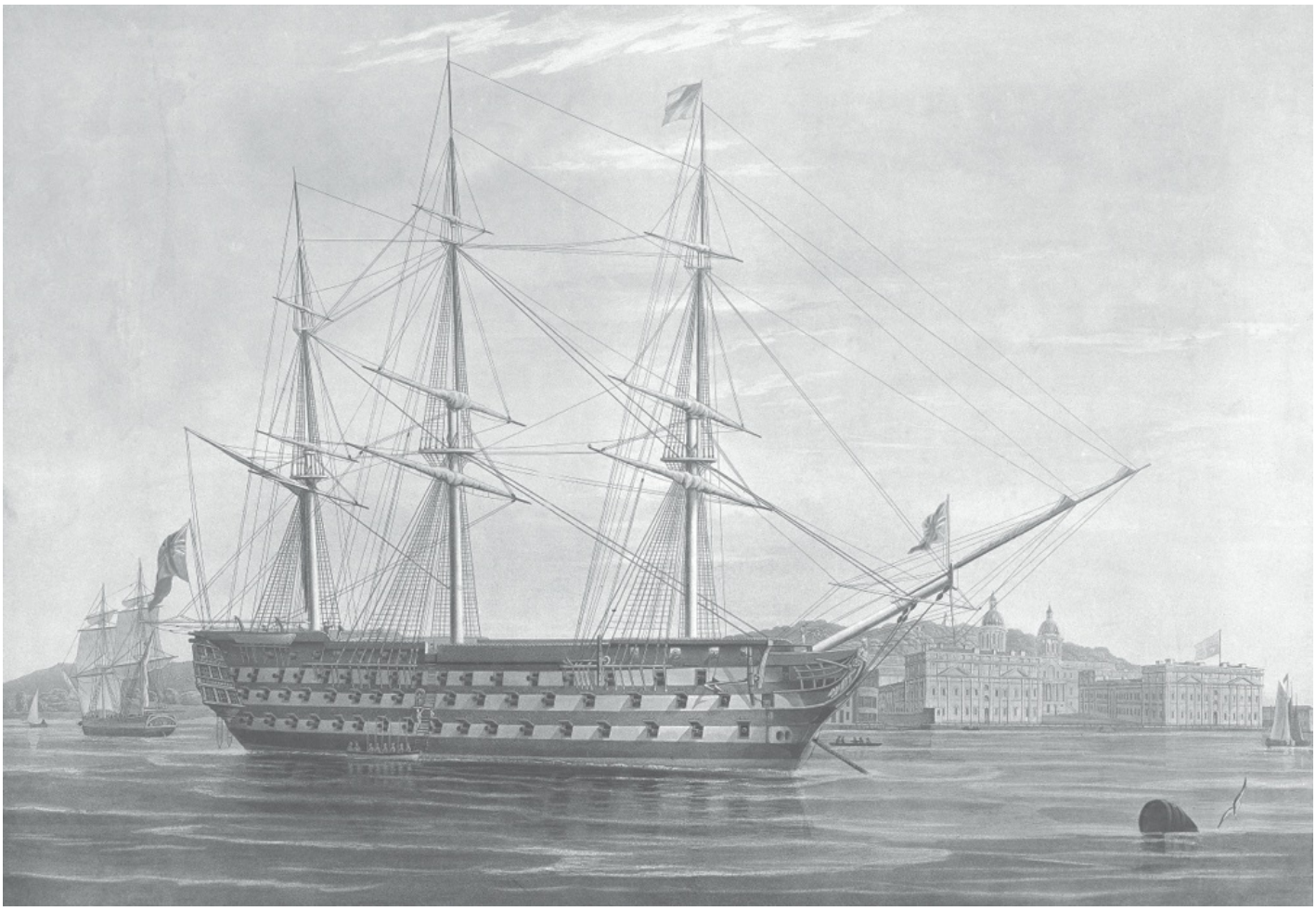
Commissioned: 12.1800 under Capt. Thomas Masterman Hardy, for the Channel; from 2.1801 under Capt. George Eyre. In 2.1802 under Capt. James Carpenter, paid off 4.1802. Recommissioned 4.1803 under Capt. Peter Spicer, then 6.1803 under Capt. James Rodd, as flagship of Vice-Adm. Sir Charles Cotton (-4.1805), for blockade of Brest In 1.1804 under Capt. John Dodd, then 9.1804 Capt. Tristram Ricketts, still as Cotton's flagship. Made good defects at Plymouth (for £10,259) to 8.1805; in 5.1806 under Capt. Robert Neve, then 1.1807 Capt. John Cann; paid off 6.1807. Very Large Repair and fitted at Plymouth (for £89,308) 5.1807 – 6.1809; recommissioned 5.1809 under Capt. Richard Dunn; in Walcheren expedition 1809. In 5.1810 under Neve again, for the Mediterranean. Ib 2.1811 under Capt. Abel Ferris, then 5.1811 Capt. John Bowker and 7.1811 Capt. George McKinley for return to UK. From 3.1812 under Capt. Robert Jackson, as flagship of Adm. Lord Keith 2 – 4.1812, with the Channel fleet. In 1.1813 under Capt. Henry Bouchier, as flagship of Rear-Adm. Edward Foote (-4.1813). In 4.1813 under Capt. William Stewart, as flagship of Rear-Adm. Sir Richard King, for the Mediterranean fleet; in action against French fleet off Toulon 5.11.1813, with 2 wounded; to England 7.1814, then under Capt. Edward Barnard, and in 4.1815 Capt. Jeffrey Raigerfield; paid off at Plymouth into Ordinary 7.1815. Fitted for sea at Plymouth 4 – 8.1815, then laid up there. Fitted for Ordinary at Plymouth (for £9,796) 3 – 8.1822. Fitted as a flagship at Plymouth 12.1831 – 1.1832. Fitted for the Captain of the Ordinary at Plymouth 8.1836 – 2.1837; recommissioned 1.1837 as gunnery training ship at Plymouth; finally paid off 1846. BU at Plymouth 5.1849.



The *Salvador del Mundo* at St Vincent was first assailed by Collingwood in the *Excellent*, then by Saumarez in the *Orion* and finally by Adm. Jervis in the *Victory* (as depicted here), to which last ship Capitano Yepes then struck his colours, although it was the *Orion* from which a boat's crew was allowed to take possession.

(C) Vessels acquired from 18 May 1803

Apart from the replacement *Queen Charlotte*, no three-deckers were ordered for the decade after the commencement of the *Caledonia*, as construction concentrated on a sufficient quantity of the smaller battleships. But following Trafalgar it became clear that the war would be protracted – long enough for France to replace the gaps in her battlefleet, and three new First Rates were ordered. In 8.1806 the Admiralty ordered the Surveyors to prepare competitive new draughts for these First Rates (and also for Second and Third Rates). For each of the three Rates, it was later agreed that the Surveyors should co-operate on producing an agreed common design. While the new *Nelson* Class ships were being laid down, the *Caledonia* came into service in late 1808 and proved such a superb vessel that it was decided that future three-deckers should be built to her design, and two new First Rates were ordered to this at the start of 1812.



The *Howe* as launched in 1815 was too late for service in the Napoleonic War, and all three ships of this class were immediately placed in Ordinary. Like the infamous 'Forty Thieves' of which they were the First Rate equivalents, the *Nelson* Class were designed by the Surveyors jointly, and like the 74s were designed to provide 6ft of freeboard to the midships gunports. To aid this, the decks were given less sheer, which was also intended to increase their structural strength. Nevertheless these ships proved very crank, and after their completion the Admiralty returned to the proven design of the successful *Caledonia* for future three-deckers.

***NELSON* Class** – 120 guns. Designed by the Surveyors together, these were the three-decker equivalents of the *Armada* Class 74s. The design, finally approved 1.10.1806, was modified from that of the *Caledonia*, but they proved much poorer sailers, being 'very crank'. The *Howe* was the first new warship to be built employing Seppings's new system of diagonal bracing. Although they had round bows and heavy bulwarks to protect gun crews, this design still retained the traditional square stern with quarter galleries. The *Nelson* was the only vessel launched by the end of the Napoleonic Wars, but saw no sea service; her two sisters were both complete on the stocks by 5.1814, but both were left to stand on the slip to season and neither was finished for service until post-war.

Dimensions & tons: 205ft 0in, 170ft $10^{1}/_{8}$in x 53ft 6in x 24ft 0in. $2{,}601^{4}/_{94}$ bm.

Men: 875. Guns: LD 32 x 32pdrs; MD 34 x 24pdrs; UD 34 x 18pdrs; QD 6 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 24pdr carronades.

By 1840 had 30 x 32pdrs + 2 x 68pdr shell guns on LD, 32 x 32pdrs + 2 x 68pdr shell guns on MD (and the same on the UD), 4 x 32pdrs + 12 x 32pdr carronades on the QD, and 2 x 32pdrs + 2 x 32pdr carronades on the Fc.

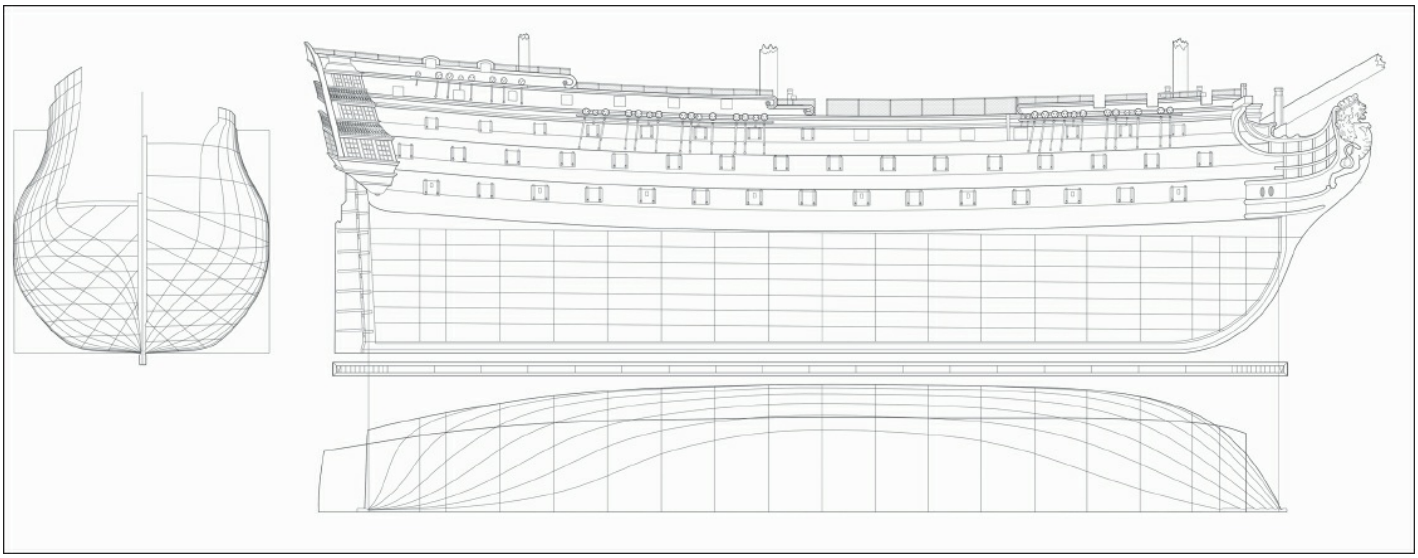
Nelson Woolwich Dyd (M/Shipwright Edward Sison).

As built: 205ft 0¾in, 170ft 10in x 53ft 8in x 24ft 0in. $2{,}617^{4}/_{94}$ bm. Draught 14ft 11in / 18ft 5in.

Ord: 23.11.1805. K: 12.1809. L: 4.7.1814. C: 17.8.1814 for Ordinary.

First cost: £123,469 (completed for Ordinary).

Not commissioned for sea. Under Capt. Thomas Burton in 1814, for fitting at Woolwich and voyage to Portsmouth. Underwent Very Large Repair, housed over fore and aft, and breadth increased by doubling while in Ordinary at Portsmouth (for £86,512) 10.1825 – 9.1828. Doubling removed 9.1837. Advanced ship at Portsmouth (for £15,267) 4 – 6.1846. Converted to screw propulsion at Portsmouth, being cut down to a two-decker and re-armed as 89 guns 10.3.1859 – 7.2.1860; 500 nhp machinery fitted 1.9.1860. To Victoria (Aust.) Colonial Government for coastal defence and as training ship 2.1867. Sold 28.4.1898 and BU at Launceston 9.1928.



Santa Ana, 112 guns, as designed. She was one of the series of 112-gun ships built at Havana and Ferrol, and essentially a sister to the *Salvador del Mundo* and *San Josef* (Spanish *San Jose*) both taken in 1797. Captured at Trafalgar on 21 October 1805 by the *Royal Sovereign*, the *Santa Ana* was retaken by Commodore de Cosmao-Kerjulien's squadron two days later and towed back to Cadiz by the frigate *La Thémis*, but never left that port again.

Howe Chatham Dyd (M/Shipwright Robert Seppings to 3.1813, completed by George Parkin).

As built: 205ft 0in, 170ft 7in x 53ft 8¾in x 24ft 0in. 2,619$^{36}/_{94}$ bm. Draught 14ft 7in / 18ft 5in.

Ord: 15.1.1806. K: 6.1808. L: 28.3.1815 (completed for Ordinary).

First cost: £98,105.

Defects made good at Sheerness (for £10,520) 9.1823 – 4.1824. Partial Repair at Chatham (for £5,142) 10.1832 – 7.1833.

Commissioned: 8.1835 under Capt. Alexander Ellice, and fitted for flagship at Sheerness (for £10,109) 7.1835 – 7.1836; as flagship at the Nore until 9.1840 (under various Capts.). Fitted for sea at Sheerness (for £5,603) 8 – 10.1840, then flagship in the Mediterranean 1840-43. 'Advanced' (work on) the ship at Sheerness (for £4,749) 10.1843 – 1.1844. In Ordinary at Sheerness 7.1843 – 4.1847. Fitted for sea at Sheerness (for £16,044) 3 – 5.1847. Fitted 'to convey the Queen Dowager to Madeira' (for £3,042) 10.1847; in Mediterranean 6.1848 – 7.1850, then in Ordinary at Sheerness to 1853. BU completed at Sheerness 23.2.1854.

Saint Vincent Plymouth Dyd (M/Shipwright Joseph Tucker to 5.1813, completed by Thomas Roberts).

As built: 204ft 11in, 170ft 6¼in x 53ft 8in x 24ft 0in. 2,612$^{31}/_{94}$ bm. Draught 14ft 4in / 18ft 9½in.

Ord: 15.1.1806. K: 5.1810. L: 11.3.1815 (completed for Ordinary).

First cost: £110,549.

Underwent Very Small Repair at Plymouth (for £14,256) 6 – 10.1823. Fitted as a guardship there (£25,818) 9.1829 – 5.1830.

Commissioned: 9.1829 under Capt. Edward Hawker, as flagship of Lord Northesk at Portsmouth; flagship of Hyde Parker 5.1830, still at Portsmouth. Recommissioned 2.1831 under Capt. Humphrey Senhouse, as flagship of Vice-Adm. Sir Henry Hotham, commanding the Mediterranean Fleet. Fitted for commission (for £3,252) 5 – 7.1834. Small Repair and fitted as a Demonstration Flagship at Portsmouth (for £41,016) 7.1839 – 8.1843. Very Small Repair and advanced at Portsmouth (for £17,528) 4.1849 – 12.1851. Fitted as a guardship at Portsmouth (for £8,576) 3 – 4.1854. Training ship at Portsmouth by 6.1862. Sold to Castle (for £5,350) 15.5.1906; arrived Falmouth to BU 23.6.1906.

Two Spanish three-deckers were captured at Trafalgar on 21.10.1805 – the extraordinary 136-gun *Santísima Trinidad* (virtually a four-decker) and the 112-gun *Santa Ana* – but the former was scuttled on Collingwood's orders on 24 October and the latter was retaken by Cosmao's squadron on 23 October, and taken back to Cadiz. There were no French three-deckers at Trafalgar. No three-decker prizes were added to the RN during the 1803-15 period.

On 6.1.1812 four new three-deckers were ordered, although only one of them was laid down before the end of the war. The *Britannia* and *Prince Regent* were to be First Rates of 120 guns, built to the design of the *Caledonia*. The *Princess Charlotte* and *London* were to be Second Rates of 98 guns, built to the lines of the *Boyne* (and originally of *Victory*); they were to be re-classed as First Rates in 1817, but appear under their original rating in Chapter 2.

Britannia Plymouth Dyd (M/Shipwright Thomas Roberts to 9.1815, completed by Edward Churchill).

As built: 205ft 0in, 170ft 9¼in x 53ft 8in (54ft 7in oa.) x 23ft 2in. 2,616$^{15}/_{94}$ bm. Draught 16ft 0in / 18ft 7in.

Ord: 6.1.1812. K: 12.1813. L: 20.10.1820. C: 20.12.1820 (for Ordinary).

First cost: £111,630 including fitting.

Prince Regent Chatham Dyd (M/Shipwright George Parkin).

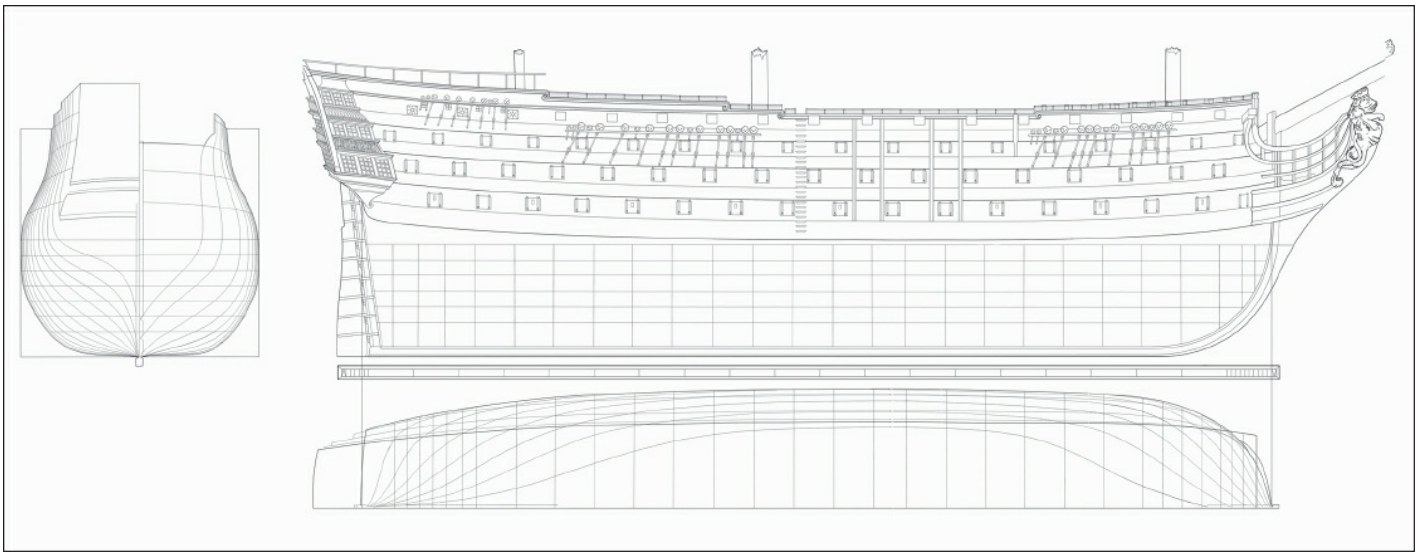
As built: 205ft 0¾in, 171ft 0in x 53ft 7¾in (54ft 6¾in oa.) x 23ft 2½in. 2,613$^{76}/_{94}$ bm. Draught 15ft 9in / 17ft 6in.

Ord: 6.1.1812. K: 17.7.1815. L: 12.4.1823. C: 3.9.1823 (as guardship).

First cost: £119,283 including fitting.

Due to their completion after 1820, no details of their service histories are recorded here. They were BU in 1869 and 1873 respectively.

Under the Establishment of Guns introduced in 2.1839, all the 120-gun ships (from *Hibernia* onwards) were to mount 6 x 8in (68pdr) shell guns, 100 x 32pdrs and 14 x 32pdr carronades. These were to be mounted as follows: LD 30 x 32pdrs (of 56cwt) + 2 x 8in (of 65cwt), MD 32 x 32pdrs (of 48cwt) + 2 x 8in, UD 32 x 32pdrs (of 33cwt) + 2 x 8in, QD 4 x 32pdrs (of 45cwt) + 12 x 32pdr carronades (of 17cwt), and Fc 2 x 32pdrs (of 45cwt) + 2 x 32pdr carronades (of 17cwt).



Santísima Trinidad, 136 guns, after reconstruction as a 'four-decker'. While not the largest, the *Santísima Trinidad* was certainly the heaviest-armed warship of the sailing era. Built at Havana as a 120-gun ship in 1769, she was converted in 1796 to a 'four-decker' of 136 guns by the in-filling of her waist with a light spar deck. The ship was at the Battle of St Vincent in 1797, and actually surrendered to Saumarez in the *Orion*, but the latter was unable to take possession of her prize. Always regarded as a poor sailer, she was finally taken at Trafalgar, but scuttled on Collingwood's orders on 24 October. While not measured in the UK, her Spanish draught revealed her to be 186ft 9in x 58ft, with a tonnage of 2,153 bm.

(D) First Rates on the Great Lakes

The outbreak of the Anglo-American War of 1812 led to a struggle for control of the Great Lakes system of North America and thus to a shortlived but spectacular programme which culminated in the building of threedeckers for the fresh-water Lake Ontario.

SAINT LAWRENCE. A unique flush-decked three-decker design by William Bell, much smaller and shallower-draughted than the equivalent sea-going First Rates, but similarly armed and rated at 102 guns. Resembling a spar-deck frigate with a third gun-deck superimposed, her light construction gave rise to some controversy. The ability to dispense with much of the stores carried for sea voyages, in particular drinking water supplies, allowed for considerable savings in her capacity.

Dimensions & tons: 192ft 0in, 157ft $8^{5}/_{8}$in x 52ft 6in x 18ft 6in. $2{,}304^{90}/_{94}$ bm. (on Bell's original draught, the dimensions read 198ft, 170ft(?) x 52ft 7in x 13ft 6in, which would have given a tonnage of $2{,}500^{25}/_{94}$ bm.)

Men: 700. Guns: LD 28 x 32pdrs + 4 x 24pdrs + 4 x 32pdr carronades; MD 34 x 24pdrs; UD 32 x 32pdr carronades + 2 x 68pdr carronades.

Saint Lawrence Kingston Dyd, Upper Canada (Ontario). (M/Shipwright William Bell)

As built: 194ft 2in, 157ft $2^{5}/_{8}$in x 52ft 7in (52ft 0in mld.) x 18ft 6in. $2{,}304^{90}/_{94}$ bm.

K: 4.1814. L: 10.9.1814. C: 10.1814.

Under Capt. Frederick Hickey in 9.1814, as flagship of Commodore Sir James Lucas Yeo (-11.1814). Sold at Kingston to Robert Drummond (for £25) 1.1832.

***WOLFE* Class**. Follow-ons from the *Saint Lawrence*, these two ships were designed by Thomas Strickland but not completed. They would have been similar to *Saint Lawrence*, but with a QD added to provide flag accommodation.

Dimensions & tons: 191ft 3in, 157ft $7^{5}/_{8}$in x 50ft 8in (50ft 0in mld) x 18ft 4in. $2{,}152^{40}/_{94}$ bm.

Men: … . Guns: 36 x 32pdrs; 76 x 24pdrs.

Wolfe ('ship No.1') Kingston Dyd, Upper Canada (Ontario).

Ord: 1814. K: 1814. Suspended 1815, cancelled 1831; destroyed by storm while on stocks 31.7.1832.

Canada ('ship No.2') Kingston Dyd, Upper Canada (Ontario).

Ord: 1814. K: 1814. Suspended 1815, cancelled 1832; BU on stocks.

2 Second Rates of 90 (later 98) guns

Unlike France and Spain with their relatively extensive construction of (respectively) 118-gun and 112-gun ships, Britain built very few First Rate three-deckers. However, as a cheaper alternative the Navy Board build a considerable number of slightly smaller (and shorter, hence slower and more leewardly) Second Rates of 90 and later 98 guns.

(A) Vessels in service or on order at 1 February 1793

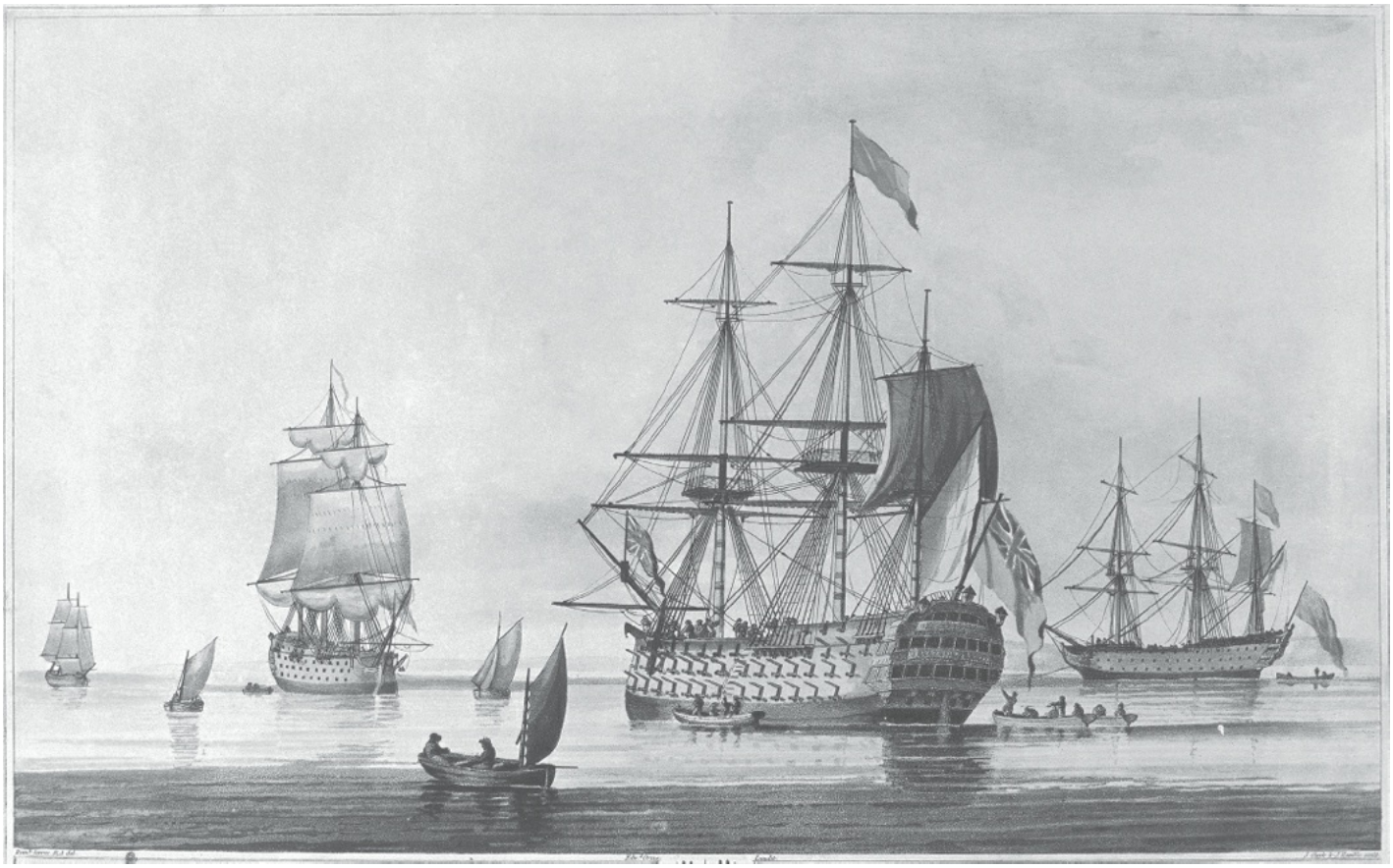
The twenty-nine Second Rates built for the Navy between 1750 and 1817 (later post-Napoleonic Second Rates were all two-deckers, and thereby of entirely different arrangements) were all constructed in the Royal Dockyards. When Nelson entered the Navy in 1771, there were fourteen Second Rates of 90 guns on the list (including three new vessels building). Most were still in the fleet in 1793; however, all but the earliest three 90s had been re-rated as 98 guns with 8 x 6pdrs added to the QD in 1778; all QD and Fc 6pdrs had been upgraded to short 12pdrs by AO 3.6.1790. On 19.11.1794 under the new carronade establishment, 2 x 32pdr carronades were added to the Fc and 6 x 18pdr carronades to the poop. The remaining 90-gun ships comprised the *Namur* in Ordinary, and the *Neptune* and *Union* as harbour ships. In addition to these twenty-nine ships, there was also the very elderly 84-gun ship *Royal William* of 1719, retired to harbour service since 1790.

ROYAL WILLIAM. (Rated as 84 guns) This very old vessel remained in use as a receiving ship. Rebuilt in 1719 (she was originally built 1670 at Chatham) as a First Rate of 100 guns, she was reduced to a Second Rate of 84 guns in 1757. In 1790 she was reclassed as a receiving ship and served as such until BU in 1813.

Royal William Portsmouth Dyd (M/Shipwright Richard Stacey to 7.1715, completed by John Naish).

Dimensions & tons (actual, as rebuilt): 175ft 4in, 142ft 7in x 50ft 3in x 20ft 1in. 1,918 bm. Draught 14ft 3½in / 16ft 4in.

Men: (from 1782) 650. Guns: (from 1782) LD 28 x 68pdr carronades; MD 28 x 18pdrs; UD 28 x 9pdrs; QD nil; Fc 2 x 9pdrs. [68pdr carronades replaced by 24pdrs in 5.1784.]



Until 1778 the Second Rate carried no guns on its QD, but in that year it was decided to mount 8 extra guns here in future construction, making them 98s instead of 90s, and making them closer in layout to the First Rate of 100 guns (a crucial difference was that the First Rate carried 24pdrs on its MD, whereas the Second Rate had 18pdrs). It was also decided to 'retro-fit' the same extra guns into all Second Rates built since 1755. This contemporary print shows the appearance of the older 90s with the addition of the QD ordnance.

Ord: 31.7.1714. K: 31.7.1714 (docked to BU for rebuilding). L: 3.9.1719 and laid up.

First cost: £30,794.0.5½d to build.

Underwent Middling Repair and cut down to her UD (by AO 1.11.1755) at Portsmouth (for £31,507.18.2d) 29.6.1756 – 8.8.1757.

Commissioned: 4.1757; served through Seven Years War and paid off 1762. Small Repair at Portsmouth (for £9,480.14.5d) 4 – 11.1764. Fitted there (for £7,923.17.10d) 1 – 2.1771; recommissioned 1.1771 but paid off 5.1771. Fitted for service at Portsmouth (for £22,992.15.8d) 3 – 8.1782; recommissioned 5.1782 for Lord Howe's relief of Gibraltar; paid off in 1783. Commissioned as a receiving ship 5.1790 under Capt. George Gayton, as flagship of Vice-Adm. Robert Roddam at Portsmouth; paid off 9.1791. Fitted as a receiving ship at Portsmouth (for £9,700) to 2.1793; recommissioned 12.1792, still under Gayton, but as flagship of Adm. Sir Peter Parker (-1799). In 1794 under Capt. Francis Pickmore (-1801), as flagship of Adm. Mark Milbank 1800-01. Fitted at Portsmouth (for £14,323) 11.1803; recommissioned 9.1803 under Capt. John Wainwright; in 1805 flagship of Adm. George Montagu. In 5.1806 under Capt. Courtnay Boyle (-1809), as Montagu's flagship, then 7.1807 as flagship of Rear-Adm. Sir Isaac Coffin. In 1810 under Capt. Robert Hall, then 1812 Capt. George Fowke; flagship of Adm. Sir Roger Curtis 1809-10 and of Adm. Sir Richard Bickerton 1812. BU at Portsmouth 8.1813.

***NEPTUNE* Class**. No Second Rates had been built to the 1745 Establishment specification, but in 1750 three new 90-gun ships were ordered to a new design by Joseph Allin, modified from the lines of the 1745 Establishment. The third of these ships was completed to a lengthened design (see below). All three ships were to serve well into the next century, albeit altered for harbour service.

Dimensions & tons: 171ft 0in, 143ft 3in x 48ft 6in x 20ft 6in. $1{,}792^{31}/_{94}$ bm.

Men: 750 (before harbour service). Guns: LD 26 x 32pdrs; MD 26 x 18pdrs; UD 26 x 12pdrs; QD 10 x 6pdrs; Fc 2 x 6pdrs. By 1793 in practice both ships were disarmed in harbour service.

Neptune Portsmouth Dyd (M/Shipwright Peirson Lock to 12.1755, completed by Edward Allin).

As built: 171ft 0in, 141ft 4in x 48ft 11in x 20ft 6in. $1{,}798^{93}/_{94}$ bm. Draught 13ft 0in / 17ft 10½in.

Ord: 10.4. & 12.7.1750. K: 20.7.1750 (named 23.8.1750). L: 8.12.1756. C: 2.4.1757. Re-L: 17.7.1757.

First cost: £39,692.0.11½d, including fitting and subsequent refit.

Commissioned: 11.1756 and served through Seven Years War, then paid off 1762. Never subsequently recommissioned for sea. Small Repair at Portsmouth (for £4,651.8.4d) 5 – 12.1766. Fitted for Ordinary at Portsmouth 1.1777. Coppered and fitted as a sheer hulk at Portsmouth 7.1784. Receiving ship there 1802. BU at Portsmouth 10.1816.

Union Chatham Dyd (M/Shipwright John Ward to 6.1752, Thomas Slade to 3.1753, Adam Hayes to 8.1755, completed by John Lock).

As built: 171ft 2in, 141ft 5in x 48ft 8in x 20ft 6in. 1,781 bm. Draught 13ft 6in / 18ft 0in.

Ord: 10.4. & 12.7.1750. K: 5.6.1751. L: 25.9.1756. C: 21.1.1757.

First cost: £52,157.7.8d, including fitting.

Commissioned: 9.1756 and served through Seven Years War, then paid off. Recommissioned 12.1778 under Capt. John Dalrymple. Hospital hulk at Chatham 1790 (under AO 7.6.1788). Recommissioned as a hospital ship 6.1790 under Lieut. William Quarme (-1799), at Sheerness from 4.1793. From 11.1799 under Lieut. William Richards, then 5.1800 Lieut. John Johnston, 10.1800 Lieut. John Dixon and 9.1801 Lieut. John Rickman. Became receiving ship, renamed *Sussex*, on 6.2.1802. In 4.1805 under Lieut. Richard Jewers, then 5.1807 Lieut. William Cockraft (-1816); paid off 3.1816 into Ordinary. BU at Chatham 10.1816.

NAMUR. Originally ordered to *Neptune* Class design (see above), but altered during construction to a modified design by William Bateley, improving the *Neptune* design by lengthening gundeck by a further 4ft (but with a shorter keel). She was reduced to a 74-gun Third Rate in 1804, becoming the second ship (after *Blenheim*, see below) to be given the Seppings enclosed bow.

Dimensions & tons: 175ft 0in, 142ft 2½in x 48ft 6in x 20ft 6in. $1{,}779^{30}/_{94}$ bm.

Men: 750 (reduced to 738 from 4.1794). Guns: LD 26 x 32pdrs; MD 26 x 18pdrs; UD 26 x 12pdrs; QD 10 x 6pdrs; Fc 2 x 6pdrs. By 1793 the 6pdrs had been replaced by 12pdrs, and from 11.1794 the new carronade Establishment added 2 x 32pdr type on the Fc and 6 x 18pdr type on the poop.

As 74-gun: LD 28 x 32pdrs; UD 26 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Namur Chatham Dyd (M/Shipwright exactly as for *Union* above).

As built: 174ft 11½in, 144ft 4in x 48ft 7½in x 20ft 6in. $1{,}815^{20}/_{94}$ bm. Draught 15ft 2in / 17ft 5in.

Ord: 10.4. & 12.7.1750 (named 23.8.1750). K: 18.12.1750. Re-ordered 23.10.1755 to new design.

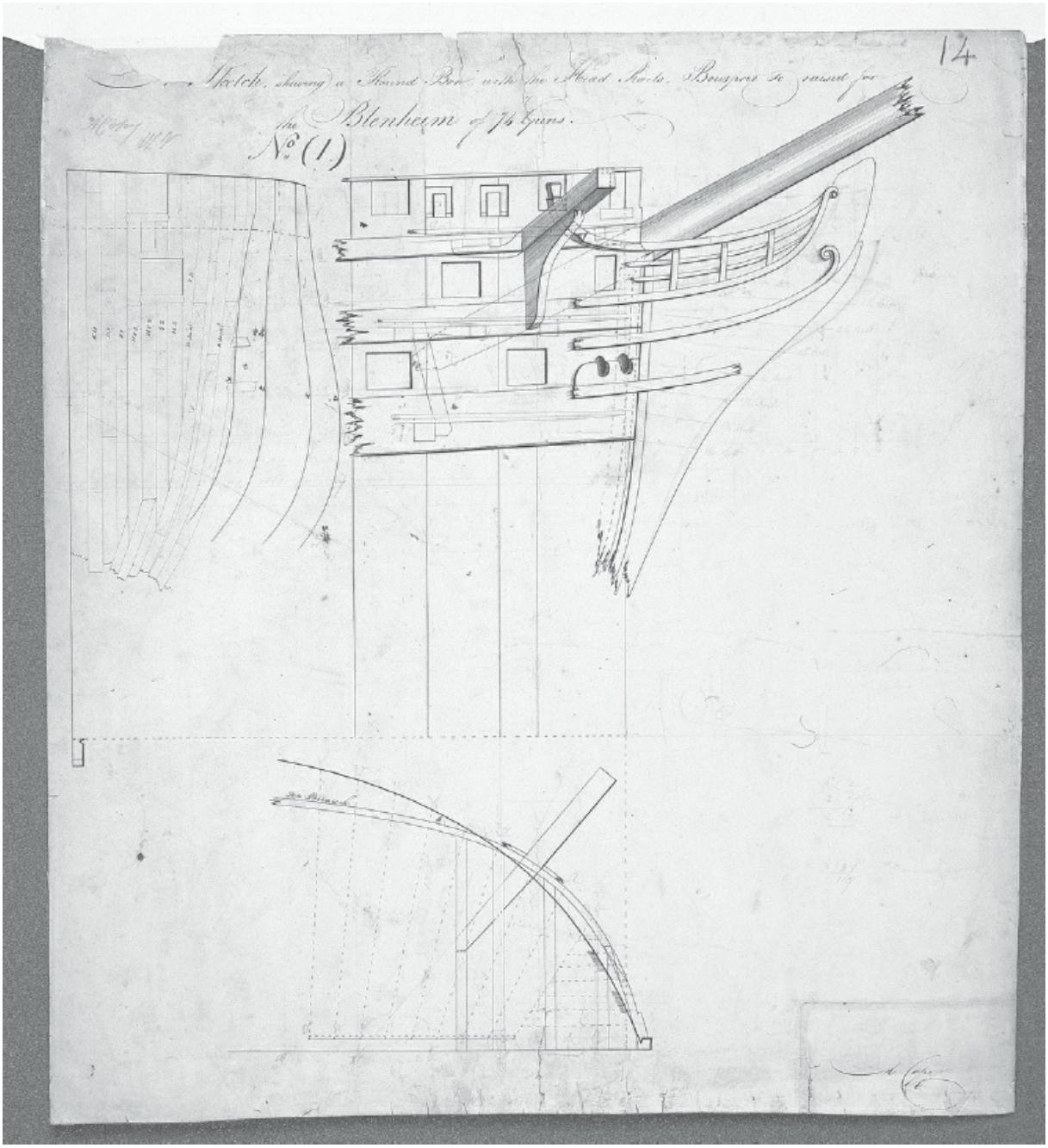
L: 3.3.1756. C: 27.8.1756.

First cost: £57,284.11.2d including fitting.

Commissioned: 5.1756 and served through Seven Years War, then paid off. Small Repair at Portsmouth (for £13,686.8.8d) 11.1765 – 3.1766. Recommissioned 10.1770 under Capt. Walter Griffith for Falkland Islands dispute; paid off 6.1771. Great Repair and fitted at Chatham (for £34,052.6.2d) 5.1774 – 8.1778; recommissioned 5.1778 under Capt. Mark Milbanke. Coppered and fitted at Portsmouth (for £7,634.8.11d) 4.1780. Fitted for Ordinary at Plymouth 10.1783. Middling Repair (for £28,941.1.6d) 5.1786 – 2.1788. Recommissioned 3.1795 under Capt. James Whitshed, for Channel service; fitted at Plymouth (for £5,046) 2.1796 and to Lisbon 1797. In 3.1798 under Capt. Thomas Sotheby, then 11.1798 Capt. William Luke, still at Lisbon; returned to England 9.1799 for Channel service. In 12.1800 under Capt. Temple Hardy, then 5.1801 Capt. Michael de Courcy; paid off 4.1802. Cut down to 74-gun Third Rate and fitted at Chatham (for £21,277) 6.1804 - 5.1805; recommissioned 3.1805 under Capt. Lawrence Halstead. Participated in Strachan's Action with Dumanoir's squadron 2.11.1805, and served in Warren's squadron in 1806; paid off 7.1807. Fitted as receiving ship at Chatham 6 - 9.1807, to lie at the Nore, and recommissioned as guardship there 8.1807 under Capt. Richard Jones; flagship of Rear-Adm. ?Thomas Wells 1807. In 1810 under Capt. Alexander Shippard, then 11.1811 under Capt. Charles Austen, as flagship of Vice-Adm. Sir Henry Stanhope 1811 and Rear-Adm. Sir Thomas Williams 1812; paid off 9.1815. BU at Chatham 5.1833.

The sixteen 98-gun ships still on the List at the start of 1793 comprised four in commission for sea service, and eleven in Ordinary, plus the *Sandwich* as a commissioned harbour-ship. All were established with a complement of 750 men (694 officers, seamen and marines; 49 servants and boys; and 7 'widows' men'); this was reduced to 738 in 4.1794 by a decrease of 12 servants and boys.

***SANDWICH* Class.** Thomas Slade design of 1755, in which he stretched the length of the 90-gun ship to fit in a fourteenth pair of gunports on both the LD and MD (and *two* pairs on the UD), reducing the QD guns to a pair of chase guns and improving these ships' sailing qualities. *Blenheim* was reduced to a 74-gun Third Rate in 1801, becoming the first line of battle ship to adopt the 'round' bow.



When the 90-gun *Blenheim* was razeed (cut down) to a two-decker 74-gun ship in 1801 the main structure of the bow was retained up to the level of her new forecastle, thereby eliminating the weak transverse beakhead bulkhead. This was the first example of what came to be officially termed the 'round bow', a feature unusual enough to warrant this detailed drawing of its structure. After Trafalgar, when a number of the leading ships had suffered heavily during the end-on approach, this form of bow construction was adopted as the norm.

Dimensions & tons: 176ft 0in, 142ft 7½in x 49ft 0in x 21ft 0in. $1{,}821^{49}/_{94}$ bm.

Men: 750. Guns: LD 28 x 32pdrs; MD 28 x 18pdrs; UD 30 x 12pdrs; QD 2 x 6pdrs, Fc 2 x 6pdrs (by 1792 6pdrs replaced by 12pdrs). [In *Blenheim*, QD had 8 x 12pdrs from *c.*1790; *Sandwich* was never fitted as a 98.]

Sandwich Chatham Dyd (M/Shipwright John Lock).

As built:176ft 1in, 145ft 8in x 49ft 1½in x 20ft 11½in. $1{,}869^{36}/_{94}$ bm. Draught 14ft 9½in / 18ft 0½in.

Ord: 28.10 & 12.11.1755. K: 14.4.1756. L: 15.4.1759. C: 28.5.1759.

First cost: £54,770.17.4d, including fitting.

Commissioned: 4.1759 for Seven Years War; paid off 1763. Fitted at Portsmouth as a guardship (for £5,282.9.5d) 1765; and again (for £9,913.10.8d) 2.1777; recommissioned 11.1776. Coppered and fitted at Portsmouth (for £15,396.6.6d) 9 - 11.1779; recommissioned 9.1779 under Capt. Walter Young, as flagship of Rodney (-1781) on North American and West Indies station; guardship at the Nore 1782. Fitted at Chatham to lie at the Nore; recommissioned 10.1787 by Capt. Thomas Tonken as receiving ship at Sheerness; paid off 2.1788. Reclassed as receiving ship by AO 23.3.1790, and fitted as such at Sheerness (for £4,805.6.8d) 10.1790. Recommissioned 12.1792 under Capt. William Lockyer, as guardship at the Nore; from 2.1793 under Capt. James Mosse (-1797); flagship of Vice-Adm. John Dalrymple 3.1793, Vice-Adm. Charles Buckner 8.1795 and Vice-Adm. Skeffington Lutwidge 7.1797; paid off 9.1797. Recommissioned 11.1797 as prison ship (rated as sloop) in the Medway under Lieut. Richard Hancock; in 4.1798 under Capt. Billy Douglas, then 4.1801 Capt. Abraham Guyot; paid off 4.1802. Recommissioned 7.1803 under Lieut. Emanuel Hungerford; in 1809 under Lieut. Joseph Coxwell; paid off 4.1810. BU there 1810.

Blenheim Woolwich Dyd (M/Shipwright Israel Pownoll).

As built: 176ft 1in, 142ft 7in x 49ft 1in x 21ft 0in. $1{,}827^{13}/_{94}$ bm. Draught 15ft 2in / 17ft 10½in.

Ord: 28.10 & 12.11.1755. K: 1.5.1756. L: 5.7.1761. C: 11.11.1761.

First cost: £53,819.5.5d, including fitting.

Commissioned: 8.1761 for Seven Years War; paid off 6.1762. Fitted to receive newly raised men at Plymouth (for £7,963.6.4d) 1.1777. Recommissioned 3.1777 under Capt. Broderick Hartwell. Fitted for sea at Plymouth (for £5,348.11.10d) 7.1778. Underwent Large Repair, coppered and fitted at Chatham (for £58,531.16.9d) 8.1780 – 6.1782; paid off 9.1784 after wartime service. Recommissioned 8.1794 under Capt. Charles Calmady, for Channel service; in 12.1794 under Capt. Sir John Bazely; to the Mediterranean 4.1795. In 6.1795 under Capt. Thomas Frederick; flagship of Rear-Adm. William Parker 1797. In 8.1797 under Cmdr. Edward Williams (acting), then 8.1797 Capt. Arthur Philip (temp.) and 12.1797 Capt. Robert Campbell; returned to England 10.1798 and paid off into Ordinary. Cut down to 74-gun Third Rate (under AO 31.1.1801) and fitted at Chatham (for £22,536) 2 – 5.1801; recommissioned 4.1801 under Capt. Peter Bover for the North Sea; flagship of Adm. Archibald Dickson 1801-02; to the Leeward Islands

12.1802, as flagship of Commodore Samuel Hood. In 9.1803 under Capt. Thomas Graves, returning to England 9.1804. In 10.1804 under Capt. Loftus Bland. Under Capt. Austin Bissell from 3.1805, as flagship of Sir Thomas Troubridge; sailed for East Indies 25.4.1805. Action with 74-gun *Le Marengo* and 40-gun *La Belle Poule* in Indian Ocean 6.8.1805. Lost, presumed foundered with all hands in a storm off Rodrigues (Indian Ocean) *ca*.1.3.1807.

***OCEAN* Class.** Thomas Slade design, 1758. The only post-1750 Second Rate to be deleted before 1793 is briefly included for the sake of completeness. In this design Slade eliminated the last QD guns, by adding a further pair of MD gunports, producing a layout which lasted almost three decades.

Dimensions & tons: 176ft 0in, 143ft 0in x 49ft 0in x 21ft 0in. 1,826$^{89}/_{94}$ bm.

Men: 750. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD none (as built); Fc 2 x 9pdrs. In 1778, 8 x 6pdrs were added to the QD.

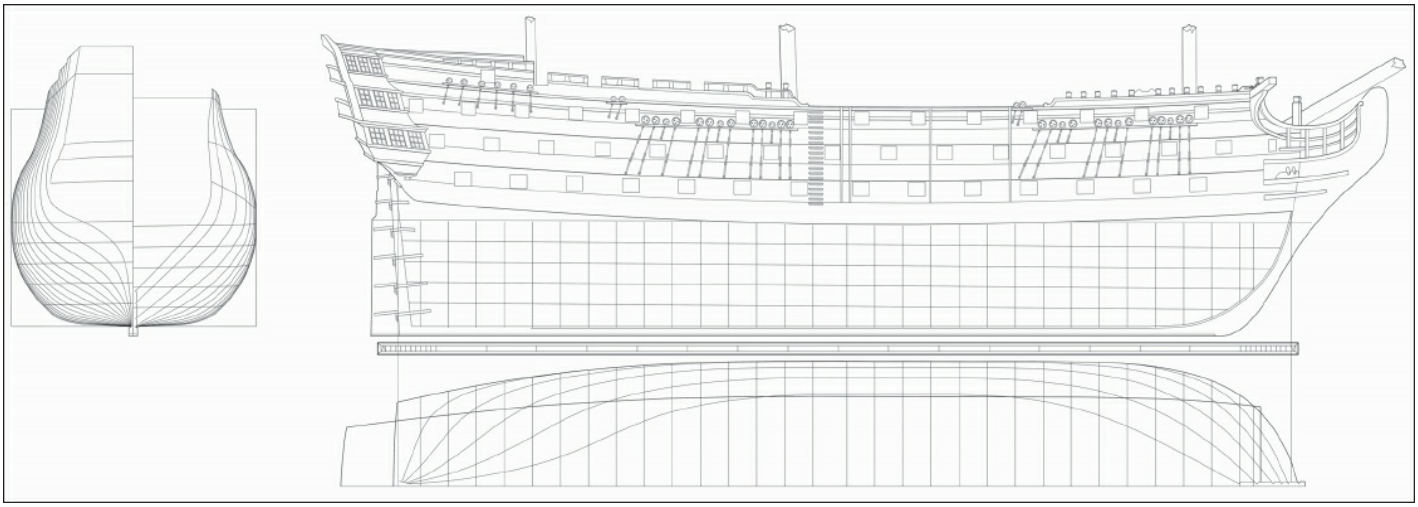
Ocean Chatham Dyd (M/Shipwright John Lock).

As built: 176ft 1½in, 143ft 2in x 49ft 0¾in x 21ft 0in. 1,833$^{8}/_{94}$ bm. Draught 14ft 0in / 17ft 8in.

Ord: (and named) 22.4.1758. K: 4.8.1758. L: 21.4.1761. C: 9.6.1761.

First cost: £58,292.10.9d, including fitting.

Commissioned: 4.1761 for Seven Years War, paid off 3.1763. Small Repair at Plymouth (for £6,979.16.8d) 8.1769 – 2.1770. Recommissioned 10.1770 for Falkland Islands dispute, remaining guardship at Plymouth to 1777. Fitted at Plymouth (for £5,491.2.1d) 9.1771. Flagship of Sir Hugh Palliser at Ushant 27.7.1778. Small Repair and fitted at Plymouth (for £13,641.10.6d) 7 – 10.1779. Coppered and fitted as a guardship at Plymouth (for £5,229.2.2d) 2.1780; paid off 1.1783 after wartime service. Middling to Great Repair at Plymouth (for £29,566.17.6d) 11.1782 – 6.1784. BU at Plymouth 7 – 10.1791.



London after modification to carry 98 guns. Thomas Slade's second design of a Second Rate further expanded the 90-gun ship, adding an extra 18in to its length (and nearly 4ft to its keel). The *London* proved a most successful design, and after more than twenty years the draught would be resurrected for a further three vessels. She was one of the earlier vessels to receive the additional eight guns on her QD, as shown here. However, the Second Rate – with its high decks and relatively short length – tended to be clumsy and leewardly under sail, and was losing popularity with senior sea officers.

***LONDON* Class.** Sir Thomas Slade design of 1759. Three sister-ships would be built twenty years later (see below).

Dimensions & tons: 177ft 6in, 146ft 6in x 49ft 0in x 21ft 0in. 1,870$^{93}/_{94}$ bm.

Men: 750. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD none (8 x 12pdrs from *ca*.1790); Fc 2 x 9pdrs (later 12pdrs).

London Chatham Dyd (M/Shipwright John Lock to 4.1762, completed by Edward Allin).

As built: 177ft 6in, 144ft 1$^{1}/_{8}$in x 49ft 8$^{5}/_{8}$in x 21ft 0in. 1,894$^{59}/_{94}$ bm. Draught 13ft 3in / 17ft 6in.

Ord: 13.12.1758. K: 4.11.1759. L: 24.5.1766.

First cost: £53,036.0.0d.

Not completed for Seven Years War, she was delayed on the stocks and then retained in Ordinary. Small Repair and fitted at Chatham (for £15,262.18.5d) 4.1778 – 14.2.1779.

Commissioned: 11.1778 under Capt. Samuel Cornish, as flagship of Thomas Graves. Coppered and fitted at Portsmouth (for £6,461.16.1d) 1.1780; paid off into Ordinary 4.1783 after wartime service. Middling Repair at Chatham (for £36,631.12.11d) 7.1785 – 3.1787. Recommissioned 6.1790 under Capt. William Dommett, then 10.1790 under Capt. George Westcott, as flagship of Rear-Adm. Samuel Goodall 1790-91; paid off 8.1791. Recommissioned 5.1793 under Capt. Richard Keats, as flagship of Rear-Adm. HRH the Duke of Clarence; joined Earl Howe's squadron 8.1793; paid off into Ordinary 2.1794. Recommissioned 8.1794 under Capt. Lawrence Halstead, for Channel service, then 1.1795 under Capt. Edward Griffith; flagship of Rear-Adm. John Colpoys 1794-95 and Vice-Adm. Charles Thompson in 1796; at Bridport's Action with the French fleet off Île Groix 22.6.1795, losing 3 wounded. In 12.1797 under Capt. John Purvis; to Lisbon station 1798, returning to England 9.1799 for Channel service. Refit at Portsmouth (for £12,260) 11.1799 – 1.1800; in 2.1801 under Dommett again, as flagship of Adm. Sir Hyde Parker; sailed from Yarmouth 12.3.1801 for the Baltic; at Battle of Copenhagen 2.4.1801. In 4.1801 under Capt. Robert Otway, then 8.1801 Capt. George Murray; flagship of Rear-Adm. Sir Thomas Graves in 1802; paid off into Ordinary 4.1802. Fitted at Plymouth (for £39,998) 4 – 12.1805; recommissioned 8.1805 under Capt. Sir Robert Barlow for Channel Fleet; under Capt. Sir Harry Burrard Neale from late 1805, and in Warren's squadron in 1806; capture of 74-gun *Le Marengo* and 40-gun *La Belle Poule* 13.3.1806. Under Capt. Edward Osborn from 6.1806, then Capt. Thomas Western in 7.1806; part of Sydney Smith's squadron at Lisbon in 1807, and sailed for Brazil on 11.11.1807 (evacuation of the Portuguese Royal Family); paid off 6.1809 into Ordinary. BU at Chatham 4.1811.

QUEEN. The sole Second Rate design by William Bately, approved 21.1.1762.

Dimensions & tons: 177ft 6in, 143ft 7in x 49ft 6in x 21ft 9in. 1,871$^{33}/_{94}$ bm.

Men: 750 (738 from 1794). Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD none (8 x 12pdrs from *ca*.1790); Fc 2 x 9pdrs (12pdrs from *ca*.1790).

Queen Woolwich Dyd (M/Shipwright Joseph Harris to 7.1767, completed by William Gray).

As built: 177ft 6in, 144ft 0in x 49ft 6in x 21ft 9in. 1,876$^{74}/_{94}$ bm. Draught 13ft 8½in / 19ft 6in.

Ord: 19.10.1761 (named 5.11.1761). K: 1.4.1762. L: 18.9.1769. Completed fitting (sailed) 20.7.1770.

First cost: £45,660.15.5d to build, plus £963 'to fit her to sail to Plymouth'.

Fitted as a flagship at Plymouth (for £4,776.7.9d) 10.1776;.

Commissioned: 11.1776 under Capt. John Robinson for Channel service. From ?4.1778 under Capt Isaac Prescott, as flagship of Vice-Adm. Sir Robert Harland. Present at Battle of Ushant 27.7.1778. Under Capt. Alexander Innes from 1779, in Western squadron. Coppered at Plymouth (for £6,052.4.6d) 2.1780. Under Capt. Frederick Maitland from 1781; participated in 1781 relief of Gibraltar (sailed 13.3.1781, arriving 12.4.1781), and in Kempenfelt's Action on 12.12.1781. Refitted at Portsmouth (for £11,404.16.5d) to 4.1782. Still under Maitland, joined Barrington's squadron in 4.1782 and captured 64-gun *L'Actionnaire* (taken *en flûte* in the Bay of Biscay) 23.4.1781. With Howe's Fleet, took part in second relief of Gibraltar 9 – 10.1782. Under Capt. William Domett from 1783 as flagship of Rear-Adm. Viscount Hood,; paid off 4.1783. Fitted as a guardship at Portsmouth (for £6,255.3.9d) 4.1783, and recommissioned same month under Capt. John Wainwright. Guardship at Portsmouth, and flagship of Adm. John Montagu, until paid off 3.1786. Great Repair and fitted at Portsmouth (for £52,254) 8.1789 – 1.1793. Recommissioned 12.1792 under Capt. John Hutt, as flagship of Rear-Adm. Alan Gardner, and sailed for Leeward Islands 24.3.1793. Participated in attack on Martinique. Back in Home Waters in 1794, in Howe's Fleet, heavily engaged in 'Glorious First of June' battle on 1.6.1794 (14 dead, 40 wounded). Under Capt. William Bedford from 8.1794 (still Gardner's flag), took part in action off Isle de Groix 23.6.1795. Under Capt. Mann Dobson as flagship of Vice-Adm. Sir Hyde Parker, sailed 11.8.1796 for Jamaica; after 4 years on Jamaica station, paid off 10.1800. Underwent Large Repair at Portsmouth (for £62,319) 6.1801 – 4.1804; recommissioned 5.1803 under Capt. Joseph S. Yorke. Again recommissioned 3.1804 under Capt. Theophilus Jones; under Capt. Manley Dixon in ?5.1804 for Channel Fleet, and under Capt. Francis Pender from 1805 as flagship of Rear-Adm. John Knight, in escort to Craig's Force. From 1806 under Capt. Richard Thomas, as flagship (from

31.10.1806) of Vice-Adm. Lord Collingwood. From 1807 under Capt. Charles Inglis, as flagship of Rear-Adm. George Martin in the Mediterranean. From 1808 under Capt. Thomas G. Shortland, as flagship of Rear-Adm. Manley Dixon in Mediterranean; paid off 11.1808. In 1809 off Gillingham as a prison ship. Cut down to 74-gun Third Rate and fitted at Chatham (for £29,719) 6 - 10.1811. Recommissioned 9.1811 under Capt. Lord John Colville for Channel service; to North Sea in 1813. Under Capt. John Coode from 9.1814, as flagship of Rear-Adm. Charles V. Penrose, for ?Mediterranean service. Under Capt. James Walker from 1815; paid off 8.1816. BU completed at Chatham 4.4.1821.

***BARFLEUR* Class.** Sir Thomas Slade design, approved 1.3.1762, based on ex First Rate *Royal William*.

Dimensions & tons: 177ft 6in, 144ft 0¾in x 50ft 3in x 21ft 0in. $1{,}934^{87}/_{94}$ bm.

Men: 750 (738 from 1794). Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD none (8 x 12pdrs from *ca*.1790); Fc 2 x 9pdrs (12pdrs from *ca*.1790).

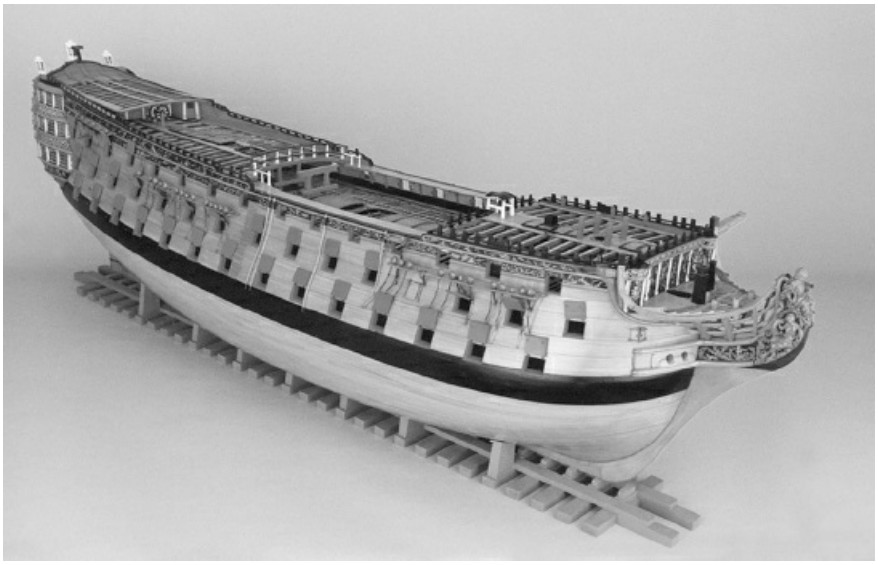
Barfleur Chatham Dyd (M/Shipwright Edward Allin to 7.1767, completed by Joseph Harris).

As built: 177ft 8in, 144ft 0½in x 50ft 5in x 21ft 0in. $1{,}947^{47}/_{94}$ bm. Draught 14ft 3in / 17ft 1in.

Ord: 19.10.1761 (named 15.11.1761). K: 22.11.1762. L: 30.7.1768. C: 1.1771 (as guardship).

First cost: £49,222.3.1d.

Commissioned: 10.1770 as guardship at Portsmouth. Refitted as a guardship there 4.1772 (and similarly in each of next four years); Royal Review at Spithead 22.6.1773. In dockyard hands 1777-79; Small Repair, fitted and coppered there (for £24,397.4.5d) 7.1779 – 5.1780; recommissioned 2.1780; sailed for West Indies 29.11.1780; sailed for England 26.4.1783 and paid off. Great Repair at Portsmouth (for £31,829.11.8d) 6.1785 – 10.1786; recommissioned 10.1787; paid off 9.1791. Middling to Great Repair and fitted at Portsmouth (for £51,400) 9.1792 – 1.1794; recommissioned 12.1793 under Capt. Cuthbert Collingwood, as flagship of Rear-Adm. George Bowyer; at Battle of Glorious First of June off Ushant 1.6.1794, losing 9 killed and 25 wounded. In 8.1794 under Capt. John Elphinston, as flagship of Rear-Adm. Sir George Elphinstone. In 3.1795 under Capt. James Dacres, as flagship of Vice-Adm. William Waldegrave; in Bridport's Action off Île Groix 23.6.1795 (no casualties); to the Mediterranean 12.1795; at Tunis in 1796; at Battle off Cape St Vincent 14.2.1797, losing 7 wounded. In 2.1799 under Capt. John Elphinston again, as flagship of Vice-Adm. Lord Keith (the former George Elphinstone) off Cadiz; to the Mediterranean 5.1799. In 8.1799 under Capt. Peter Puget, as flagship of Rear-Adm. James Whitshed; returned to the Channel. In 1800 under Capt. George Stephens, as flagship (-1802) of the now Rear-Adm. Collingwood; later in 1800 under Capt. John Irwin then 10.1801 Capt. John Ommaney; paid off 5.1802. Fitted at Portsmouth (for £20,491) 1.1803 – 1.1805; recommissioned 11.1804 under Capt. George Martin; in Calder's Action 23.7.1805. In 10.1805 under Capt. Sir Robert Barlow, then 12.1805 Capt. Philip Durham. In 1806 under Capt. Sir Joseph Yorke (-1807), in the Channel. Recommissioned 1.1808 under Capt. Donald M'Leod, as flagship of Rear-Adm. William Otway; sailed for Portugal 29.4.1808. In 1.1809 under Capt. Samuel Linzee, as flagship of Rear-Adm. Sir Samuel Hood at Corunna. In 2.1809 under Capt. Sir Thomas Masterman Hardy, as flagship of Vice-Adm. George Berkeley (-1812); sailed for Portugal 25.2.1809; under Cmdr. John Cowan 3.1811; home in ?8.1812. In 9.1812 under Capt. Sir Edward Berry; sailed for the Mediterranean 17.11.1812. In 12.1813 under Capt. John Maitland, in the Mediterranean; laid up in Ordinary at Chatham 7.1814. BU at Chatham 9.1819.



Unusually for eighteenth-century 'Dockyard' models, this superb example of craftsmanship is virtually identical with the draught, making the identification with the *Princess Royal* certain. Slade's final draught for a Second Rate was not a development from his earlier *London*, but was based on the design of the very elderly *Royal William*, originally a First Rate but by now reduced to an 84-gun ship. Although slightly enlarged from that vessel, the new *Barfleur* Class design retained the proportions and lines of the *Royal William*.

Prince George Chatham Dyd (M/Shipwright Edward Allin to 7.1767, completed by Joseph Harris).

As built: 177ft 6in, 143ft $10^{5}/_{8}$in x 50ft 6½in x 21ft 0in. $1{,}955^{4}/_{94}$ bm. Draught 13ft 10in / 17ft 7in.

Ord: 11.6.1766 (and named). K: 18.5.1767. L: 31.8.1772. C: (as a guardship) 23.1.1777.

First cost: £50,043.4.3d, plus £3,580.19.7d fitting.

Commissioned: 11.1776 under Capt. Charles Middleton for Portsmouth & the Nore; fitted and coppered at Portsmouth (for £7,629.7.2d) 4.1780; paid off after wartime service 7.1783. Middling Repair at Chatham (for £30,625.11.2d) 7.1784 – 7.1785; recommissioned 10.1787 but paid off 12.1787. Middling Repair at Chatham (for £8,706) 2.1794 – 3.1795; recommissioned 9.1794 under Capt. James Gambier; later under Capt. Sir John Orde, as flagship of Adm. Viscount (Adam) Duncan. In 8.1795 under Capt. William Edge, for the Channel; later under Capt. James Bowen, as flagship of Rear-Adm. Hugh Christian; disabled by gale; paid off 3.1796. Fitted at Portsmouth (for £12,222) 12.1796; recommissioned 10.1796 under Capt. John Irwin, as flagship of Rear-Adm. Sir William Parker; sailed for the Mediterranean 4.1.1797; at Battle of Cape St Vincent 14.2.1797, losing 8 killed and 7 wounded. In 10.1797 under Capt. William Bowen, as flagship of Vice-Adm. Charles Thompson, in the Mediterranean. In 1798 under Irwin again, as flagship of Rear-Adm. Thomas Frederick. In 12.1798 under Capt. Joseph Bingham, as flagship of Parker again; paid off 9.1799. Fitted at Portsmouth (for £21,113) 6.1800; recommissioned 5.1800 under Capt. James Walker, for the Channel; later under Capt. John Rodd, as flagship of Rear-Adm. Sir Charles Cotton; in 1.1801 under Capt. Charles Rowley; paid off into Ordinary at Portsmouth 5.1802. Fitted at Portsmouth (for £13,395) 11.1803; recommissioned 6.1803 under Capt. Richard Curry, then 8.1803 under Capt. Joseph Yorke (-1804), for the Channel. Refitted at Portsmouth (for £11,764) 2 – 4.1805; recommissioned 1.1805 under Capt. George Losack (-1807), for the Channel; sailed for the West Indies 4.1.1807. In 8.1807 under Capt. Nathaniel Cochrane; paid off into Ordinary at Portsmouth 9.1807. Fitted as a sheer hulk at Portsmouth 11.1816 – 2.1817. BU there 24.1.1839.

Princess Royal Portsmouth Dyd (M/Shipwright Thomas Bucknall to 10.1772, completed by Edward Hunt).

As built: 177ft 6in, 145ft 5in x 50ft 6in x 21ft 0in. $1{,}972^{56}/_{94}$ bm. Draught 14ft 7in / 17ft 9in.

Ord: 10.9.1767. K: 31.10.1767 (named 11.1767). L: 18.10.1773. C: 19.7.1777.

First cost: £48,729.8.11d, plus £6,453.5.6d for fitting.

Commissioned: 4.1777 for Channel station; paid off 1781 after wartime service. Fitted and coppered at Chatham (for £18,346.2.0d) 5.1782; recommissioned 5.1782 for the Relief of Gibraltar. Fitted as a guardship at Portsmouth 5.1783; recommissioned 4.1783 as guardship; paid off 9.1784. Middling to Large Repair (for £26,844.19.10d) 11.1786 – 5.1788. Fitted for sea at Portsmouth 6.1790.; recommissioned 5.1790 under Capt. John Holloway, as flagship of Vice-Adm. William Hotham, for Spanish Armament, then Russian Armament; paid off 9.1791. Recommissioned 1.1793 under Capt. John Child Purvis, as flagship of Rear-Adm. Samuel Goodall; sailed for the Mediterranean 22.4.1793; in Hotham's Action off Genoa 13.3.1795, losing 3 killed, 8 wounded; in Hotham's Action off Hyères 13.7.1795, no casualties. Fitted at Portsmouth (for £27,150) 9.1797; recommissioned 6.1797 under Capt. Thomas Baker; flagship of Rear-Adm. Sir John Orde; in mutiny 1797. In 9.1797 under Capt. Thomas Draper; sailed for the Mediterranean 10.1797, still Orde's flagship. In 1799 under Capt. John Dixon, as flagship of Rear-Adm. Thomas Frederick; paid off 9.1799. Recommissioned 4.1800 under Capt. Thomas

Russell, for the Channel; in 1.1801 under Cmdr. James Katon (acting), then Capt. David Atkins, as flagship of Rear-Adm. Sir Erasmus Gower; paid off 2.1802. In 6.1803 under Capt. James Vashon, in the Solent and the Channel; later under Capt. William Cuming, as flagship of Vice-Adm. Sir Robert Calder. In 5.1804 under Capt. Herbert Sawyer, in the Channel, then 8.1804 under Capt. Robert Reynolds (-1807), in the Channel and on the Irish station. Ordered (by AO 12.5.1807) to be reduced to 74-gun Third Rate, but found to be decayed and instead was BU 10.1807.

Formidable Chatham Dyd (M/Shipwright Joseph Harris to 3.1773, completed by William Gray).

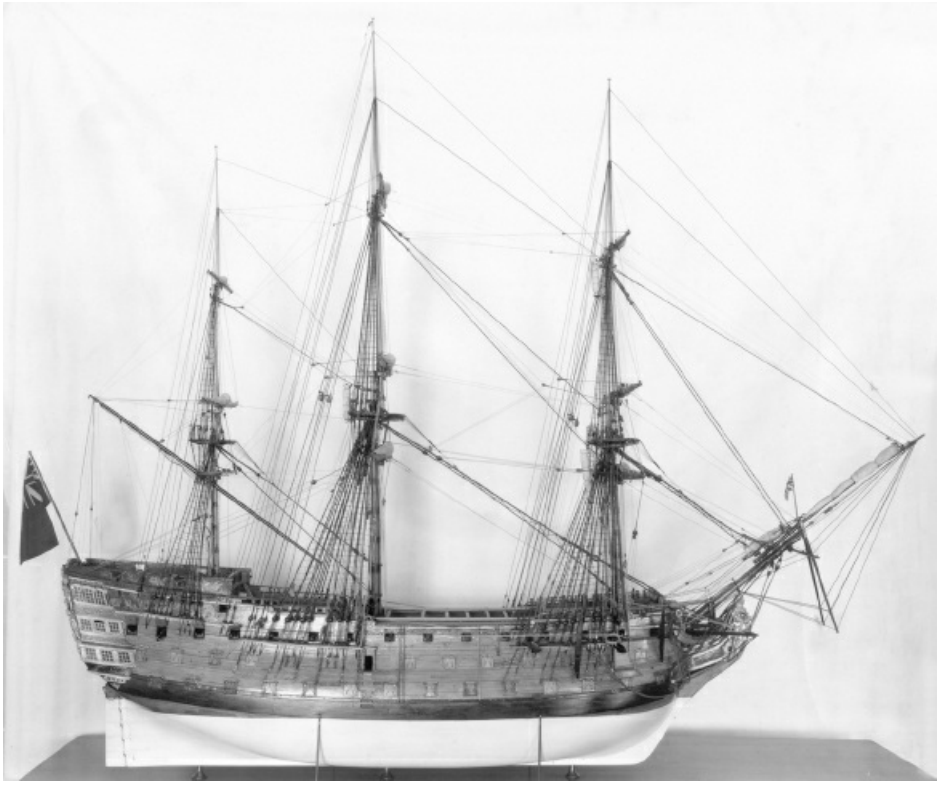
As built: 177ft 6¾in, 143ft 10in x 50ft 5in x 21ft 0in. 1,945 bm.

Ord: 17.8.1768 (named 13.10.1768). K: 12.1769. L: 20.8.1777. C: 17.4.1778.

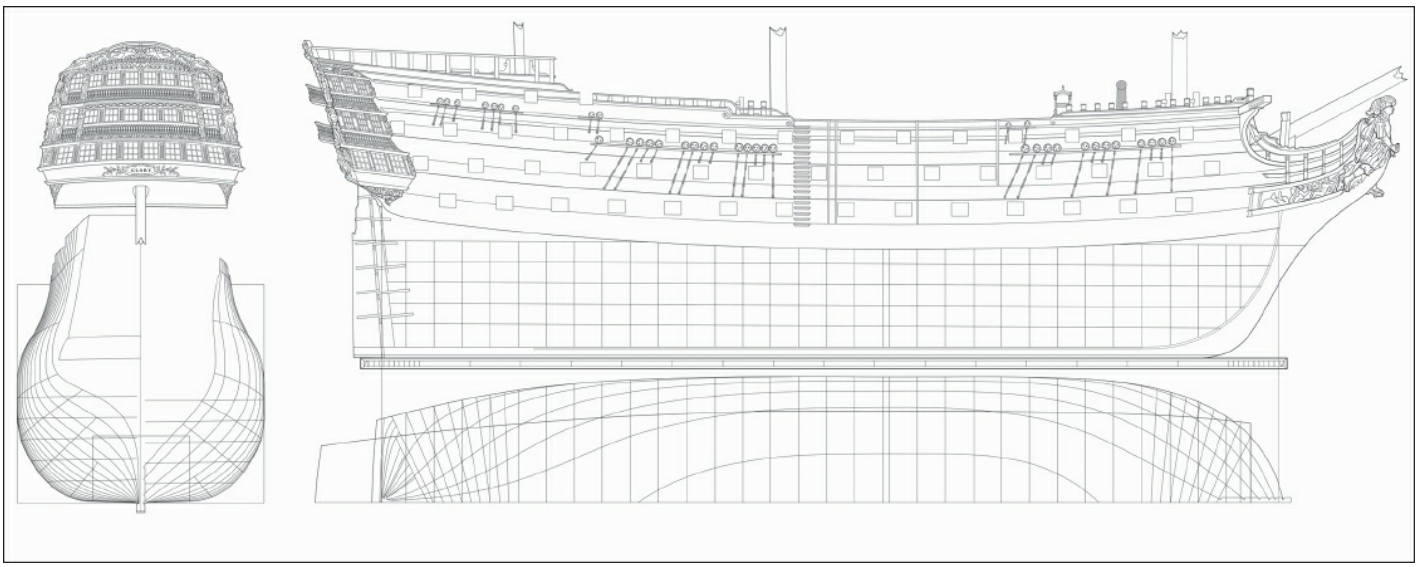
First cost: £50,090.12.1d to build, plus £3,633.12.10d fitting.

Commissioned: 2.1778; coppered at Plymouth 2.1780, and had additional foot of copper added on her side at Portsmouth 12.1781; paid off 1783 after wartime service. Small Repair at Portsmouth (for £17,353.15.1d) 5 – 11.1784. Fitted for sea at Portsmouth 7.1790; recommissioned 5.1790 under Capt. Keith Stewart, for Spanish Armament. Fitted for sea at Portsmouth again 5.1791; recommissioned 3.1791 under Capt. Henry Nicholls, as flagship of Rear-Adm. John Leveson Gower; paid off 9.1791. Middling Repair and fitted at Plymouth (for £38,751) 4.1792 – 6.1795; recommissioned 2.1795 under Capt. George Berkeley, for Howe's fleet. In 1796 under Capt. George Murray, as flagship of Rear-Adm. Sir Roger Curtis. In 1797 under Berkeley again, then in 12.1797 under Capt. John Monkton, as flagship of Vice-Adm. Sir Charles Thompson. In 1798 under Capt. John Irwin, then 6.1798 Capt. James Whitshed. In 2.1799 Whitshed became Rear-Adm, and ship passed under Capt. Edward Thornbrough, with Whitshed's flag; sailed 1.6.1799 and joined Rear-Adm. Sir Charles Cotton's reinforcement to the Mediterranean 7.1799. In 1800 still under Thornbrough, now in the Channel. From 1.1801 under Capt. Richard Grindall, in the Channel; sailed for Jamaica 2.1802. Recommissioned 9.1804 under Capt. Richard Dunn (-1805). Fitted at Plymouth 5.1805 – 1.1806; recommissioned ?7.1805 under Capt. Francis Fayerman (-1809), for the Channel; sailed for the Mediterranean 1.1.1807. In 3.1810 under Capt. James Morris (-1811), for the Baltic; to Ordinary at Portsmouth 1812. Ordered (by AO 30.6.1813) to be reduced to 74-gun Third Rate, but found to be decayed and instead was BU at Chatham 9.1813.

***DUKE* Class.** Sir John Williams's design of 1771 was the last Second Rate design produced before the American War. The 90-gun equivalent of Williams's *Royal Sovereign* (100-gun); these two designs were this Surveyor's only draughts for three-deckers. The prototype was completed early in the American War, but the following two vessels were both delayed until well after its conclusion – only the fourth of the class being expedited. *Duke* and *Glory* (with *Royal Sovereign*) were the first three-deckers to be built at Plymouth.



This model is believed to be contemporary to the ship, yet it is not a 'Dockyard model' as such, but rather a private model built and probably sold for profit by a commercial modelmaker. The stern carvings and the massive figurehead of the Duke of Cumberland, victor of Culloden, leave no doubt that it depicts the *Duke*, although the number and arrangement of gunports is incorrect. The *Duke* Class was Williams's sole Second Rate design, and the only one to originate between the close of the Seven Years War and the outbreak of the American Revolution. The *Duke* was also the first three-decker to be built at Plymouth.



Glory, 98 guns, as completed. Second Rates were notoriously bad performers under sail, but *Glory* was one of the worst – it was said that she could only bring to action an enemy that chose to wait for her! Nevertheless,

she saw valuable service at the Glorious First of June (1794), where she engaged the 80-gun *Le Scipion* and *Le Sans Pareil* (totally dismasting the former) as well as the three-decker *Le Republicain*, and in Calder's Action in July 1805, where she was the flagship of Rear-Adm. Charles Stirling.

Dimensions & tons: 177ft 6in, 145ft 3in x 50ft 0in x 21ft 2in. 1,931$^{45}/_{94}$ bm.

Men: 750 (738 from 1794). Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD none originally (8 x 6pdrs from 1782, then 8 x 12pdrs from *ca*.1790); Fc 2 x 9pdrs (12pdrs from *ca*.1790).

As Third Rate, *Atlas* had (1804) LD 28 x 32pdrs; UD 30 x 18pdrs; QD 12 x 12pdrs; Fc 4 x 12pdrs.

Duke Plymouth Dyd (M/Shipwright Israel Pownoll to 2.1775, completed by John Henslow).

As built: 177ft 6in, 145ft 2in x 50ft 2in x 21ft 9in. 1,943$^{28}/_{94}$ bm. Draught 12ft 8in / 18ft 7in.

Ord: 18.6.1771 (named 8.1771). K: 10.1772. L: 18.10.1777. C: 2.8.1778.

First cost: £44,656.7.2d (+ fitting £12,300.18.5d).

Commissioned: 4.1778 under Capt. William Brereton; present at in Battle off Ushant 27.7.1778. Under Capt. Sir Charles Douglas, the ordnance enthusiast, who at his own cost had the *Duke* equipped with flintlocks fitted to all her carriage guns. Coppered and fitted (for £6,615.1.5d) at Portsmouth 3.1780. After other active service in the American War, paid off 6.1783. Small to Middling Repair (for £22,852.12.5d) 11.1784 – 6.1785. Recommissioned 3.1791 under Capt. Robert Kingsmill, then again in 8.1791 under Capt. Robert Calder, as flagship of Vice-Adm. Robert Roddam, as guardship at Portsmouth; from 1792 under Capt. John Knight, as flagship of Vice-Adm. Viscount (Samuel) Hood; from 1793 under Capt. Sir Andrew Snape Hammond, then under Capt. George Duff as flagship of Commodore George Murray; sailed for the Leeward Islands 24.3.1793. Led attack on the batteries at Martinique. Recommissioned 8.1796 under Capt. George Holloway, for Channel service; in 1797 flagship of Rear-Adm. Christopher Parker; involved in Spithead mutiny 5.1797. Fitted as a lazarette at Portsmouth (for £4,696) and moored at Stangate for quarantine service 1798. Hospital ship 9.1799, but remained on Navy List until 5.1803. BU at Portsmouth 8.1843.

Saint George Portsmouth Dyd (M/Shipwright Edward Hunt to 12.1777, then Nicholas Phillips to 4.1779, completed by George White).

As built: 177ft 6in, 145ft 2in x 50ft 3in x 21ft 2in. 1,949$^{70}/_{94}$ bm. Draught 12ft 8in / 17ft 10in.

Ord: 16.7.1774 (named 23.8.1774). K: 8.1774. L: 4.10.1785. C: 11.9.1790.

First cost: £50,605.16.6d (+ £3,970 fitting).

Commissioned: 7.1790 under Capt. Sir George Collier, for the Spanish Armament (had commissioned earlier 10.1787 under Lieut. Scory Barker, but paid off still incomplete 12.1787, no captain having been appointed). Paid off 12.1790, but recommissioned 3.1791 under Capt. John Samuel Smith, as flagship of Rear-Adm. Sir Richard King, for the Russian Armament; paid off 9.1791 Recommissioned 9.1791 under Capt. Thomas Hicks, as Rear-Adm. King's flagship and guardship at Plymouth; flagship of Rear-Adm. Phillips Cosby from 1792. Under Capt. Sir Thomas Byard from 12.1792, then Capt. William Kelly for exactly one week in 2.1793. Under Capt. Thomas Foley from 2.1793 (preceding Foley), as flagship of Rear-Adm. John Gell; sailed for the Mediterranean 5.4.1793. With other ships, took 20-gun privateer *Le General Dumourier* off Finisterre 14.4.1793. As flagship of Vice-Adm. Sir Hyde Parker from 1794, participated in action off Genoa 14.3.1795 and off Hyères 13.7.1795.; flagship of Vice-Adm. Charles Thompson 1796. Under Capt. Shuldham Peard from 1.1796, grounded in the Cachapo Shoal 18.1.1797 but refloated. Participated in blockade of Cadiz, then involved in Mutiny of 7.1797. Paid off at Chatham 4.1798, and fitted there (for £18,239) to 7.1798. Recommissioned 5.1798 under Capt. John Holloway, for Channel service. From 3.1799 under Capt. Sampson Edwards; sailed for the Mediterranean 1.6.1799. Back in the Channel in 1800; from 1.1801 temporarily under Capt. George Eyre in 2.1801. From 3.1801 under Capt. Thomas Masterman Hardy, as flagship of Vice-Adm. Viscount (Horatio) Nelson, in Baltic service. From 8.1801 under Capt. Henry Nichols, then Capt. Lenox Thompson from 11.1801; sailed for Jamaica 12.1801. Under Capt. William Lobb from 4.1802. Returned to Plymouth and paid off 7.1803. Underwent Middling Repair and fitted at Plymouth (for £42,853) 4.1804 – 2.1805. Recommissioned 11.1804 under Capt. Michael de Courcy, for Leeward Islands; recommissioned 9.1805 under Capt. Thomas Bertie, for Channel service (to 1807); in Strachan's squadron sent in pursuit of Leissègues and Willaumez 1.1806. From 1808 flagship of Rear-Adm. Thomas Sotheby (still under Capt. Bertie); later under Capt. Edward Snyd Clay, as flagship of Rear-Adm. Sir Eliab Harvey. From 10.1808 under Capt. James Hillyer; flagship of Rear-Adm. Francis Pickmore 5.1809, for Baltic service. Under Cmdr. Thomas White (acting captain) 7.1809, then under Capt. Joseph James 9.1809. Refitted at Portsmouth (for £12,102) 2 – 4.1810. From 1.1810 under Capt. Daniel Guion, as flagship of Rear-Adm. Robert Reynolds, for Baltic service; wrecked off Ringkøbing, Jutland in a storm 24.12.1811 (over 730 died including Reynolds and Guion, with just 6 survivors).

Glory Plymouth Dyd (M/Shipwright John Henslow to 11.1784, completed by Thomas Pollard, with fitting by Edward Sison).

As built: 177ft 5in, 145ft 5in x 50ft 1$^{5}/_{8}$in x 21ft 2in. 1,944$^{17}/_{94}$ bm. Draught 13ft 3in / 18ft 9in.

Ord: 16.7.1774 (named 30.8.1774). K: 7.4.1775. L: 5.7.1788. C: (9.1793 -) 23.12.1793.

First cost: £57,790.9.5d (+ £6,926 fitting in 1793).

Commissioned: 10.1793 under Capt. Francis Pender, for Howe's Fleet; later under Capt. George Duff. From 5.1794 under Capt. John Elphinston, as flagship of Rear-Adm. George Keith Elphinstone. Flagship at Glorious First of June 1.6.1794, after which Elphinstone became Viscount Keith. Under Capt. John Bourmaster from 8.1794, then Capt. Alexander Graeme from 1.1795 for Channel service. Under Cmdr. John Eaton (temp.) 6.1795, then Capt. George Grey 9.1795. From 12.1795 under Capt. James Bowen, as flagship of Rear-Adm. Hugh Christian; sailed for West Indies 9.12.1795 into 'Christian's Gales'. From 4.1796 under Capt. Sir George Home, for Channel service. In 1797 under Capt. James Brine; involved in Spithead mutiny 4-5.1797 and also those in 3.1798 and 10.1798. Under Capt. Thomas Wells in 3.1799; sailed for the Mediterranean 1.6.1799 as Cotton's reinforcement. In Channel Fleet 1800-01, with her poop cut down at Plymouth 3 – 10.1.1801; under Capt. John Draper (acting) 6.1801. Paid off 4.1802. Fitted at Chatham (for £13,560) 2.1804 – 4.1805. Recommissioned 4.1804 under Capt. George Martin, for Channel service; from 8.1804 (temp.) Capt. William Champain; then 10.1804 Capt. Charles Craven, as flagship of Vice-Adm. Sir John Orde; off Cadiz in 1805; then under Capt. Frederick Aylmer in 5.1805. From 6.1805 under Capt. Samuel Warren, as flagship of Rear-Adm. Charles Stirling, for Channel service. Participated in Calder's action off Ferrol 22.7.1805. Under Capt. William Otway from 7.1806; sailed for the Mediterranean 4.1.1807. Otway became Rear-Adm. In 10.1807, with his flag in *Glory*, now under Capt. Donald M'Leod. Re-rated as prison ship at Chatham 27.9.1809; under Lieut. Richard Simmonds 1810-11, then Lieut. Robert Tyte 1812-14; paid off 6.1814 into Ordinary. Powder hulk 1815. BU ordered 1819, but not completed at Chatham until 30.7.1825.

Atlas Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

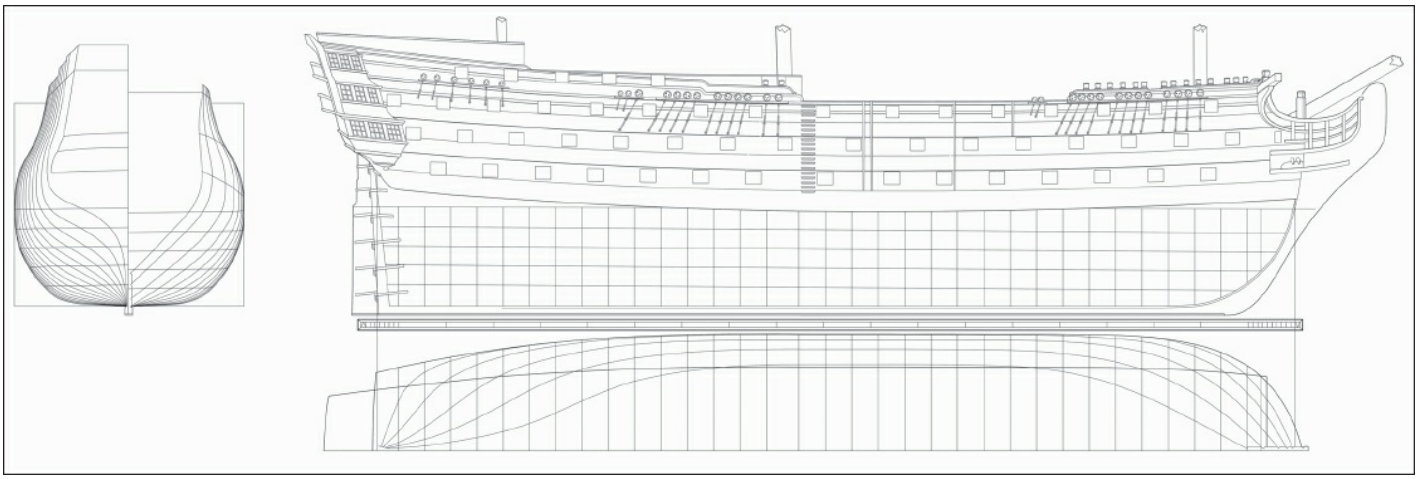
As built: 177ft 7in, 145ft 8¾in x 50ft 2in x 21ft 2in. 1,950$^{37}/_{94}$ bm. Draught 13ft 10in / 18ft 8in.

Ord: 5.8.1777. K: 1.10.1777. L: 13.2.1782. C: 30.3.1782.

First cost: £50,350.7.4d (fitted).

Commissioned: 2.1782 under Capt. George Vandeput, for Howe's fleet in 7 – 8.1782. Sailed 11.9.1782 to assist in relief of Gibraltar; arrived *ca*.11.10.1782, encounter with the combined fleets 20.10.1782; by 1783 under Capt. John Elphinston; paid off 3.1783. Fitted for Ordinary at Plymouth 4.1783; underwent Very Small Repair at Plymouth (for £12,611.9.5d) 9.1784 - 2.1785. Recommissioned 10.1787 under Capt. William Swiney; paid off 10.1787. Recommissioned 3.1795 under Capt. Edmund Dod, for Channel service; under Capt. Matthew Squire 3.1797, then Capt. Shuldham Peard 1.1799 and Capt. Theophilus Jones 4.1799 (to 1801). Underwent between Small and Middling Repair, cut down to a 74-gun Third Rate and fitted at Chatham (for £24,870) 11.1802 – 5.1804. Recommissioned 3.1804 under Capt. William Johnstone Hope, still for Channel service; from 1805 under Capt. William Browne; engaged in Battle of St Domingo 6.2.1806. Recommissioned 3.1806 under Capt. Samuel Pym; sailed for the Mediterranean 3.11.1806. Under Capt. James Sanders 11.1807, for operations on the Spanish coast; flagship of Rear-Adm. John Child Purvis 4.1808. Paid off into Ordinary at Plymouth 12.1810. Fitted for temporary prison ship at Portsmouth 12.1813 – 1.1814; fitted for a powder magazine at Portsmouth 10.1814 – 1.1815. BU at Portsmouth 5.1821.

Revived *LONDON* Class. Of four new Second Rates begun during the American War, three were to a revival of Sir Thomas Slade design of 1759; at a time when the sole Surveyor (Williams) was increasingly incapacitated by age and ill health, it is unsurprising that Slade's well-tested designs should be revived, and no coincidence that in March 1778 a new Surveyor, Edward Hunt, was appointed to share the increased workload. The main difference from the original *London* was that the new ships were to be completed with 8 x 6pdrs added on the QD (so making them 98-gun instead of 90-gun ships); this increase was also extended to the *London*, as well as to most of the other Second Rates built since 1755.



Prince, 98 guns, as lengthened 1796. Probably the worst-sailing Second Rate of her day, the eight-year-old *Prince* was docked at Portsmouth in 1796, pulled apart and had a new 17ft midsection added, although the extra gunports were never armed. This made her a better man-of-war by raising the freeboard of the LD gunports and increasing her endurance (in terms of enlarged water stowage), but it did little to improve her sailing qualities – at Trafalgar the battle was virtually over by the time she got into action.

Dimensions & tons: 177ft 6in, 146ft 6in x 49ft 0in x 21ft 0in. $1{,}870^{93}/_{94}$ bm.

Men: 750 (later 738). Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 8 x 6pdrs (12pdrs from *ca*.1790); Fc 2 x 9pdrs (12pdrs from *ca*.1790).

As Third Rate *Windsor Castle* had (1814) LD 26 x 32pdrs + 2 x 68pdrs (Millers); UD 28 x 24pdrs + 2 x 68pdrs; QD 4 x 24pdrs + 10 x 32pdr carronades; Fc 2 x 24pdrs +2 x 32pdr carronades.

Prince Woolwich Dyd (M/Shipwright John Jenner to 12.1782 [died], then Henry Peake to 12.1785, Martin Ware to 3.1787, completed by John Nelson).

As lengthened: 194ft 6in, 163ft 6in x 49ft 0in x 21ft 0in. 2,088 bm. Draught 13ft 5in / 17ft 8in.

Ord: 9.12.1779. K: 1.1.1782. L: 4.7.1788. Completed fitting 25.7.1788.

First cost: £55,041.9.11d (including fitting).

Commissioned: 7.1790 under Capt. Josiah Rogers for Spanish Armament, as flagship of Sir John Jervis. Recommissioned 2.1793 under Capt. Cuthbert Collingwood, as flagship of Rear-Adm. George Bowyer in Howe's fleet. Recommissioned 10.1794; under Capt. Francis Parry from 1.1795; at Battle off Isle de Groix 23.1.1795; under Capt. Charles Powell Hamilton from 8.1795; paid off 6.1796. Lengthened at Portsmouth by AO 2.6.1796 (with 17ft new section inserted), to the improvement of her qualities as a man-of-war (for £31,267) 5 – 11.1796. Recommissioned 12.1796 under Capt. Thomas Larcom, as flagship of Rear-Adm. Sir Roger Curtis in the North Sea; sailed for the Mediterranean 2.6.1798; at blockade of Cadiz 1798; flagship of Rear-Adm. Sir Charles Cotton 1799, in the Channel. Under Capt. Samuel Sutton from 4.1799; sailed for the Mediterranean 1.6.1799; by 1800 in the Channel again, under Capt. James Walker, then Capt. William Carnegie, the Earl of Northesk, with Capt. John Loring temporarily 11-12.1801. Very Small Repair at Plymouth (for £8,668) 5 – 6.1802. Fitted at Plymouth (for £17,110) 4.1803 – 1.1804; recommissioned 4.1803 under Capt. Richard Grindall; at blockade of Brest, then in Lee column at Trafalgar 21.10.1805 (no casualties). Under Capt. William Lechmere 2.1806, in the Mediterranean, then returned to Plymouth. Laid up at Plymouth 10.1806. Under Capt. Peter Puget 12.1806, then Capt. Alexander Fraser 2.1807. In Ordinary at Plymouth 1808-1813. Fitted at Plymouth as a guardship to lie at Spithead (for £20,861) 8 – 10.1813. Recommissioned 8.1813 under Capt. George Fowke, as flagship of Adm. Sir Richard Bickerton; from 5.1815 under Capt. Edmund Roger, as flagship of Adm. Sir Edward Thornbrough; paid off ?9.1815. Fitted at Portsmouth as a victualling vessel and as accommodation for officers (dockyard officials) 4 – 6.1816. BU at Portsmouth 11.1837.

Impregnable Deptford Dyd (M/Shipwright Adam Hayes to 3.1785 [died], completed by Henry Peake).

As built: 177ft 7in, 145ft $11^{1}/_{8}$in x 49ft 3½in x 20ft 10½in. $1{,}886^{47}/_{94}$ bm. Draught 13ft 2in / 17ft 6in.

Ord: 13.9.1780. K: 10.1781. L: 15.4.1786. C: 2.5.1786.

First cost: £54,531.18.4d (including fitting).

Commissioned: 10.1787 under Capt. Thomas Pringle. From 1788 under Capt. Sir Thomas Byard, as flagship of Vice-Adm. Thomas Graves, as guardship at Plymouth. Refitted for Channel service at Plymouth (for £3,923.16.11d) 5.1790. Flagship of Rear-Adm. Sir Richard Bickerton in 8.1790, for Spanish Armament. Flagship of Rear-Adm. Phillips Cosby in 1791, for Russian Armament; paid off 9.1791. Recommissioned 9.1793 under Capt. George Westcott, as flagship of Rear-Adm. Sir Benjamin Caldwell; participated in Battle of Glorious First of June, 1.6.1794. Under Capts. Charles Cotton (10.1794), Andrew Mitchell (1795) and J(ohn?) Thompson (7.1795); paid off 8.1796. Recommissioned 6.1799 under Capt. Jonathon Faulknor. Wrecked on the Chichester Shoals off Dunnose 18.10.1799.

Windsor Castle Deptford Dyd (M/Shipwright Adam Hayes to 3.1785 [died], then Henry Peake to 3.1787, completed by Martin Ware).

As built: 177ft 6in, 145ft $8^{7}/_{8}$in x 49ft 2in x 21ft 0in. $1{,}873^{90}/_{94}$ bm. Draught 14ft 0in / 18ft 2in.

Ord: 19.8.1782 (named 21.1.1783). K: 19.8.1784. L: 31.5.1790. C: 6.6.1790.

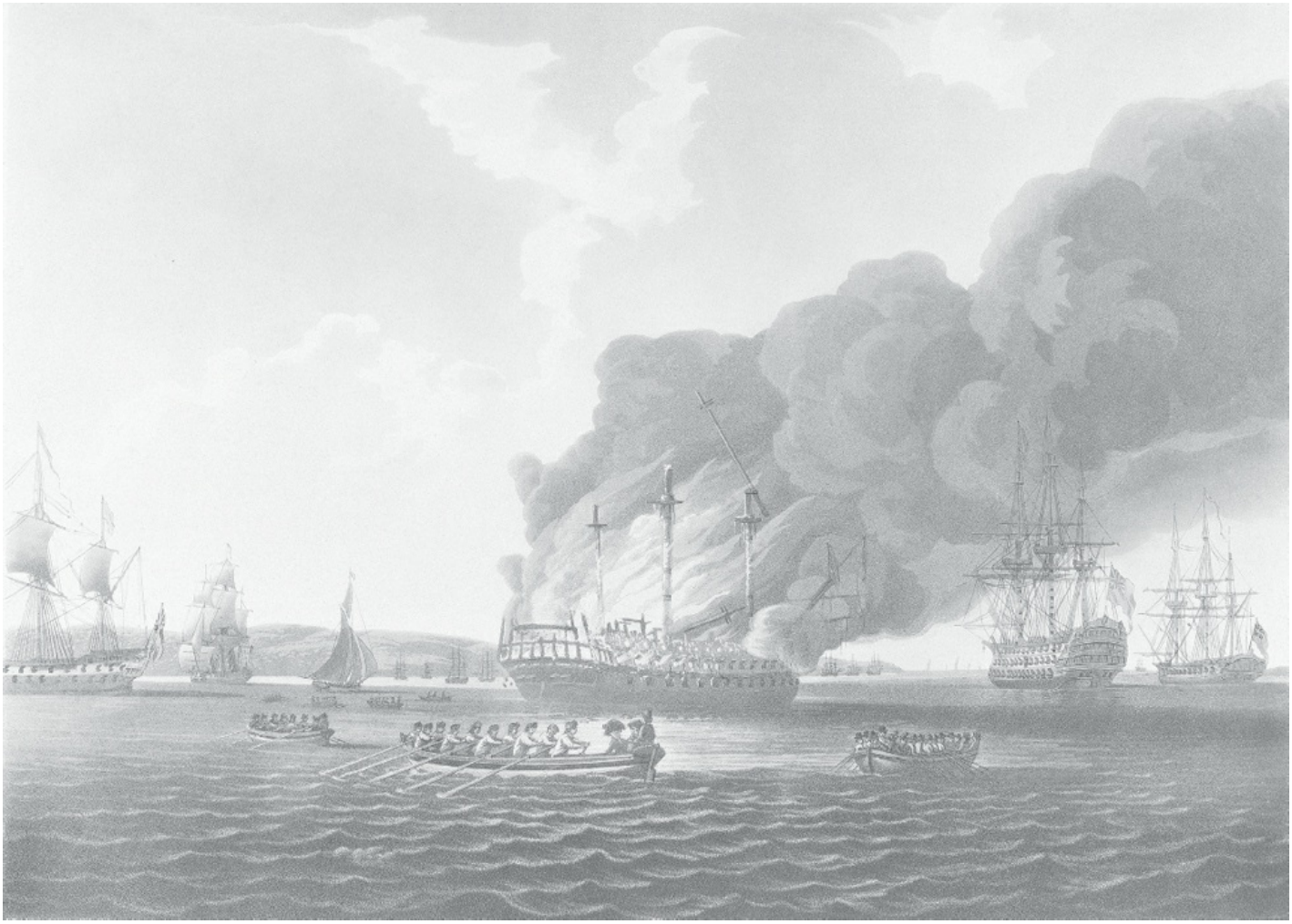
First cost: £51,198.8.6d (including fitting).

Commissioned: 7.1790 under Capt. Sir James Barclay, for Spanish Armament, as flagship of Rear-Adm. Herbert Sawyer; then paid off. Recommissioned 12.1792 under Capt. Sir Thomas Byard, as flagship of Vice-Adm. Phillips Cosby; sailed for the Mediterranean 22.4.1793. In 1794 was flagship of Rear-Adm. Robert Linzee, under (successively) Capts. Edward Cooke (4.1794), William Shield (10.1794) and John Gore (11.1794) – the last following the mutiny on 11.1794. Participated in actions off Genoa 13.3.1795 and off Hyères 13.7.1795. From 12.1795 under Capt. Edward O'Bryen, as flagship of Rear-Adm. Robert Man, detached in pursuit of (Fr.) Rear-Adm. De Richery. Very Small Repair at Plymouth (£29,069) 7.1798 – 8.1799. Recommissioned 7.1799 under Capt. John Manley, then Capt. John Chambers White (9.1799) and Capt. Albemarle Bertie (11.1799). Recommissioned 5.1800 under Capt. James Oughton, as flagship of Vice-Adm. Sir Andrew Mitchell in the Channel; Capt. Peter Bover in temporary command 9.1800. Recommissioned 4.1803 under Capt. Philip Durham; in 6.1803 under Capt. Albemarle Bertie, as flagship of Adm. George Montagu 1803-04. Under Capts. Thomas Wells (1.1804), Samuel Osborn (4.1804), Davidge Gould (5.1804). Under Capt. Charles Boyles from 5.1805 (to 1808); participated in Battle of Finisterre 22.7.1805, Hood's action off Rochefort 24.9.1806, and Dardanelles operation in 2.1807. Laid up at Plymouth 9.1808 and paid off 11.1808 into Ordinary. Cut down to 74-gun Third Rate at Plymouth (for £47,725) 10.1813 - 6.1814. Fitted for sea at Plymouth (for £10,497) 12.1818 – 1.1819, but did not sail; used as guardship instead, under Capt. Thomas Caulfield. Recommissioned 6.1821 (when Caulfield died) under Capt. C.(?) Cochrane. Paid off 1.1822 and recommissioned under Capt. Charles Dashwood. Recommissioned 11.1824 under Capt. Hugh Downman. Small Repair and fitted for guardship at Plymouth (for £27,787) 3.1825 – 12.1826. Recommissioned 5.1825 under Capt. Edward Durnford King. Recommissioned 5.1828 as 76-gun ship under Capt. Dunscombe Bouverie, for Mediterranean service; paid off 6.1831. Fitted as a Divisional Ship 8.1833. Depot ship at Deal 1834-1838. BU at Pembroke Dock 5.1839.

(1783) *BOYNE* Class. When Sandwich was replaced as First Lord, the new Administration began the task of building new three-deckers in response to a similar effort by the French Navy. Both Keppel and Howe, who alternated the post of First Lord for some years, recognised the need to enlarge domestic designs, as the French ships were significantly bigger. Edward Hunt, now effectively the sole Surveyor, produced a new design in 1783 which added 4½ft to the length of the Second Rate; nevertheless the *Prince of Wales* in particular was a notoriously slow ship. The order at Portsmouth was a replacement for the cancelled 74-gun ship *Bulwark*.

Dimensions & tons: 182ft 0in, 149ft 8in x 50ft 3in x 21ft 9in. $2{,}010^{18}/_{94}$ bm.

Men: 750. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs. By 1792 the 6pdrs had been replaced by 12pdrs.



The brief career of the *Boyne* came to an end on May Day 1795 when the ship caught fire at Spithead for reasons which were never established, but originated in the Admiral's cabin (both Jervis and Captain Gray being ashore). Eventually, after the ship had been abandoned, her mooring cable burnt through and she drifted on the Horse Sand, where she finally blew up around 5pm with a massive explosion. In this print the three-decker to the right of the blazing *Boyne* is another Second Rate, the *Prince*.

Boyne Woolwich Dyd (M/Shipwright Henry Peake to 12.1785, then Martin Ware to 3.1787, completed by John Nelson).

As built: 182ft 0in, 149ft 8in x 50ft $4^{5}/_{8}$in x 21ft 9in. $2{,}020^{90}/_{94}$ bm. Draught 14ft 8in / 19ft 1in.

Ord: 21.1.1783 (named 27.1.1783). K: 4.11.1783. L: 27.6.1790. C: 21.11.1790.

First cost: £59,043 including fitting.

Commissioned: 8.1790 under Capt. George Bowyer for Spanish Armament. Recommissioned 12.1792. Under Capt. William Otway from 4.1793; captured 20-gun privateer *Le Guidelon* in the Channel 6.1793. Under Capt. George Grey from 11.1793 as flagship of Vice-Adm. Sir John Jervis; sailed for West Indies 26.11.1793. At capture of Martinique in 3.1794 and of Guadeloupe in 4.1794. Burnt by accident at Spithead 1.5.1795 (11 died).

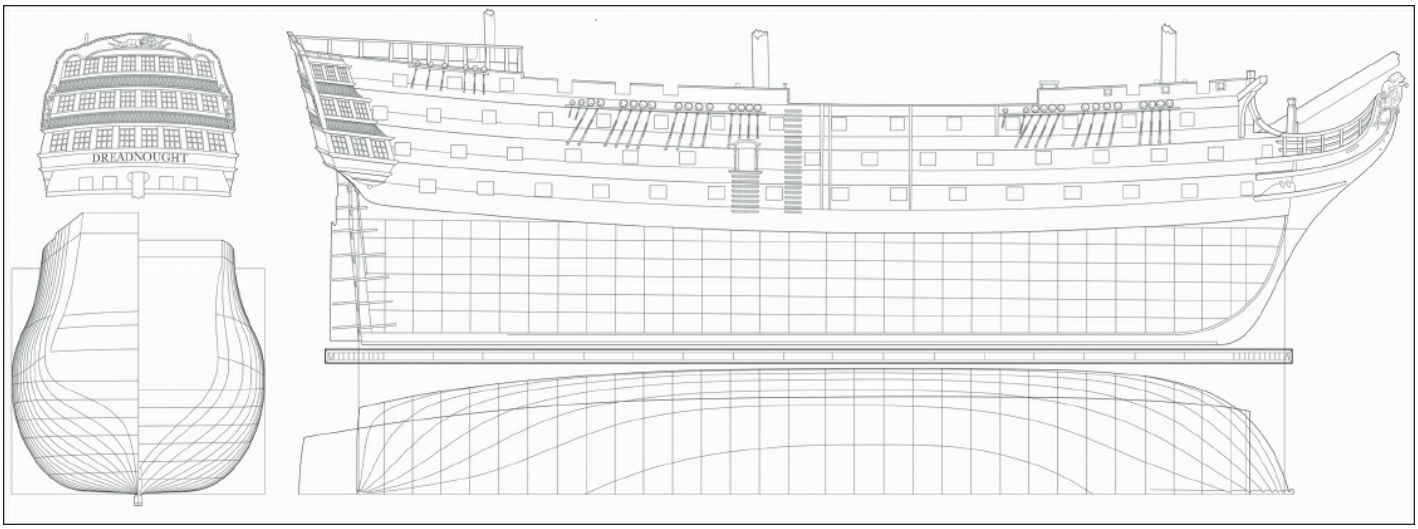
Prince of Wales Portsmouth Dyd (M/Shipwright George White to 3.1793, completed by Edward Tippett).

As built: 182ft 3in, 149ft $11^{3}/_{8}$in x 50ft 4½in x 21ft 9in. $2{,}024^{1}/_{94}$ bm. Draught 14ft 5in / 18ft 8in.

Ord: 29.11.1783 (named 3.12.1783). K: 5.1784. L: 28.6.1794. C: 27.12.1794.

First cost: £58,483 including fitting.

Commissioned: 10.1794 under Capt. John Bazely, as flagship of Rear-Adm. Henry Harvey; at Bridport's Action off Île Groix 23.6.1795 (but not engaged). In 12.1795 under Capt. John Harvey, then 1.1798 Capt. Richard Brown (-1798), still Rear-Adm. Harvey's flagship; at capture of Trinidad 2.1797. In 6.1799 under Capt. Adrian Renou; at capture of Surinam 8.1799; flagship of Vice-Adm. Lord Hugh Seymour 11.1799 (died 9.1801).; returned to Portsmouth 6.1800. Refitted at Portsmouth (for £13,765) to 9.1800; from 7.1800 under Capt. William Prowse, as flagship of Rear-Adm. Sir Robert Calder, for the Channel; in chase (of Gantheaume) to the West Indies in Spring 1801. In 5.1803 under Capt. John Giffard, then 6.1803 under Capt. William Cuming, still Calder's flagship in the Channel; refitted at Portsmouth (for £12,998 10.1804 – 1.1805; in blockade of Ferrol 3.1805; flagship in Calder's Action off Finisterre 22.7.1805, losing 3 killed, 20 wounded. In 1806 under Capt. Henry Garrett, as flagship of Vice-Adm. Edward Thornbrough; later under Capt. William Bedford (-1807, but temp. under Garrett again in 4.1806); her boats (with others of Hood's squadron) cut out 16-gun *Le César* in the Gironde 15.7.1806; flagship of Vice-Adm. Lord (James) Saumarez 4.1807, in the Channel. Later in 1807 under Capt. Thomas Byam Martin, as flagship of Rear-Adm. Michael de Courcy; then under Capts. Sir Home Popham (1st) and Adam Mackenzie (2nd), as flagship of Admiral James Gambier, for expedition to Copenhagen; sailed for the Baltic 26.7.1807. In Ordinary 1808-11. Small to Middling Repair at Chatham (for £31,659) 3.1809 – 8.1810. Fitted at Sheerness (for £17,156) to 1.1812; recommissioned 12.1811 under Bedford again; under Capt. Thomas Burton 1.1812, then Capt. Sir Richard King 3.1812 and Capt. John Erskine Douglas 5.1812 (-1813); sailed for the Mediterranean 18.8.1812. Laid up at Portsmouth 7.1814. Completed BU at Portsmouth 26.12.1822.



Dreadnought, 98 guns, as completed. Henslow's design for this class showed a significant increase in size over her predecessors, the ships being almost as large as the *Victory*. The longer decks allowed for additional space forwards of the gun batteries, making room for chase ports on both LD and MD. This class also introduced built-up barricades both on the QD and Fc, with large ports for carronades. In spite of the greater length, this class retained all the poor sailing qualities of earlier Second Rates.

***DREADNOUGHT* Class**. Sir John Henslow design, approved 20.3.1788. Proposed fourth ship *Ocean* (ordered 9.12.1790 and laid down 1.10.1792 at Woolwich) was re-ordered to new design 1797 (see below). All three ships fought at Trafalgar, and then were reclassed as 12pdr class Second Rates in 1808, and as 104-gun First Rates in 2.1817.

Dimensions & tons: 185ft 0in, 152ft $6^{5}/_{8}$in x 51ft 0in (50ft 3in moulded) x 21ft 0in. $2{,}110^{53}/_{94}$ bm.

Men: 738. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs. By 1792 the 6pdrs had been replaced by 12pdrs.

First cost: *Dreadnought* £60,484.

Dreadnought Portsmouth Dyd (M/Shipwright George White to 3.1793, Edward Tippett to 10.1799, completed by Henry Peake).

As built: 184ft 11in, 152ft 2¾in x 51ft 2½in x 21ft 6in. $2{,}123^{32}/_{94}$ bm. Draught 14ft 7in / 17ft 6in.

Ord: 17.1.1788. K: 7.1788 (named 23.10.1788). L: 13.6.1801. C (sailed): 9.8.1801.

First cost: £60,484 including fitting.

Commissioned: 6.1801 under Capt. James Vashon. In 4.1803 under Capt. James Bowen, then 5.1803 Capt. Edward Brace, 7.1803 Capt. William Domett, and 9.1803 Capt. John Purvis, as flagship of Adm. William Cornwallis, for the blockade of Brest. In 5.1804 under Capt. George Reynolds, then 1.1805 under Capt. Edward Rotheram as flagship of Vice-Adm. Cuthbert Collingwood, for the Channel Fleet; off Cadiz later in 1805. In 10.1805 under Capt. John Conn; in Lee column at Battle of Trafalgar; lost 7 killed, 26 wounded. Fitted at Portsmouth 9.1806 – 1.1807; recommissioned 12.1806 under Capt. William Lechmere, for the Channel. In 1808 under Capt. George Salt, as flagship of Rear-Adm. Thomas Sotheby. In 1810 under Capt. Valentine Collard, still Sotheby's flagship. In 8.1810 under Capt. Samuel Linzee; to Baltic 1811; paid off at Portsmouth 12.1811. Large Repair at Portsmouth (for £72,511) 8.1812 – 3.1814, then to Ordinary. Fitted at Portsmouth as a lazarette 9.1825, to lie at Pembroke. Fitted at Sheerness as a hospital ship 3 – 5.1831, then at Woolwich to 6.1831. To Greenwich as the seamens' hospital from 6.1831. BU at Woolwich 24.2 – 31.3.1857 (stores returned valued at £3,389).



Another of John Livesay's eyewitness sketches of Trafalgar battle-damage, in this case the stern of the *Temeraire*. As the second in the Weather column, the ship was heavily engaged and badly cut up, but established her reputation as 'The Fighting *Temeraire*'. During the battle boarding parties from the *Temeraire* captured two French 74s, *Le Fougueux* and *Le Redoubtable*, and the latter's main mast fell aboard the stern, contributing to the heavy damage shown in this drawing.

Neptune Deptford Dyd (M/Shipwright Martin Ware until 6.1795, completed by Thomas Pollard).

As built: 184ft 9½in, 152ft 2¼in x 51ft 2in x 21ft 5½in. $2{,}119^{29}/_{94}$ bm. Draught 14ft 8in / 18ft 1in.

Ord: 15.2.1790 (named 24.7.1790). K: 4.1791. L: 28.1.1797. C: 12.2.1797.

First cost: £77,053 including fitting.

Commissioned: 4.1797 under Capt. Henry Stanhope, for Channel service; in 8.1797 under Commodore Sir Erasmus Gower. In 3.1799 under Capt. James Vashon, then 4.1801 Capt. Edward Brace; flagship of Vice-Adm. James Gambier 1801-02. In 9.1801 under Capt. Francis Austen, then 12.1802 Capt. William O'Bryen Drury, 5.1804 Capt. Sir Thomas Williams and 6.1805 Capt. Thomas Fremantle; in Weather column at Trafalgar 21.10.1805, losing 10 killed and 34 wounded; paid off 12.1806. Fitted at Portsmouth (for £29,053) 3 – 11.1807; recommissioned 8.1807 under Capt. Sir Thomas Williams for the Channel station. From 1808 under Capt. Charles Dilkes, as flagship of Rear-Adm. Alexander Cochrane; sailed for the Leeward Islands 23.9.1808; took part in capture of Martinique 2.1809, and in the action with Troude's squadron (capture of *Le d'Hautpoult*) off the Saintes 14.4.1809. Under Capt. James Wood, sailed for Leeward Islands again 14.1.1810. Fitted for Ordinary at Portsmouth 12.1810. Fitted as a temporary prison ship at Plymouth 11 – 12.1813, under Lieut. George Lawrence. BU at Plymouth 10.1818.

Temeraire Chatham Dyd (M/Shipwright Thomas Pollard to 6.1795, completed by Edward Sison).

As built: 185ft 0in, 152ft $3^{3}/_{8}$in x 51ft 2in x 21ft 6in. $2{,}120^{58}/_{94}$ bm. Draught 14ft 8in / 18ft 0in.

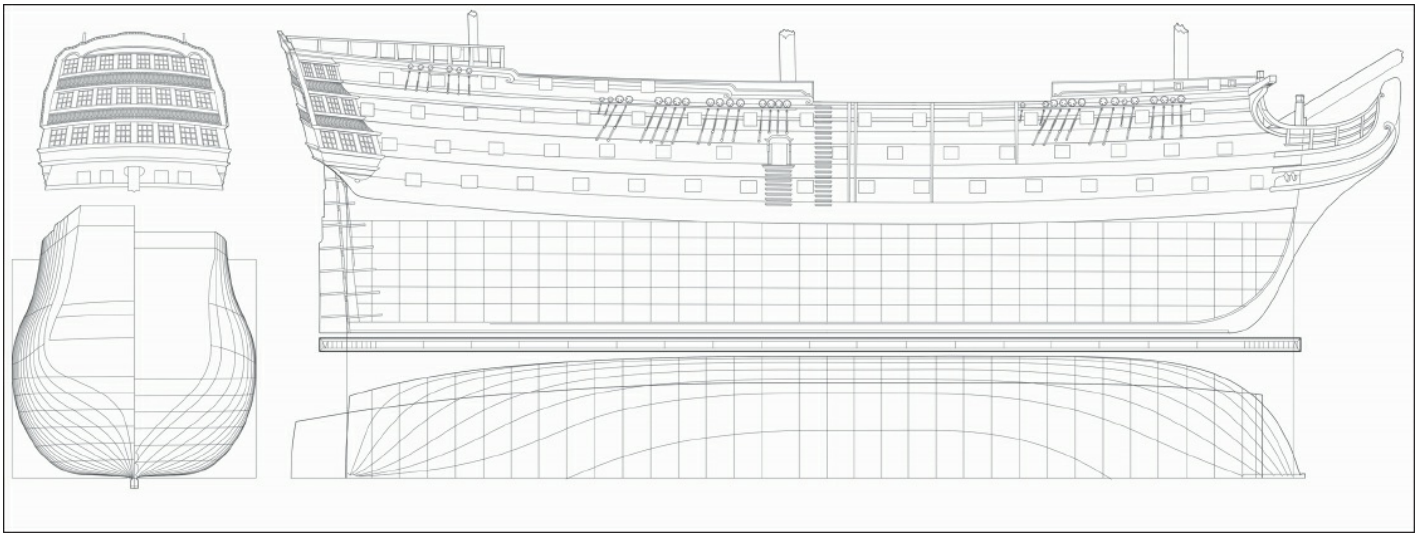
Ord: 9.12.1790. K: 7.1793. L: 11.9.1798. C: 18.5.1799.

First cost: £73,241 including fitting.

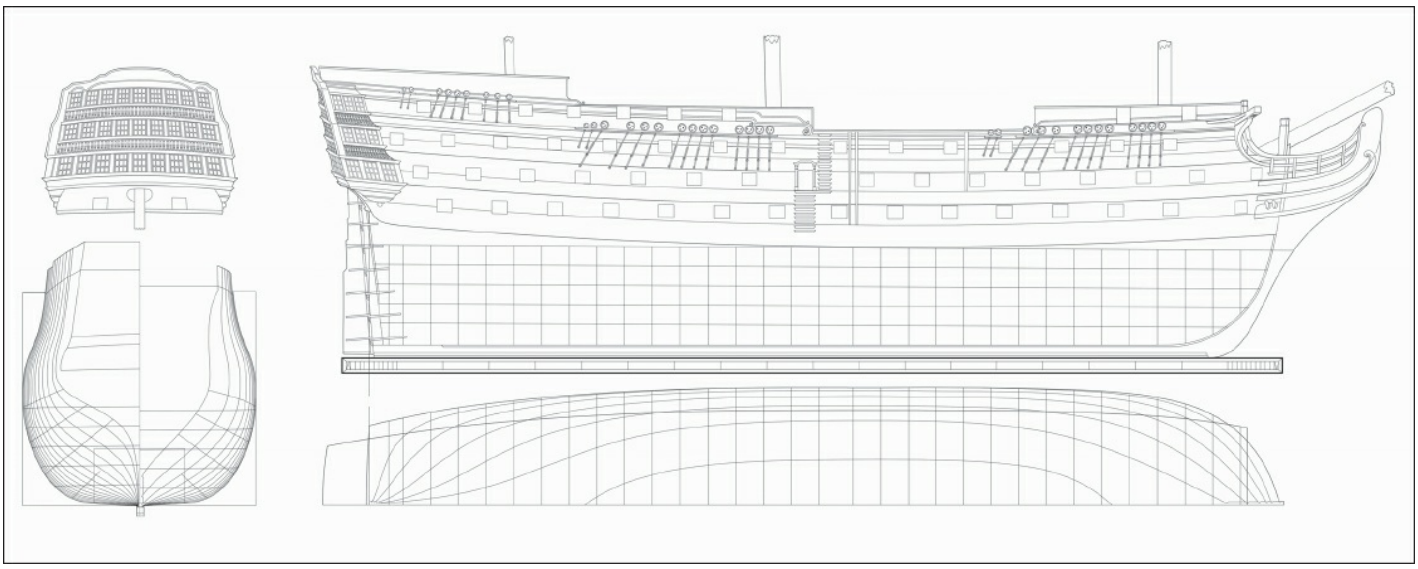
Commissioned: 3.1799 under Capt. Peter Puget. From 8.1799 under Capt. Thomas Eyles, as flagship of Rear-Adm. Sir John Borlase Warren for the Channel station. From 11.1799 under Capt. Edward Marsh, as flagship of Rear-Adm. James Whitshed for the Channel station. From 1801 under Capt. Thomas Eyles again, as flagship of Rear-Adm. George Campbell; involved in Bantry Mutiny 12.1801, then sailed for Jamaica. Fitted at Plymouth (for £16,898) 5.1803 – 2.1804; recommissioned 10.1803 under Capt. Eliab Harvey (-1806) for the Channel station; from 8.1804 under Capt. William H Kelly (temp.); off Cadiz in 1805, then in Weather column at Trafalgar 21.10.1805, losing 47 killed and 76 wounded. From 12.1805 under Capt. John Larmour; paid off 1806. Fitted at Portsmouth (for £25,352) 6.1806 – 9.1807; recommissioned 3.1807 under Capt. Sir Charles Hamilton for the Channel station. From 1809 under Capt. Edward Sneyd Clay, as flagship of Rear-Adm. Manley Dixon in the Baltic. From 1810 under Capt. Edwin Chamberlayne; sailed for the Mediterranean 17.2.1810. From ?9.1810 under Capt. George Hony. From 3.1811 under Capt. Joseph Spear, as flagship of Rear-Adm. Francis Pickmore for the blockade of Toulon; from ?3.1812 under Capt. Samuel Hood Linzee. Fitted at Plymouth as a prison ship 11 - 12.1813; in Ordinary there under Lieut. John Wharton from 1814. Fitted at Plymouth (for £27,733) as a receiving ship 9.1819 - 6.1820, to lie at Sheerness. Victualling depot 1829. Receiving ship and depot at Sheerness 8.1836. Sold to J. Beatson (for £5,530) to BU 16.8.1838 (Turner's famous painting in the National Gallery of the ship being towed to her last berth – the breaker's yard at Rotherhithe – by the tug *Monarch* dates from this time).

(B) Vessels acquired from 1 February 1793

***OCEAN* Class**. Sir John Henslow design approved 21.6.1797; the *Ocean* had been originally ordered in 1790 to be of *Dreadnought* Class - but now the design lengthened to increase her capacity (to mount 18pdr on her UD instead of 12pdrs) and she was re-ordered in 1797.



Ocean, 98 guns, as redesigned. The *Ocean* was initially intended to follow the *Dreadnought* design, but by early 1797 had not yet been laid down. Henslow extended his design to increase the gundeck length by 11ft, and the resulting increase in capacity enabled the *Ocean* to carry 18pdrs on its UD as well as its MD.



Impregnable, 98 guns, as completed. During this period it was common Navy Board policy for each of the two Surveyors to produce a separate design for each specification. Accordingly, this was William Rule's version of the requirement that led to Henslow's amended *Ocean*. The ship was renamed *Impregnable* before work on the stocks commenced, following the loss of the previous ship of this name in October 1799.

Dimensions & tons: 196ft 0in, 164ft $0^{5}/_{8}$in x 51ft 0in (50ft 3in moulded) x 21ft 6in. $2{,}269^{63}/_{94}$ bm.

Men: 738. Guns: LD 30 x 32pdrs; MD 32 x 18pdrs; UD 32 x 18pdrs; QD 2 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Ocean Woolwich Dyd (M/Shipwright John Tovery until 7.1801, completed by Edward Sison).

As built: 196ft 6½in, 164ft $0^{1}/_{8}$in x 51ft 1in x 21ft 6in. $2{,}276^{49}/_{94}$ bm. Draught 14ft 2in / 17ft 0in.

Ord: 9.12.1790. K: 1.10.1792. Re-ordered 4.5.1797 to new design. K: 1.10.1797. L: 24.10.1805. Completed fitting 10.12.1805.

First cost: £90,076 including fitting.

Commissioned: 11.1805 under Capt. Francis Pender; and sailed 1806 for the Mediterranean. In 1807 under Capt. Richard Thomas, as flagship of Collingwood in Mediterranean; paid off 7.1809. Small repair and fitted at Plymouth (for £49,622) 1.1811 – 4.1812; recommissioned 1.1812 under Capt. Robert Plampin, and sailed 17.4.1812 for the Mediterranean; paid off 7.1814 into Ordinary at Plymouth. Reclassed as 110-gun First Rate in 2.1817. Between Small and Middling Repair, and cut down (by AO 4.10.1819) to 80-gun Third Rate two-decker (for £48,753) 9.1819 – 7.1821. Fitted at Plymouth as a guardship (for £11,032) 3.1824 – 7.1824. Fitted at Plymouth as a lazarette for Sheerness 8.1830 – 7.1831. Fitted as an 80-gun flagship at Sheerness in 1832. Fitted for the Captain of the Ordinary at Sheerness 9.1837 – 1.1838. Fitted at Chatham as a coal hulk 11 - 12.1852, to lie at Chatham and later at Sheerness. BU completed at Chatham 11.12.1875.

***IMPREGNABLE* Class**. Design by Sir William Rule, 1798.

Dimensions & tons: 196ft 0in, 163ft $7^{3}/_{8}$in x 51ft 0in (50ft 3in moulded) x 22ft 0in. $2{,}263^{58}/_{94}$ bm.

As rebuilt 1826: 196ft 8in, 162ft 10¼in x x 52ft 8½in x 21ft 9½in. $2{,}406^{54}/_{94}$ bm.

Men: 738. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 18pdrs; QD 14 x 32pdr carronades: Fc 2 x 12pdrs + 2 x 32pdr carronades.

Impregnable (ex *Europe*, renamed 7.3.1800) Chatham Dyd (M/Shipwright David Polhill to 3.1803, completed by Robert Seppings).

As built: 196ft 0in, 163ft 7in x 51ft 2in x 22ft 2in. 2,278 bm. Draught 14ft 3in / 17ft 4in.

Ord: 13.1.1798. K: 23.2.1802. L: 1.8.1810. Completed fitting (for Ordinary) 24.10.1810.

First cost: £65,025 including fitting.

Commissioned: 7.1811 under Capt. James W. Maurice. Fitted for sea at Portsmouth (for £19,032) 1 – 4.1812; in 1812 under Capt. George MacKenzie, for service in the Channel and North Sea; flagship of Adm. William Young 1813; in 7.1813 under Capt. John Loring, then 5.1814 Capt. Charles Adam, 10.1814 Capt. Robert Hall, 3.1815 Capt. John Campbell Rowley, and 12.1815 Capt. James Pack. Recommissioned 6.1816 under Capt. Edward Brace, as flagship of Rear-Adm. David Milne; sailed 7.7.1816 for expedition to Algiers; took part in Bombardment of Algiers 27.8.1816, losing 50 killed and 160 wounded (and received 233 shot into her hull!). In 10.1816 under Capt. James Nash, as flagship

of Adm. Sir John Duckworth. Reclassed as 106-gun First Rate in 2.1817. In 9.1817 under Capt. Pownall Pellew, then 6.1821 Capt. Alexander Skene; paid off into Ordinary 1823. Rebuilt with circular stern at Plymouth 2.1825 - 4.1826. Harbour flagship at Plymouth 1839. Training ship 1862. Renamed *Kent* on 9.11.1888, then *Caledonia* on 22.2.1891. Sold to J. B. Garnham to BU 19.7.1906.

(New) *BOYNE* Class. In line with St. Vincent's opinion that the *Victory* was 'a fine model for ships of 98 guns', two ships were built to Sir Thomas Slade's 1759 design for *Victory*. Both ships were intended to be 100-gun (First Rates), but were amended to 98-gun in 1806. In the 1820s both ships were intended to be razeed into 80-gun two-deckers, but this was rescinded.

Dimensions & tons: (orig.) 186ft 0in, 153ft 0¾in x 51ft 3in x 21ft 6in. 2,138$^{42}/_{94}$ bm.

(as amended 1806) 186ft 0in, 151ft 3$^{5}/_{8}$in x 51ft 10in x 21ft 6in. 2,162$^{22}/_{94}$ bm.

Men: 738. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 4 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

As 76-gun ships they were intended to have 650 men and: LD 26 x 32pdr (63cwt) + 2 x 68pdr carronades; UD 28 x 32pdr (54cwt) + 2 x 68pdr carronades; QD 2 x 18pdrs + 12 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades. (*Boyne* in 1840 to carry 32pdrs vice 18pdrs)

First cost: *Boyne* £93,162 (fitted for sea).

Boyne Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 186ft 3in, 153ft 2$^{7}/_{8}$in x 51ft 5in x 22ft 1in. 2,154$^{81}/_{94}$ bm. Draught 14ft 6in / 18ft 1in.

Ord: 25.6.1801 (as 100-gun). K: 4.1806. L: 3.7.1810. Completed fitting 2.4.1811.

First cost: £78,429 including fitting (later amended to £93,162).

Commissioned: 1.1811 under Capt. Henry Hume Spence, as flagship of Rear-Adm. Sir Harry Burrard Neale; from 2.1811 under Capt. John M. Hanchett, and from 11.1811 under Capt. Charles Jones. From 3.1813 under Capt. George Burlton; in action against French squadron off Toulon 2.2.1814, losing 2 killed and 40 wounded; at Genoa 4.1814. Fitted as a flagship at Portsmouth (for £9,239) 8 – 12.1814. Recommissioned 11.1814 under Capt. Frederick L. Maitland for Mediterranean service; under Capt. James Brisbane from 3.1815, and under Capt. Sir Archibald C. Dickson 5.1815. In 1816 under Capt. Edmund Boger, as flagship of Lord Exmouth. Fitted for Channel service and as a guardship at Portsmouth (for £2,428) 7 – 9.1816. Reclassed as 104-gun First Rate in 2.1817. Underwent between a Middling and a Large Repair at Portsmouth (for £44,615) 7.1818 – 11.1819. Cut down to a 76-gun Third Rate (two-decker) by AO 10.7.1826. Fitted as gunnery training ship at Portsmouth (for £3,340) 12.1833 – 3.1834; renamed *Excellent* 1.12.1834. Renamed *Queen Charlotte* 22.11.1859, and paid off 12.1859. BU at Portsmouth 25.6.1861.

Union Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 186ft 0$^{5}/_{8}$in, 153ft 1in x 51ft 4½in x 22ft 0in. 2,149$^{17}/_{94}$ bm. Draught 14ft 7in / 17ft 8in.

Ord: 16.9.1801 (as 100-gun). K: 10.1805. L: 16.11.1811. Completed fitting 12.5.1812.

First cost: £85,601 including fitting.

Commissioned: 4.1812 under Capt. Samuel Hood Linzee. Sailed 19.5.1812 for Mediterranean. From 8.1812 under Capt. William Kent (died 29.8.1812), then under Capt. Robert Rolles. Paid off at Plymouth into Ordinary 7.1814. Reclassed as 104-gun First Rate in 2.1817. Defects made good, and put into good condition in Ordinary at Plymouth (for £5,126) 11.1819 – 1.1820. Proposed to be cut down to a 80-gun Second Rate (two-decker) by AO 28.4.1827, amended to 76-gun Third Rate by AO 3.12.1832; but this was never completed, and order cancelled 1.1.1833. BU at Plymouth 3.1833.

(C) Vessels acquired from 18 May 1803

As with the First Rates, development of Second Rate three-deckers in this period fell into two phases; firstly there was an inferior design produced in the immediate aftermath of the Battle of Trafalgar, a 'Surveyor's design' equivalent to the First Rates of the *Nelson* Class, only a single vessel being ordered to this design. Then in 1812 a design was produced which reverted to well-tried schemes, and to this two Second Rates were ordered.

***TRAFALGAR* Class**. Nominally 'Surveyors' (joint)' but actually Sir William Rule design, approved 11.6.1807, modified from that for *Impregnable*. Originally intended to be built without a poop, but one was later added to her design to make her suitable to be a flagship; also designed with 51ft breadth – increased by 1½ft during 1813 for better stability. Only a single vessel was built, a recognition that the three-decker 98 was already obsolete. Re-rated as a 106-gun First Rate in 2.1817.

Dimensions & tons: 196ft 0in, 162ft 9in x 52ft 6in x 22ft 8in. 2,386$^{5}/_{94}$ bm.

Men: 738. Guns: LD 28 x 32pdrs; MD 30 x 18pdrs; UD 30 x 12pdrs; QD 6 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Trafalgar Chatham Dyd (M/Shipwright George Parkin).

As built: 195ft 11in, 162ft 11in x 52ft 8in x 22ft 8in. 2,404 bm. Draught 13ft 10in / 17ft 4in.

Ord: 15.1.1806. K: 5.1813. Re-classed as First Rate in 2.1817. L: 26.7.1820. Completed fitting (for Ordinary) 7.9.1820, then sent to Sheerness where her waist and forecastle were roofed over.

First cost: £85,082 including fitting.

This vessel was not completed until after 1815, and thus no further details are reported here. Renamed *Camperdown* 22.2.1825 and *Pitt* 29.8.1882, she was finally sold on 15.5.1906.

***PRINCESS CHARLOTTE* Class**. An enlarged version of the 1801 *Boyne* Class, thereby a development of Slade's *Victory*. The design was amended 19.6.1813 to provide a rounded bow. These ships were re-classed as 104-gun First Rates in 2.1817 prior to being laid down, and so are excluded from the total of twenty-nine Second Rates above. Broadened by 17in during construction to carry additional weight of armament; an extra (11ft 7in) section was added amidships to gain extra length – and thus speed – and additional breadth was to be obtained by cross framing (and doubling); they emerged as 110-gun ships and were re-rated accordingly prior to completion.

Dimensions & tons: 197ft 7in, 163ft 4in x 52ft 9in x 22ft 6in. 2,417$^{44}/_{94}$ bm.

Men: 738. Guns (as begun): LD 28 x 32pdrs; MD 30 x 24pdrs; UD 30 x 18pdrs; QD 4 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades. In 2.1817 they were re-rated as 104 guns, but with the extra length added during construction, a further pair of guns was added to each full deck (*ie* LD, MD and UD), thus making them 110-gun ships.

Princess Charlotte Portsmouth Dyd (M/Shipwright Nicholas Diddams to 1.1823, completed by John Nolloth).

As built: 198ft 3in, 164ft 0½in x 53ft 10in x 22ft 6in. 2,443 bm. Draught 14ft 5½in / 17ft 5½in.

Ord: 6.1.1812. Re-classed as First Rate 2.1817. K: 11.1818. L: 11.11.1825. Remained in Ordinary until 1837.

First cost: £89,126 including fitting.

London Plymouth Dyd (M/Shipwright Edward Churchill).

As built: 197ft 11in, 163ft 8$^{5}/_{8}$in x 53ft 11in x 22ft 6in. 2,446 bm. Draught 15ft 10in / 17ft 10in.

Ord: 6.1.1812. Re-classed as First Rate 2.1817. K: 5.1819. L: 28.7.1828. Remained in Ordinary until 1835.

First cost: £98,796 including fitting.

These vessels were not begun until 1818 and 1819 respectively, and thus no further details are reported here. *London* was renamed *Royal Adelaide* on 10.5.1827 prior to launch. They were finally sold in 1875 and 1905 respectively.

By 1815 the remaining smaller three-deckers (including the three old 90-gun ships already disarmed as receiving ships) were already fairly elderly and were soon hulked. The *Saint George* (ex *Britannia*), *Victory* and *Royal Sovereign* – see First Rates in Chapter 1 – had all been temporarily added to their ranks. However, all three-decked ships still left were reclassed as First Rates in 2.1817.

3 The Third Rates

Until 1817, the Third Rate encompassed vessels (all twodecked ships) with more than 60 but not more than 80 guns. They comprised distinct classes, those of 80 guns and those of 74 guns (themselves divided into a Large Class with 24pdrs on the upper deck, and 'Middling' and 'Common' Classes with 18pdrs on the upper deck) – which numerically formed the overwhelming element of the battlefleet; all carried a main battery of 32pdrs on their lower deck. Finally the smallest vessels of the battlefleet were those with 64 guns, whose heaviest guns were 24pdrs.

Third Rates of 80 guns

Few British-built 80s were in service during the 1793 – 1817 period. The large two-decker was popular in the French and Spanish navies, but the British Navy continued to favour the 98-gun three-deckers. Although fast, weatherly and well-armed for two-deckers, the length of 80-gun ship made it liable to hogging, and they lacked the flag accommodation which threedeckers possessed. Nevertheless, the few British 80s – and the more numerous 80-gun prizes – saw considerable service at flagships for detached squadrons, particularly as practice showed that the poor sailing qualities of 98s tended to slow the deployment of such squadrons.

(A) Vessels in service at 1 February 1793

From the end of the seventeenth century until the American Revolutionary War, the British-built 80-gun Third Rate was a foreshortened three-decker with poor seakeeping qualities and with freeboard for its LD ports so limited that the battery on this deck was unusable in heavy weather. By mid-century a number of these vessels were being cut down a deck to extend their lives as 66-gun two-deckers; but all such conversions had gone by 1792. However, the last two three-deckers of this Rate to be built were still in use as harbour hulks, and appear below.

CAMBRIDGE. Design by Joseph Allin, lengthened from the 1745 Establishment, approved 12.7.1750.

Dimensions & tons: 166ft 0in, 137ft 6in x 47ft 0in x 20ft 0in. $1{,}615^{58}/_{94}$ bm.

Men: 650. Guns: LD 26 x 32pdrs; MD 26 x 18pdrs; UD 24 x 9pdrs; QD nil; Fc 4 x 6pdrs.

Cambridge Deptford Dyd (M/Shipwright John Holland to 5.1752 [died], then Thomas Fellowes to 3.1753 [died], Thomas Slade to 8.1755, completed by Adam Hayes).

As built: 166ft 0in, 139ft 3in x 47ft 0in x 20ft 0in. $1{,}636^{17}/_{94}$ bm. Draught 12ft 8in / 16ft 9in.

Ord: 12.7.1750. K: 29.8.1750. L: 21.10.1755. C: 15.1.1756.

First cost: £43,974.10.3d (including fitting).

Commissioned: 10.1755. Fitted for a flagship at Portsmouth (for £3,351.10.2d) 1757, then wartime service to 1763. Recommissioned 11.1770 for Falklands dispute, then paid off 5.1771. Underwent Middling Repair at Plymouth (for £19,308.13.7d). Fitted for the reception of prisoners at Plymouth (for £3,144.11.0d) 6 – 7.1778. Fitted for the reception of newly raised men (for £1,967.3.6d) 3 – 8.1780. Fitted for Home service and coppered at Plymouth (for £27,493.7.10d) 6.1781 – 3.1782. Recommissioned 3.1782 for Relief of Gibraltar. Paid off 5.1783 and fitted for Ordinary at Plymouth 5 – 6.1783. Became receiving ship there 3.1790; recommissioned 6.1790 under Capt. William Locker, as flagship of Vice-Adm. Thomas Graves; recommissioned 4.1791 by Capt. Thomas Hicks, as flagship of Rear-Adm. Sir Richard Bickerton; paid off 9.1791. Fitted as receiving ship at Plymouth (for £6,302) 12.1792; recommissioned 1.1793 by Capt. Richard Boger (-1799) as guardship and receiving ship and as flagship of Graves again in 1793, of Rear-Adm. Rowland Cotton in 1794, and of Vice-Adm. Sir Richard King 1795-99. In 5.1799 under Capt. John Wickey, as flagship of Vice-Adm. Sir Thomas Pasley (-1802); in 1.1801 under Capt. Charles Lane; paid off 4.1802. BU there 7.1808.

PRINCESS AMELIA. Design by Joseph Allin, to the dimensions of the 1745 Establishment, approved 25.4.1751.

Dimensions & tons: 165ft 0in, 134ft 10¾in x 47ft 0in x 20ft 0in. $1{,}585^{2}/_{94}$ bm.

Men: 650. Guns: LD 26 x 32pdrs; MD 26 x 18pdrs; UD 24 x 9pdrs; QD nil; Fc 4 x 6pdrs.

Princess Amelia (ex *Norfolk*, renamed 1.11.1755) Woolwich Dyd (M/Shipwright Thomas Fellowes to 5.1752, then Thomas Slade to 6.1752, Adam Hayes to 3.1753; Edward Allin to 12.1755; completed by Israel Pownoll).

As built: 165ft 0in, 133ft 0in x 47ft 3in x 20ft 0in. $1{,}579^{39}/_{94}$ bm. Draught 12ft 5in / 17ft 8in.

Ord: 28.3.1751. K: 15.8.1751. L: 7.3.1757. C: 16.5.1757.

First cost: £45,062.12.7d (including fitting).

Commissioned: 3.1757. Middling Repair at Portsmouth (for £13,363.3.10d) 6.1764 – 4.1765. Fitted at Portsmouth (for £9,347.11.7d) 4.1771; again in 11.1776 – 4.1777, and 7 - 8.1779 for Channel service. Coppered and fitted for Channel service in 4.1780. Fitted as a lazarette at Chatham 4 – 8.1788; delivered to the officers of the Customs 11.1788 (thereby deleted from the List). Arrived at Sheerness 24.3.1818 from Stangate Creek, and sold to Mr. Snook (for £2,610) 11.6.1818.

The French Navy introduced two-decker 80s around this time, and two examples of these were captured and added to the British Navy – the *Foudroyant* in 1758 and *Formidable* in 1759; both had been BU by 1792. A similar Spanish vessel, captured during the American War, was still in active service. Experience with these vessels persuaded the Admiralty of the virtues of a lengthened, large two-decker, and two were ordered in the 1780s; both were still building at the start of 1793, with only the ex Spanish prize in service – the *Gibraltar* (in Ordinary).

They were established with a complement of 730 men (677 officers, seamen and marines; 47 servants and boys; and 6 'widows' men': reduced by 11 servants and boys to 719 in 4.1794) and ordnance of 30 x 32pdrs, 32 x 24pdrs and 18 x 12pdrs, giving a broadside of 972 lbs – to which the new carronade Establishment of 11.1794 added 2 x 32pdr type and 6 x 18pdr type, to give a 1,058 lbs broadside. Most of the really large two-deckers which were added into RN service in 1795–1815 were prizes captured by the British Navy (eight taken from the French, two from the Spanish and two from the Danes) - but a few more new 80s were already being built in Britain by the end of hostilities. None were ready for service during the Napoleonic Wars, but this type were – together with 84-gun and 90-gun ships - to provide nearly all the two-decker ships of the line built from this time on.

Ex SPANISH PRIZE. A very elderly vessel, even when taken in 1780, she was slow and a poor sailer, while her 24pdr main armament gave her considerably less force than the newer British- and French-built vessels of similar size. Her original sistership *Rayo* was rebuilt 1796 by Spain as a 100-gun three-decker (wrecked after Trafalgar).

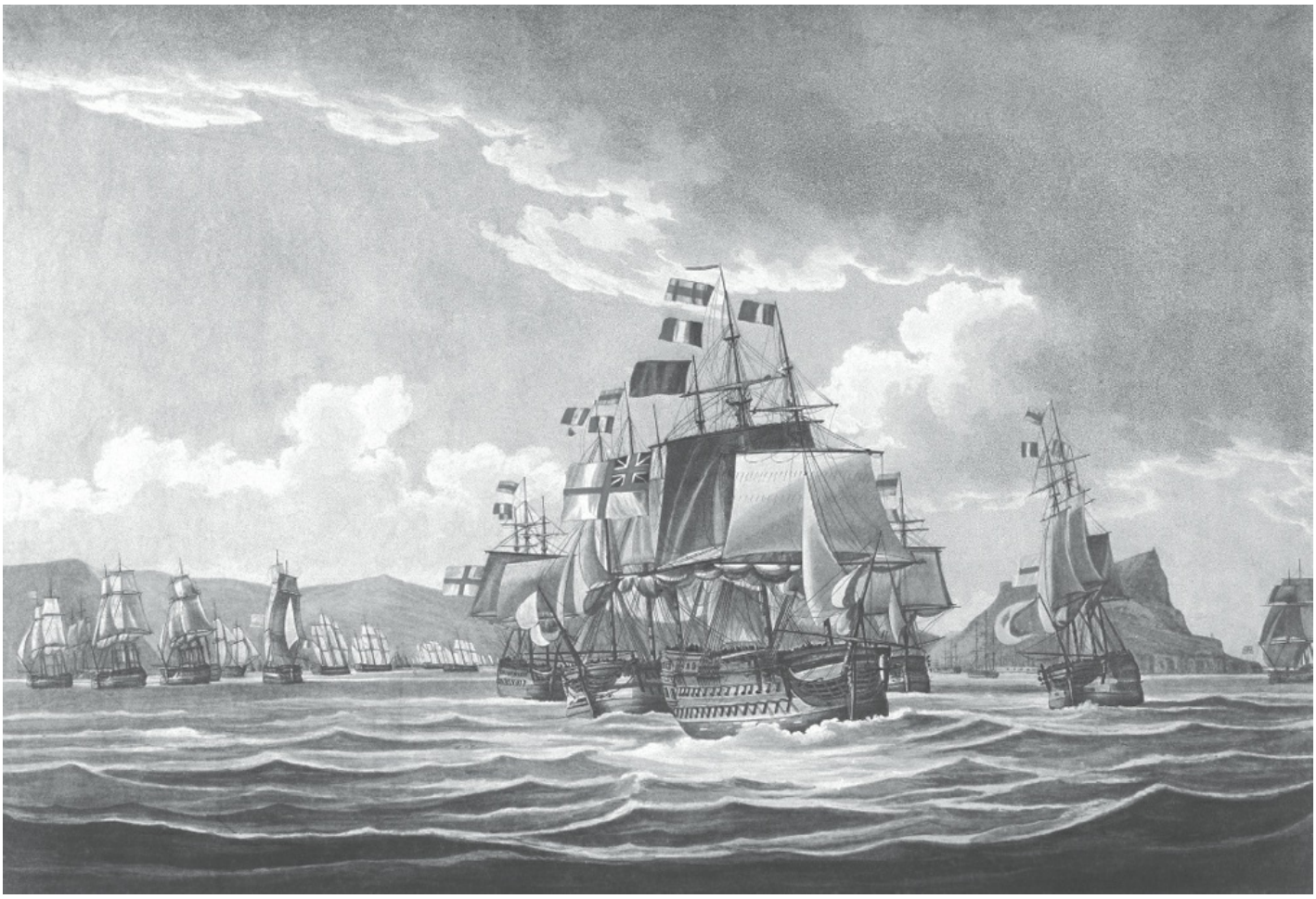
Gibraltar (Spanish *Fénix*, built 1749 at Havanna).

Dimensions & tons: (by 1792) 178ft 10¾in, 144ft 5¾in x 53ft 3¾in x 22ft 4in. $2{,}184^{25}/_{94}$ bm.

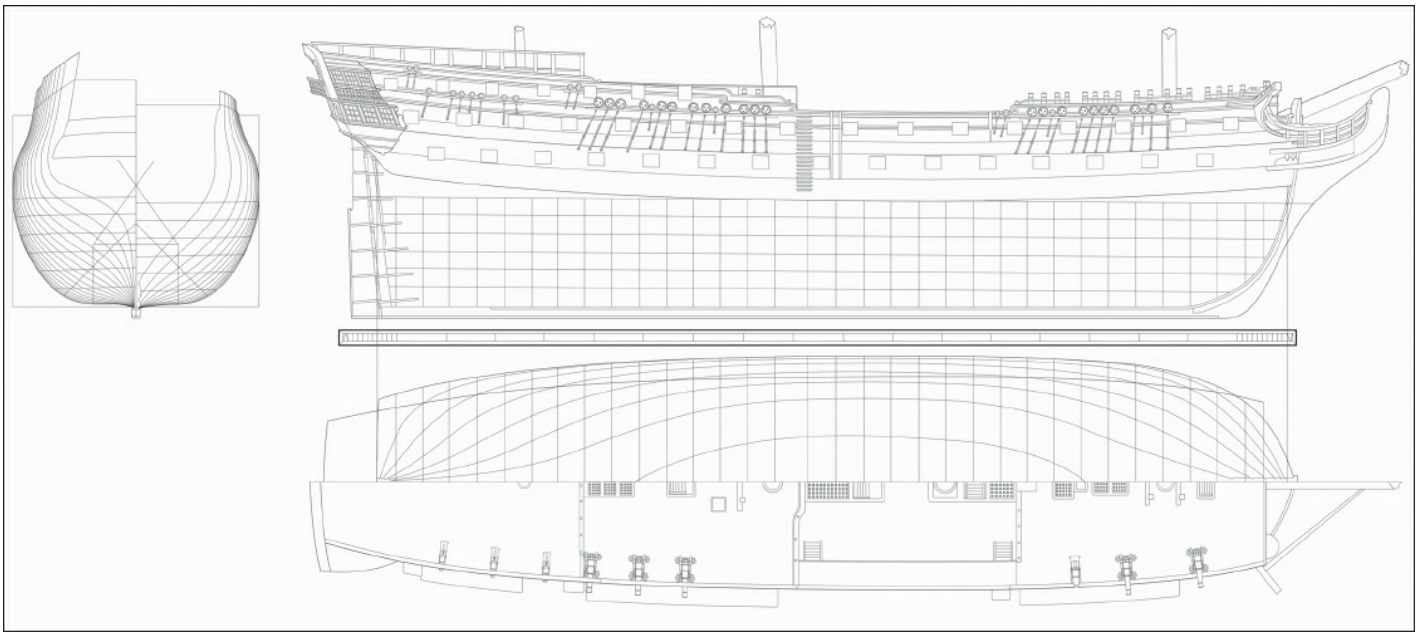
Men: 650. Guns: LD 30 x 24pdrs; UD 32 x 18pdrs (quickly altered to 24pdrs by AO 11.1781); QD 12 x 9pdrs + 2 x 68pdr carronades (by 1810, 4 x 12pdr + 8 x 32pdr carronades); Fc 6 x 9pdrs (by 1810, 4 x 12pdr + 2 x 32pdr carronades).

Taken in Rodney's Action off Cape St Vincent 16.1.1780. Named and registered by AO 20.3.1780. Fitted and coppered at Plymouth (for £16,068.5.3d) 4 – 8.1780.

Commissioned: 2.1780 under Capt. John Carter Allen. In action 1780-83 in West Indies and East Indies; paid off 7.1784. Fitted for Ordinary 9.1784. Underwent Middling Repair and fitted (for £36,713.0.6d) at Plymouth 2.1788 – 8.1790. Recommissioned 5.1790 under Capt. Samuel Goodall, for Spanish Armament. Recommissioned 5.1793 under Capt. Thomas Mackenzie; fitted at Plymouth (for £17,845) 9.1793 and fought in battle of Glorious First of June off Ushant 1.6.1794 (had 2 dead, 12 wounded). Under Capt. John Pakenham from 8.1794; sailed for the Mediterranean 23.5.1795; in action off Hyères 13.7.1795; sent home for repairs 1.1797. Made good defects at Plymouth (for £12,818) 2 – 4.1797. Under Capt. William Hancock Kelly from 7.1797, sailed for the Mediterranean; involved in Warren's pursuit of Ganteaume's squadron 3.1801. Under Capt. George Ryves 6.1803. Mutiny 10.1803. Paid off 7.1804. Fitted at Portsmouth (for £30,643) 7.1805 – 3.1806; reclassed as Second Rate 1805. Recommissioned 11.1805 under Capt. Mark Robinson, for the Mediterranean; from 1806 under Capt. William Lukin (later named Windham) and then Capt. Willougby Lake; in chase of *Le Vétéran* 26.8.1806. From 4.1807 under Capt. John Halliday, in the Channel. In 4.1809 under Capt. Henry Lidgbird Ball; action in the Basque roads 4.1809; under (temp.) Capt. Valentine Collard 6.1809, then 1810 Capt. Robert Plampin, in the Channel. In 1.1812 under Capt. George Scott; paid off into Ordinary at Plymouth 1813. Fitted as a powder hulk at Plymouth 8 – 12.1813, then as a lazarette 9.1824, to lie at Milford. BU at Pembroke Dock 11.1836.



In spite of structural problems caused by their length, Britain's few 80-gun ships proved fast and weatherly compared with the slow and leewardly Second Rates, and so developed a role as the flagships of detached squadrons where speed was essential. An early example of this was Saumarez's squadron, which brought to action a French force off Algeciras on 6 July 1801. The 80-gun *Caesar* led five 74s (*Pompee*, *Spencer*, *Venerable*, *Hannibal* and *Audacious*) against Linois's squadron of two 80s (*Le Formidable* and *L'Indomptable*) and one 74 (*Le Desaix*), plus the 40-gun frigate *Le Muiron*. The *Hannibal* grounded and was taken captive by the French, but after frantic refitting at Gibraltar Saumarez's squadron emerged once again to defeat Linois' reinforced fleet. This contemporary print shows the *Caesar* leading the British line past the Gibraltar mole.



Foudroyant, 80 guns, as completed. The 80-gun two-deckers were not initially popular in the Royal Navy as their length made them liable to hogging (the tendency of a ship's extremities to droop, due to their lesser buoyancy compared with the fatter and well-supported mid-section), and only two British-built 80s saw service before 1815. However, with an extra pair of guns on the LD and (usually) two extra pairs on the UD (and these being 24pdrs rather than the 18pdrs of the 'Common Class' 74s), the broadside of an 80-gun ship was not significantly lighter than that of a 98-gun Second Rate, although the small three-decker continued to be better regarded for fleet actions, when the extra height of its third deck gave it an advantage over the lower two-decker.

CAESAR. Edward Hunt design approved 28.11.1783, the first British twodecker 80 since the 1690s.

Dimensions & tons: 181ft 0in, 148ft $3^{1}/_{8}$in x 50ft 3in x 22ft 11in. $1{,}991^{29}/_{94}$ bm.

Men: 650 (later 719?). Guns: LD 30 x 32pdr; UD 32 x 24pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Caesar Plymouth Dyd (M/Shipwright Thomas Pollard to 4.1793; completed by Edward Sison).

As built: 181ft 0in, 148ft 1in x 50ft 5in x 22ft 11in. $2{,}002^{74}/_{94}$ bm. Draught 13ft 8in / 19ft 0in.

Ord: 13.11.1783. K: 24.1.1786. L: 16.11.1793. C: 13.2.1794.

First cost: £59,786.

Commissioned: 12.1793 under Capt. Anthony Molloy. Led the British column at 'Glorious First of June' (Ushant) 1.6.1794; lost 18 killed, 71 wounded; however, Molloy was dismissed his ship for failing to prosecute action to his best ability. In 8.1794 under Capt. John Whitby (?as flagship of Cornwallis), then 1.1795 under Capt. William Mitchell,

2.1795 under Capt. William Murray (temp.) and 3.1795 under Capt. Charles Nugent. Refitted at Portsmouth (for £8,221) 2 – 3.1796. Refitted at Plymouth (for £10,999) 11.1797 – 6.1798. In 1797-98 under Capt. Roddam Home; in North Sea 1797 and Channel 1798. In 3.1799 under Capt. Sir James Saumarez, in the Mediterranean. From 1.1801 under Capt. Jahleel Brenton, as flagship of the now Rear-Adm. Saumarez (-1802); led squadron in action with Linois's squadron off Algeciras 6.7.1801 (9 killed, 33 wounded), and then in action in the Gut of Gibraltar 12.7.1801. In 4.1802 under Capt. Hugh Downman; paid off 8.1802. Refitted at Plymouth (for £37,300) 7.1804 – 6.1805. Recommissioned 5.1805 under Capt. John Rodd; in 7.1805 under Capt. Sir Richard Strachan; attempted attack on Brest fleet in Camaret Bay 21.8.1805; Strachan led detached squadron in action with Dumanoir's squadron 4.11.1805, taking all four French vessels (*Caesar* lost 4 killed, 25 wounded). From 9.11.1805 under Capt. Thomas Shortland, as flagship of the now Rear-Adm. Strachan. From 12.1805 – Summer 1806, pursuit of Leissègues and Willaumez. From 12.1806 under Capt. Charles Richardson (-1810), still Strachan's flagship. Off the Chesapeake 1.1807. Blockade of Rochefort 1807-08. From 1809 flagship of Rear-Adm. Robert Stopford; participated in destruction of three French 40s (*L'Italienne*, *Le Calypso* and *La Cybèle*) at Sables d'Olonne (the Basque roads) 24.2.1809, and in the attack on the Basque roads 12.4.1809. Walcheren operations 1809. In 1810-11 under Capt. William Granger; sailed for Portugal 13.3.1810; paid off 5.1811. In 1812 under Capt. Jeremiah Coghlan, repairing at Plymouth – to Ordinary in 1813. Fitted as an Army clothing depot ship at Plymouth 12.1813 - 2.1814. BU there 2.1821.

FOUDROYANT. Sir John Henslow design approved 16.5.1788.

Dimensions & tons: 184ft 0in, 151ft $5^{5}/_{8}$in x 50ft 6in x 22ft 6in. $2{,}054^{65}/_{94}$ bm.

Men: 650. Guns: LD 30 x 32pdrs; UD 32 x 24pdrs; QD 14 x 12pdrs; Fc 4 x 12pdrs (initially intended for 9pdrs on her QD and Fc, these were substituted by 12pdrs under AO 12.5.1788) + 2 x 32pdr carronades; RH 6 x 18pdr (later 4 x 24pdr) carronades. 10 of her 14 guns were replaced later by 32pdr carronades.

By 1830s she carried: LD 28 x 32pdrs + 2 x 68pdr (Miller's), UD 30 x 32pdrs + 2 x 68pdrs (Miller's), QD 4 x 32pdrs + 10 x 32pdr carronades, Fc 4 x 32pdrs + 2 x 32pdr carronades, RH nil.

Foudroyant (ex *Superb*, renamed 16.11.1788) Plymouth Dyd (M/Shipwright Thomas Pollard to 4.1793, then Edward Sison to 6.1795, completed by John Marshall).

As built: 184ft 8½in, 151ft 1¼in x 50ft 7¾in x 22ft 6in. $2{,}061^{57}/_{94}$ bm. Draught 14ft 3in / 18ft 7in.

Ord: 17.1.1788. K: 5.1789. L: 31.3.1798. C: 25.6.1798.

First cost: £60,685 (£49,356 for hull, masts and yards; £11,329 for rigging and stores).

Commissioned: 5.1798 under Capt. James Dacres; from 25.5.1798 under Capt. Sir Thomas Byard; in Warren's action off Ireland against Bompart's squadron 11.10.1798 (9 wounded); Byard died 31.10.1798, and ship under (temp.) Cmdr. William Butterfield. From 11.1798 under Capt. John Elphinston, as flagship of Vice-Adm. Lord Keith; sailed for the Mediterranean 6.12.1798. In 4.1799 under Capt. William Brown, then from 6.1799 under Capt. Thomas Hardy, as flagship of Rear-Adm. Lord Nelson (to 6.1800). From 10.1799 under Capt. Sir Edward Berry; blockade of Malta in 1800; took French 74-gun *Le Généreux* 18.2.1800, and 80-gun *Le Guillaume Tell* 30.3.1800. In 1801 under Capt. (acting) Philip Beaver, then William Young, later T Stephenson, all as flagship of Lord Keith; involved in Egypt operations. In 6.1801 under Capt. John Clarke Searle, then 9.1801 John Elphinston. Paid off at Plymouth 7.1802. Underwent Middling Repair at Plymouth 1 – 11.1803. Recommissioned 6.1803 under Capt. Peter Spicer, as flagship of Sir James Dacres, from 10.1803 flagship of Sir Thomas Graves in the Channel; from 3.1804 under Capt. Peter Puget. In 10.1805 under Capt. John White, as flagship of Vice-Adm. Sir John Warren; in action against French squadron 13.3.1806, taking 74-gun *Le Marengo*. In 1.1807 under Capt. Richard Peacock, then late 1807 under Capt. Norborn Thompson, at blockade of the Tagus. In 1808 under Capt. Charles Schomberg, as flagship of Rear-Adm. Sir Sidney Smith, for the South American station. In 1810 under Capt. Richard Hancock, as flagship of Adm. Michael de Courcy; returned to England 8.1812 and paid off 11.1812. Underwent Large Repair at Plymouth (for £83,220) 1.1815 – 4.1819. Guardship at Plymouth 1820. Small to Middling Repair at Plymouth (for £14,027) 10.1839 – 6.1840, then laid up in Ordinary. Fitted to receive Armstrong guns 3.1861, for training the Channel Squadron; gunnery training ship at Plymouth 1862-84. Attached to Cambridge 1890. Sold to J. Read 12.1.1892 then resold to German shipbreakers; later repurchased from Germany and refitted by J. R. Wheatley Cobb. Stranded on Blackpool Sands whilst on a fundraising and propaganda cruise 16.6.1897, and BU there; replaced by the frigate *Trincomalee* which took her name.

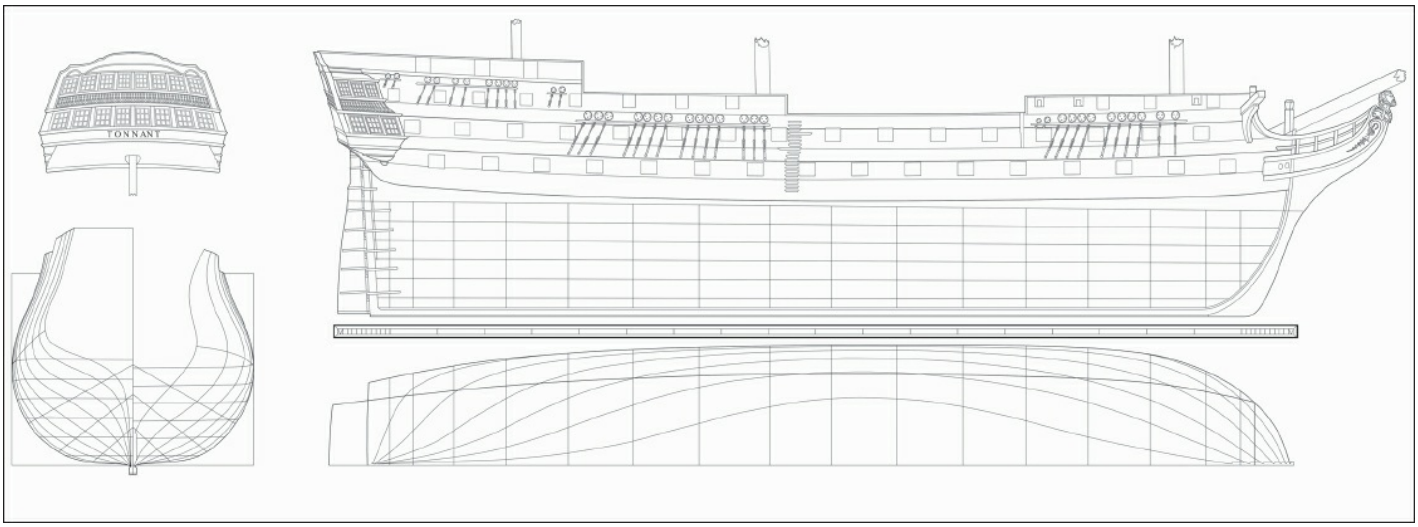
(B) Vessels acquired from 1 February 1793

Ex FRENCH PRIZES (1794-1800). All recent French 80s were built to a common specification and differed little (hence dimensions very similar). In French service, they carried 30 x 36pdrs (LD), 32 x 24pdrs (UD) and 18 x 12pdrs (QD & Fc, to which 4 x 36pdr obusiers were added). Of six such vessels taken by the British during the French Revolutionary War, all were built to a common design by Jacques-Noël Sané except two earlier vessels by Antoine Groignard (which were of differing designs).

Juste (French *Le Juste* [ex *Les Deux Frères*, renamed 9.1792], built 7.1782-1785 at Brest. L: 17.9.1784. Antoine Groignard design).



The first major fleet action of the Revolutionary War took place on 1 June 1794 due west of Ushant, a battle recorded by the British as the 'Glorious First of June' and by the French as 'Prairial'. Two French 80s – *Le Juste* and *Le Sans Pareil* – were taken and put into service with the British Navy. Four French 74s were also captured (and one sunk), but only one of the other four was commissioned in the British Navy. This contemporary print shows all the prizes being brought into Spithead.



Tonnant, 80 guns, as refitted 1806. The *Tonnant* was the first of a long series of large two-deckers built in France to a standard Sané design. They had sixteen LD ports per side, although the foremost was regarded as a bridle port and rarely armed. Several 80s taken from the French were put into service by the British, and these fast, weatherly and heavily armed ships were much admired by sea officers. However, they were less popular with the administrators, who found their relatively light scantlings and great length (with its resulting tendency to hogging) a maintenance nightmare, requiring more dockyard time and expenditure than their British equivalents.

Dimensions & tons: 193ft 4in, 159ft 3¾in x 50ft 3½in x 22ft 5½in. 2,143$^{18}/_{94}$ bm.

Men: 738. Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 2 x 24pdrs + 14 x 32pdr carronades; Fc 6 x 12pdrs + 2 x 32pdr carronades.

Taken by Lord Howe at the Glorious First of June (Ushant) 1.6.1794. Fitted at Portsmouth (for £20,331) 19.6.1794 – 3.10.1795. Registered in RN by AO 28.8.1794.

Commissioned: 8.1795 under Capt. William Cayley; in 10.1795 under Capt. Thomas Pakenham, for the Channel. Refitted at Portsmouth (for £24,089) 1 – 3.1797; recommissioned 2.1797 under Capt. William Kelly; paid off 6.1797. Recommissioned 6.1799 under Capt. Sir Henry Trollope; in 1.1801 under Capt. Herbert Sawyer, then 3.1801 Capt. Sir Thomas Williams, later Capt. Richard Dacres; part of Calder's squadron in pursuit of Ganteaume to West Indies; in 7.1801 under Capt. Sir Edmund Nagle. Laid up in Ordinary at Plymouth 4.1802. BU there 2.1811.

Ça Ira (French *Le Ça Ira* [ex *La Couronne*, renamed 9.1792], built 5.1781-10.1781 at Brest. L: 18.9.1781. Antoine Groignard & Pierre Degay design).

Dimensions & tons: This ship remained in the Mediterranean after her capture, and was never measured; she was apparently estimated at 2,210 bm.

Men: 738? Guns: LD 30 x 32pdrs; UD 32 x 24pdrs; QD 14 x 12pdrs + 8 x 32pdr carronades + 2 x 42pdr carronades; Fc 4 x 12pdrs.

Taken in Hotham's Action off Genoa on 14.3.1795.

Commissioned: 3.1795 under Capt. Charles Pater. Burnt by accident in San Fiorenzo Bay, Corsica 11.4.1796 (4 men died).

***Le TONNANT* Class.** (Jacques-Noël Sané design of 1789) Of eight ships built to this design, four were taken during this war and two more (see below) in 1805-06.

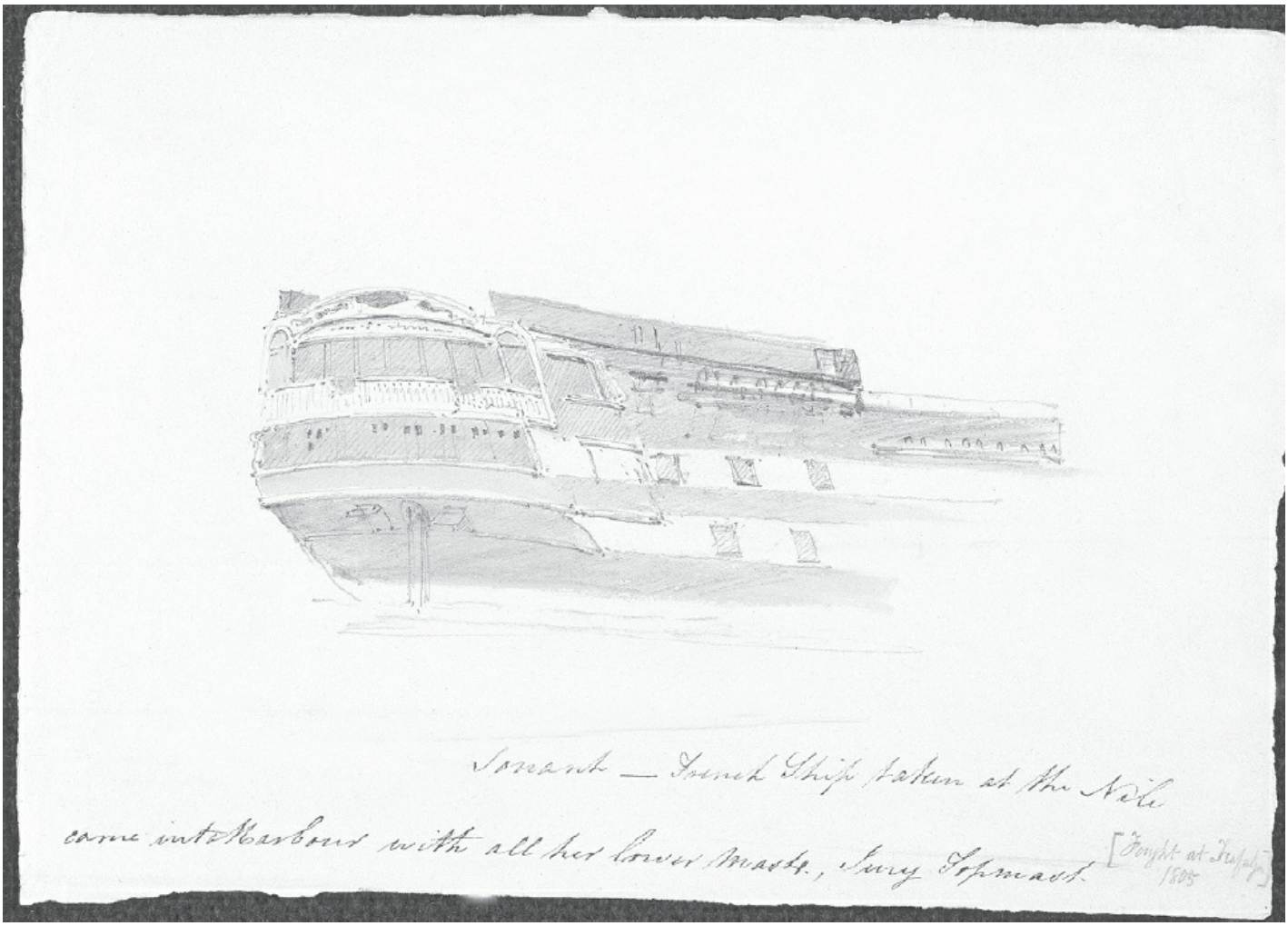
Sans Pareil (French *Le Sans Pareil*, built 10.1790 - 7.1793 at Brest. L: 8.6.1793).

Dimensions & tons: 193ft 0in, 158ft 11¼in x 51ft 6in x 23ft 4in. 2,242$^{22}/_{94}$ bm.

Men: 738. Guns: LD 30 x 24pdrs; UD 30 x 24pdrs (Gover's); QD 2 x 24pdr + 12 x 24pdr carronades; Fc 2 x 24pdr + 4 x 24pdr carronades. This was her service armament to 1806; she was disarmed as a sheer hulk from 1810.

Taken by Lord Howe at the Glorious First of June (Ushant) 1.6.1794. Fitted at Portsmouth (for £19,051) 20.6.1794 – 12.4.1795. Registered in RN by AO 20.8.1794.

Commissioned: 3.1795 under Capt. Lord Hugh Seymour, for the Channel; Seymour made Rear-Adm. 1.6.1795, so subsequently under Capt. William Browell, as flagship of Seymour (to 1798); at Île Groix 23.6.1795. Refitted at Portsmouth (for £11,062) 10 – 11.1796, for North Sea. Refitted at Portsmouth (for £18,578) 8 – 11.1798, for Channel. Under Capt. David Atkins 1.1799; in attempt on Spaniards in Aix roads 2.7.1799; under Capt. Charles Penrose 8.1799; sailed for Jamaica 20.11.1799, as flagship of Seymour (died 9.1801) then of Rear-Adm. Robert Montague; captured privateers *La Pensée* (4-gun) and *Le Sapason* (6-gun) 28.3.1800. Under Capt. James Katon 10.1801, still at Jamaica; in 8.1802 under Capt. William Essington; paid off 9.1802 and laid up at Plymouth. Fitted as a prison ship for Plymouth 1807. Converted to a sheer hulk there (for £7,484) 9 - 10.1810, and so served to 1838. BU 10.1842 at Plymouth.



Damage suffered by the *Tonnant* at Trafalgar, as drawn from life by John Livesay. Near the van of the Lee column during the battle, the *Tonnant* successively engaged three 74-gun ships – the *Monarca*, *L'Algéciras* and *San Juan Nepomuceno* – forcing all three to surrender in turn, but suffering accordingly. The note says that she came into harbour with all her lower masts, but jury topmasts.

Canopus (French *Le Franklin*, built 11.1794 – 3.1798 Toulon. L: 25.6.1797).

Dimensions & tons: 193ft 10in, 159ft 7in x 51ft 6¾in x 23ft 4½in. 2,258$^{77}/_{94}$ bm.

Men: 700. Guns: LD 32 x 32pdr; UD 32 x 18pdr; QD 2 x 18pdr + 12 x 32pdr carronades; Fc 2 x 9pdr + 4 x 32pdr carronades.

Taken at Aboukir Bay 2.8.1798. Registered & named 9.12.1798. Arrived at Plymouth 17.7.1799.

Commissioned: 12.1798 under Capt. Bartholomew James, as flagship of Admiral Philip Affleck (died 12.1799) off Lisbon; paid off into Ordinary 8.1799. Fitted (incomplete) at Plymouth 8 – 11.1801, completed 1.1803; recommissioned 4.1803 under Capt. John Conn, as flagship of Rear-Adm. George Campbell; joined Nelson's fleet off Toulon 8.1803. In 2.1805 under Capt. Francis Austen, as flagship of Rear-Adm. Thomas Louis (-1807); defects made good at Plymouth (for £31,804) 6 – 8.1806; took part – with rest of Duckworth's squadron – in pursuit of French squadron 1.1806 and subsequent action off San Domingo 5.2.1806 resulting in sinking or capture of five French ships of the line (losing 8 killed and 22 wounded). In 7.1806 under Capt. Thomas Shortland, sailed for the Mediterranean, still Louis's flagship; took part – again with Duckworth's squadron – in forcing of the Dardanelles 19.1.1807 and subsequent action with nine Turkish vessels sunk or taken. In 1808 under Capt. Charles Inglis (-1812), as flagship of Rear-Adm. George Martin (-1810); in action against French convoy and escorts in Gulf of Lyons 23.10.1809, driving French 80-gun *La Robuste* and 74-gun *Le Lion* ashore; flagship of Rear-Adm. Charles Boyles 1811-12; returned to England and paid off into Ordinary 2.1812. Large Repair at Plymouth (for £78,909) 3.1814 – 3.1816., then laid up. Fitted for sea at Plymouth (for £15,179) 5.1834. Between a Small and Middling Repair at Plymouth (for £20,816) 12.1839 – 5.1842. Fitted for sea at Plymouth (for £22,079) 1 – 5.1845. Laid up in Ordinary at Plymouth 5.1848. Fitted at Plymouth as a receiving ship 6 – 10.1862. Fitted there as a tender (to *Indus*) 2 – 4.1863. Fitted there as a mooring hulk 4 – 7.1869. Dismasted 4.1878. Sold to J. Pethick (for £1,750) 10.1887.

Tonnant (French *Le Tonnant*, built 11.1787 – 9.1790 Toulon. L: 12.10.1789).

Dimensions & tons: 194ft 2in, 160ft 0in x 51ft 9¼in x 23ft 3in. 2,281$^{3}/_{94}$ bm.

Men: 700. Guns: LD 32 x 32pdrs; UD 32 x 18pdrs; QD 2 x 18pdrs + 14 x 32pdr carronades; Fc 4 x 32pdr carronades.

Taken at Aboukir Bay 3.8.1798. Registered & named 9.12.1798. Arrived at Plymouth 17.7.1799.

Commissioned: 1.1799 under Capt. Loftus Bland in 1.1799; in 2.1799 under Capt. Robert Fitzgerald; laid up in Ordinary 7.1799. Middling Repair at Plymouth 12.1801 – 4.1803; recommissioned 3.1803 under Capt. Sir Edward Pellew; participated in Blockade of Ferrol.; in action with Calder's squadron off Cape Ortegal against *Le Duguay-Trouin* and *La Guerrière* 2.9.1803. In 5.1804 under Capt. William Jervis, then 3.1805 Capt. Charles Tyler; in Lee column at Trafalgar 21.10.1805, losing 26 killed and 50 wounded. Refitted at Portsmouth (for £17,890) 1 – 6.1806; recommissioned 5.1806 under Capt. Thomas Browne, as flagship of Rear-Adm. Eliab Harvey. In 7.1807 under Capt. Richard Hancock, as flagship of Rear-Adm. Michael de Courcy. Defects made good at Plymouth (for £18,197) 11 – 12.1809. In 1810 under Capt. Sir John Gore; paid off 7.1812. Small Repair at Chatham (for £17,978) 8 – 12.1813; then fitted for sea (for £19,743) 1 – 3.1814; recommissioned 1.1814 under Capt. Alexander Skene. In 10.1814 under Capt. Charles Kerr, as flagship of Vice-Adm. Alexander Cochrane on the North American station. In 11.1815 under Capt. John Tailour, for the Cork station as flagship of Rear-Adm. Sir Benjamin Hallowell; paid off into Ordinary 11.1818. BU at Plymouth 3.1821.

Malta (French *Le Guillaume Tell*, built 9.1794 – 7.1796 Toulon. L: 21.10.1795).

Dimensions & tons: 194ft 4in, 159ft 9$^{3}/_{8}$in x 51ft 7½in x 23ft 4in. 2,265$^{9}/_{94}$ bm.

Men: 780. Guns: LD 30 x 32pdrs + 2 x 68pdr carronades; UD 30 x 24pdrs; QD 18 x 24pdrs + 8 x 24pdr carronades; Fc 2 x 12pdrs; RH 2 x 68pdr carronades + 2 x 24pdr carronades.

Taken by *Foudroyant* and *Penelope* in the Mediterranean 30.3.1800. Arrived Portsmouth 23.11.1800, and completed fitting there 10.7.1801.

Commissioned: 5.1801 under Capt. Albemarle Bertie, for St Helens. Following a serious fire, paid off in 4.1802. Recommissioned 3.1803 under Capt. Edward Buller (but temp. Capt. William Granger 1.1805, off Cadiz); participated in Calder's Action on 22.7.1805. Flagship of Rear-Adm. Sir Thomas Louis, 8.1806; capture of French 44-gun *Le Président*; sailed for the Mediterranean 5.1.1807; participated in blockade of Cadiz 1807. Under Capt. William Shield 1807; blockade of Toulon 1808; subsequently under Capt. Robert Otway 1808; paid off 12.1808. Underwent Large Repair and fitted for foreign service (for £82,861) at Plymouth 7.1809 – 12.1811. Recommissioned 9.1811 under Capt. Charles Paget, as flagship of Rear-Adm. Sir Benjamin Hallowell; sailed for the Mediterranean 8.1.1812. Under Capt. William Fahie in 1.1815. Defects made good and fitted as a guardship at Plymouth (for £30,184) 11.1815 – 1.1816. Under Capt. Thomas Caulfield in 1.1816; paid off 7.1816 at Plymouth. Fitted as an Ordinary (*ie* reserve) depot ship at

Plymouth (for £14,909) 10 – 11.1831. BU at Plymouth 8.1840.

Ex SPANISH PRIZE (1797). One of a pair of 80-gun ships built at Cartagena 1768-69, this Spanish 80-gun ship was taken by *Captain* (under Nelson) and then served as 'Nelson's Patent Bridge' for the subsequent capture of the 112-gun *San Jose*; her sistership *San Vicente* was burnt three days later at Trinidad to prevent her capture by Harvey's squadron.

San Nicolas (Spanish *San Nicholas*, launched 1769 at Cartagena).

Dimensions & tons: 179ft 9½in, 148ft 4¾in x 49ft 7¼in x 20ft 1¼in. 1,942 bm.

Men: 719. Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 14 x 9pdrs; Fc 6 x 9pdrs.

Taken 14.2.1797 off Cape St Vincent by Sir John Jervis's fleet. Arrived at Plymouth 5.10.1797 and registered by AO 4.12.1797.

Commissioned: 8.1798 as prison ship under Lieut. William Styles; paid off 12.1800. Recommissioned 4.1801 under Lieut. Edward Collingwood; paid off 4.1802. In 7.1803 under Lieut. William Alfrey, then 10.1804 Lieut. William Snow (-1811) and 1811 Lieut. John Mould; paid off into Ordinary 1814 and sold at Plymouth (for £3,320) 3.11.1814.

(C) Vessels acquired from 18 May 1803

Ex FRENCH PRIZES (1805-1806). Two further units of *Le Tonnant* Class (see above for this Jacques-Noël Sané design) were captured by the RN in 1805-06 and added to the RN. The six prizes of this Class all remained in being in one form or another until 1815, but two disarmed in ancillary or hulked role. The four surviving as combatants to 1817 (*Canopus*, *Tonnant*, *Malta* and *Alexandre* – the last-named only nominally) were then reclassed as 84-gun Second Rates. Of the remaining two ships of this Class, *L'Indomptable* survived Trafalgar and escaped to Cadiz, but was wrecked four days later, while *Le Foudroyant* lasted to 1834. A slightly newer 80-gun ship, *Le Bucentaure*, was captured at Trafalgar on 21.10.1805, but was retaken the same day and then wrecked 23.10.1805 off Cadiz.

Brave (French *Le Formidable* [ex *Le Figuières*, renamed 5.1795], built 8.1794 – 10.1795 at Toulon. L: 17.3.1795).

Dimensions & tons: 194ft 6in, 159ft 7¾in x 51ft 5½in x 21ft 6in. 2,248$^{55}/_{94}$ bm.

Men: 690. Guns: LD 32 x 32pdrs; UD 30 x 18pdrs; QD 2 x 12pdrs + 14 x 32pdr carronades; Fc 2 x 12pdrs + 4 x 32pdr carronades.

Taken by Strachan's squadron off coast of Spain 4.11.1805. Arrived and laid up at Plymouth 11.11.1805.

Commissioned: 1.1808 under Capt. Richard Matson as a prison ship at Plymouth, and fitted as such (for £4,444). Later in 1808 under Lieut. John Riboleau, then 1810 Capt. Edward Hawkins, 1811 Lieut. Henry Raye, 1813 Lieut. William Styles and 11.1813 Capt. D'Arcy Preston. Fitted as a powder hulk there 7 - 10.1814. BU at Plymouth 4.1816.

Alexandre (French *L'Alexandre* [ex *L'Indivisible*, renamed 2.1803], built 5.1793 – 10.99 at Brest. L: 8.7.1799).

Dimensions & tons: 195ft 2in, 158ft 11$^{3}/_{8}$in x 51ft 4½in x 23ft 2in. 2,231$^{49}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken by Sir John Duckworth's Squadron off San Domingo 6.2.1806. Arrived Plymouth 11.5.1806.

Not Commissioned: Converted to a powder hulk at Plymouth 1808. Sold to Sedger at Plymouth (for £4,600) 16.5.1822.

Ex SPANISH PRIZES (1805). Of Spain's three remaining 80-gun ships in 1805 (the *San Eugenio* - built at Ferrol in 1775 – had been BU in 1804) the *San Rafael* was captured in Calder's Action in 7.1805. The remaining pair – *Neptuno* and *Argonauta* (built at Ferrol in 1795 and 1798) were both taken by Nelson's fleet at Trafalgar on 21.10.1805, but neither survived the subsequent storm, the first being retaken but later foundering, and the second being scuttled on Collingwood's orders.

San Rafael (Spanish *San Rafael*, launched 1772 at Havanna).

Dimensions & tons: 188ft 6in, 155ft 3$^{3}/_{8}$in x 50ft 10in x 20ft 9in. 2,130 (2,134$^{29}/_{94}$ by calc.) bm.

Men: 640. Guns: disarmed in British service.

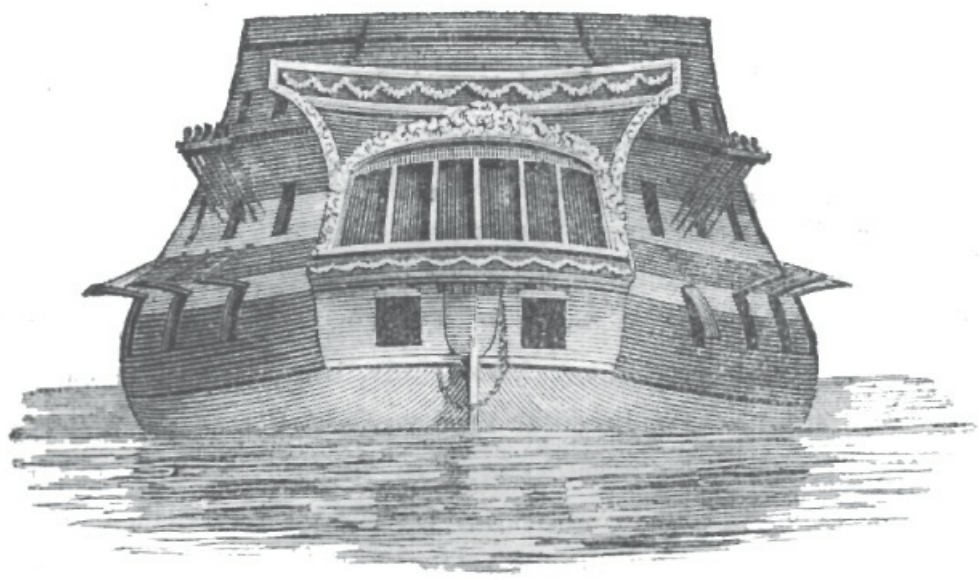
Taken 22.7.1805 off Cape Finisterre by Calder's squadron. Arrived at Plymouth 30.7.1805.

Not Commissioned: Remained in Ordinary (used as prison ship from 5.1808 under Lieut. Thomas Chambers) until sold at Plymouth 9.1810.

Ex DANISH PRIZES (1807). One Danish 84-gun ship and two 80-gun ships were taken by the British Navy on 7.9.1807; all had carried 36pdrs (LD) and 24pdrs (UD) in Danish service. However, the 1789-built *Neptunus* (sister to the *Waldemar*) was bilged on Hveen Island on her way to England, and destroyed.

Waldemar (Danish *Waldemar*, K: 1.12.1794. L: 13.9.1798. C: 1800 at Nyholm Dyd, Copenhagen; design by Ernst Stibolt).

Dimensions & tons: 185ft 6¼in, 152ft 11$^{3}/_{8}$in x 50ft 10¼in x 20ft 6in. 2,103$^{66}/_{94}$ bm.



This engraving from the *Naval Chronicle* shows the stern of the Danish-built *Christian VII*, which the British found both curious and interesting. Successively developed over several ships by the Danish constructor F. C. H. Hohlenberg, the design featured a very narrow transom, with sharply inclined sides from about the last five gunports to the stern, so that at least four broadside guns could fire on the quarters. The British also noted that Danish vessels were built without wales along each side, being consequently very smooth sided. The *Christan VII*'s much-admired lines (but not the Hohlenberg stern) were copied not only for a British 80-gun design, but also scaled down for the 74-gun *Black Prince* Class and the 50-gun *Jupiter* Class.

Men: 670. Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 4 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at Copenhagen 7.9.1807. Arrived Portsmouth 2.12.1807 and laid up. Never refitted for service. Her intended renaming as *Yarmouth* in 1809 was cancelled. Fitted as a prison ship at Portsmouth 12.1811 – 10.1812.

Commissioned: 12.1812 under Lieut. Peter Despourins, then Lieut. Stephen Perdrieau as a prison ship from 1813. Receiving ship there 1814, then to Ordinary in same year. BU at Portsmouth 8.1816.

Christian VII (Danish *Christian den Syvende*, K: 20.4.1800. L: 29.7.1803. C: 1805 at Nyholm Dyd, Copenhagen; design by F. C. H. Hohlenberg).

Dimensions & tons: 187ft 2¼in, 154ft 10½in x 51ft 0in x 21ft 7in. 2,131$^{16}/_{94}$ bm.

Men: 670. Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades (from 10.1810 - 6 x 24pdr Govers + 12 x 32pdr carronades); Fc 2 x 12pdrs + 2 x 32pdr carronades (from 10.1810 - 2 x 24pdr Govers + 2 x 32pdr carronades); RH 4 x 18pdr carronades.

Taken at Copenhagen 7.9.1807. Arrived at Portsmouth 25.11.1807. Completed fitting at Portsmouth (for £27,230) 11.9.1808.

Commissioned: 5.1808 under Capt. Sir Joseph Yorke, for the Channel. Her intended renaming as *Blenheim* in 1809 was cancelled. In 5.1810 under Capt. Woodley Losack, then in 6.1810 under Capt. Richard Harward, as flagship of Vice-Adm. Sir Edward Pellew, off Texel. Subsequently under Capt. George Charles MacKenzie in 4.1811, and Capt. Edward Griffith in 5.1811; flagship of Adm. William Young 1811-12, in the Downs. From 2.1812 under Capt. ? Browne, as flagship of Rear-Adm. Philip Durham; in 4.1812 under Capt. Henry Lidgbird Ball, still Durham's flagship off Texel. Fitted as a lazarette at Chatham (for £1,805) for Stangate Creek 12.1813 - 7.1814, serving the quarantine service there until 1834. BU at Chatham 3.1838.

***ROCHFORT* Class.** An 1809 design by (Chevalier) Jean-Louis Barrallier. The work was commenced on both ships on the site formerly occupied by Messrs. Jacobs & Sons, which had gone into liquidation in 1800, when the designer Barrallier, who was supervising their construction, leased the site on behalf of the Navy Board. Under him, the Master Shipwrights responsible for the actual work were William Stone (1.7.1810 to 9.6.1813), then briefly Henry Canham (10.6 – 16.8.1813) and finally Edward Churchill (from 18.8.1813) until 1815, when the entire Establishment was transferred across to the south side of the Haven at Pater (subsequently Pembroke Dock).

Dimensions & tons: 192ft 9½in, 160ft 6½in x 49ft 4½in x 21ft 10in. 2,081$^{77}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 18pdrs + 6 x 32pdr carronades; RH 6 x 18pdr carronades.

Rochfort Milford Dyd (M/Shipwright – see Notes above).

As built: 192ft 8½in, 160ft 6½in x 49ft 4½in x 21ft 10in. 2,081$^{77}/_{94}$ bm. Draught 13ft 8in / 17ft 8in.

Ord: 1.6.1809. K: 8.1809. L: 6.4.1814. C: 7.5 – 15.6.1814 (for Ordinary), then 8 - 10.1815 (for Sea) all at Plymouth Dyd.

Commissioned: 7.1815 under Capt. Sir Archibald Dickson, for the Mediterranean. Flagship of Rear-Adm. Sir Thomas Fremantle in the Mediterranean 1816-19. In 1818 under Capt. Sir Andrew Green. Guardship at Portsmouth 5.1818. Small Repair and fitted for sea at Portsmouth 8.1818 – 1.1819; under Capt. Andrew Green 8.1818. Fremantle died 12.1819. Under Capt. Charles Marsh Schomberg 4.1820, as flagship of Vice-Adm. Sir Graham Moore; sailed for the Mediterranean 11.8.1820. Paid off 4.1824. BU completed at Chatham 20.6.1826.

Sandwich Milford Dyd (M/Shipwright – see Notes above).

Ord: 14.10.1809. K: 12.1809. L: … . Cancelled 22.3.1811.

***WATERLOO*.** A Henry Peake design of 1809. Whilst begun as *Talavera*, this ship had two changes of name before finally coming into service.

Dimensions & tons: 192ft 0in, 159ft 10in x 49ft 0in x 21ft 0in. 2,041$^{26}/_{94}$ bm. 3,307 disp.

Men: 650. Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades. From 1839, LD 26 x 32pdrs+ 4 x 68pdr/8in; UD 30 x 32pdrs + 2 x 68pdr/8in; QD 6 x 32pdrs + 8 x 32pdr carronades; Fc 2 x 32pdr carronades.

Waterloo (ex *Talavera*) Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 192ft 0in, 159ft 7$^{3}/_{8}$in x 49ft 2½in x 21ft 0in. 2,056 bm. Draught 13ft 9in / 16ft 11in.

Ord: 29.8.1809. K: 11.1813. Renamed *Waterloo* by AO 23.7.1817. L: 16.10.1818. C: 28.10.1818 (for Ordinary). Renamed *Bellerophon* by AO 5.10.1824. Made good defects and fitted for demonstration at Portsmouth (for £8,196) 3.1833. Finally fitted for sea at Portsmouth (for £10,487) 3 - 7.1836.

First cost: £72,217 (fitted £85,473).

Commissioned: 4.1836 under Capt. Samuel Jackson, as flagship of Rear-Adm. Sir Charles Paget; Capt. Charles Austen from 4.1838. Saw service in Mediterranean 1838-42 (bombardment of Acre 3.11.1840); paid off into Ordinary 6.1841 Fitted as 'advanced ship' at Portsmouth (for £15,568) 5 – 12.1843, then in Ordinary there until 1847. Fitted for sea at Portsmouth (for £11,950) 10 – 12.1847. Saw more service in Mediterranean, then in Black Sea (bombardment of Sebastopol 11.6.1854). Fitted as a receiving ship at Portsmouth 10.1855 - 10.1856. Sold to J. Read, Jnr, Portsmouth to BU 12.1.1892 (sailed thence 13.4.1892).

***CAMBRIDGE*.** A 1810 design, based on Danish *Christian VII*, a prize of 1807. Later re-classed as 82 guns, but subsequently reverted to 80-gun. Launched on the day after Napoleon's abdication.

Dimensions & tons: 187ft 2in, 154ft 10½in x 50ft 9½in x 21ft 7in. 2,125$^{27}/_{94}$ bm.

Men: 700 (630 peacetime). Guns: LD 30 x 32pdrs; UD 32 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades. [12pdrs replaced by Congreve's 24pdrs in 1823, and then in 1839 re-armed as for *Waterloo* above.]

Cambridge Deptford Dyd (M/Shipwright Robert Nelson to 7.1813, completed by William Stone).

As built: 187ft 2¼in, 154ft 10½in x 50ft 11½in x 21ft 7in. 2,139 bm. Draught 14ft 11in / 17ft 3in.

Ord: 16.7.1810. K: 12.1811. L: 23.6.1815. C: 12.1823 at Chatham (as guardship).

First cost: £82,556 (+ fitting £27,389).

Commissioned: 6.1823 under Capt. Thomas Maling. South America 1823-27. Between Small and Middling Repair at Chatham (for £14,904) 10.1827 – 10.1828. At Chatham to 1829, then Sheerness to 1834. Small Repair and fitted for sea at Sheerness (for £22,093) 1.1838 – 4.1840; recommissioned 1.1840 under Capt. Edward Barnard, for service in the Mediterranean 1840 (on Syrian coast) – 1842, then paid off into Ordinary at Plymouth 1.1843. Fitted as a gunnery training ship at Plymouth (for £5,373) 8.1856; recommissioned 9.8.1856. BU (by AO 7.10.1868) completed at Plymouth 22.3.1869.

***GANGES* (or *FORMIDABLE*) Class.** Seppings's recent innovation of diagonal bracing meant that longer two-deckers could now be built with less danger of hogging than before; the large 80-gun ship became a more practical proposition. The 80-gun ship could now replace the 74-gun ship as the 'standard' battleship. As a model, the *Canopus* (French prize *Le Franklin*, see above) was copied, and the first vessel to this design was ordered seven weeks before Waterloo, with a second following a year later. Under the Admiralty re-classification effective 2.1817, these 80-gun Third Rates were reclassed as 84-gun Second Rates, with a further seven vessels to this design ordered in 1817 and 1819. Only the building details for the first two are detailed below, as this Class belonged to the post-war era.

This class went through a series of design modifications after the first vessel (*Ganges*) was begun, later ships having a round stern.

Dimensions & tons: (original) 193ft 10in, 160ft 2$^{5}/_{8}$in x 51ft 5¼in x 22ft 6in. 2,254$^{79}/_{94}$ bm.

(As modified) 195ft 4½in, 161ft 11½in x 51ft 5¼in (52ft 4½in oa) x 22ft 6in. 2,279$^{29}/_{94}$ bm.

Men: 700. Guns: LD 30 x 32pdrs; UD 32 x 24pdrs; QD 4 x 24pdrs + 14 x 32pdr carronades; Fc 2 x 24pdrs + 2 x 32pdr carronades.

Formidable Chatham Dyd (M/Shipwright George Parkin).

As built: 196ft 1½in, 162ft 0$^{1}/_{8}$in x 51ft 6½in (52ft 3½in oa) x 22ft 6in. 2,289$^{28}/_{94}$ bm. Draught 13ft 8in / 18ft 1in.

Ord: 8.5.1815. K: 10.1819. L: 19.5.1825. C: 5.8.1825 (for Ordinary).

First cost: £64,342 to build.

Ganges East India Company, Bombay. (M/Shipwright Jamsetjee to 8.1821, then Nowrajee Jamsetjee)

As built: 196ft 5½in, 162ft 3½in x 51ft 5½in (52ft 2½in oa) x 22ft 6in. 2,285$^{81}/_{94}$ bm.

Ord: 4.6.1816. K: 5.1819. L: 10.11.1821. C: 12.10.1822 - 7.1.1823 at Portsmouth (as guardship).

First cost: £59,865 (paid by East India Company) + £14,633 (supplied by Bombay Dyd) to build, plus £30,323 fitting at Portsmouth.

Third Rates of 74 guns – 24pdr type

(A) Vessels in service or on order at 1 February 1793

There were no 74-gun ships armed with 24pdrs on the UD in service in 1793 – the *Triumph* and *Valiant* below having been re-armed with 18pdrs on that deck; but the type was established with a complement of 650 men (602 officers, seamen and marines; 42 servants and boys; and 6 'widows' men': increased by 2 officers but reduced by 10 servants and boys to 642 in 4.1794) and ordnance of 28 x 32pdrs, 30 x 24pdrs and 16 x 9pdrs, giving a broadside of 880 lbs – to which the new carronade Establishment of 11.1794 added 2 x 32pdr type and 6 x 18pdr type, to give a 966 lbs broadside.

***TRIUMPH* Class.** The first and, for 30 years, the only British 74-gun ships to mount a 24pdr armament on the upper deck; they were initially ordered on 11.1.1757 as extra units to the *Dublin* Class (see under 18pdr type below) and named 17.3.1757; on 30.3.1757 both were re-ordered to a 1,558-bm design, and then again re-ordered on 21.5.1757 to a new and considerably larger design copied from the lines of the French *L'Invincible* (captured 1747). By 1793 both had been re-armed with 18pdrs on the UD replacing 24pdrs, but to better

reflect the process of design development they are included here with the other 24pdr-armed 74s. Both ships were in Ordinary in 1793, were re-commissioned for wartime service but were disarmed as lazarettes before 1815.

Dimensions & tons: 171ft 3in, 139ft 0in x 49ft 3in x 21ft 3in. $1{,}793^{35}/_{94}$ bm.

Men: 650 (635 from 1794). Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 14 x 9pdrs; Fc 2 x 9pdrs.

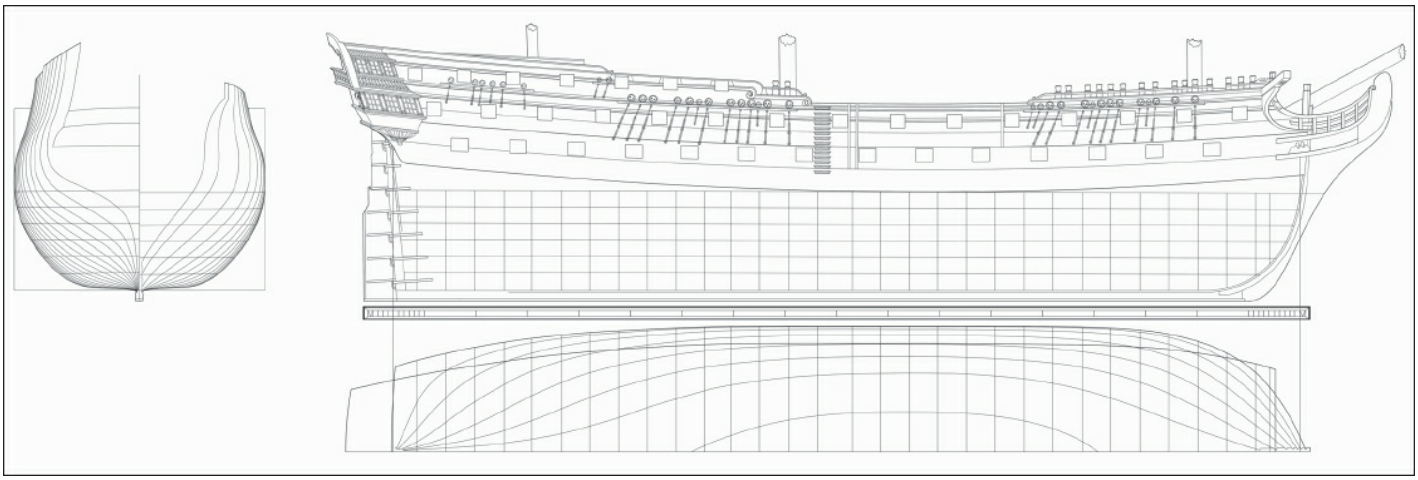
Valiant Chatham Dyd (M/Shipwright John Lock).

As built: 171ft 2¾in, 139ft 9in x 49ft 4in x 21ft 2¾in. $1{,}799^{41}/_{94}$ bm.

Ord: 21.5.1757. K: 1.2.1758. L: 10.8.1759. C: 9.10.1759.

First cost: £42,589.5.10d (including fitting).

Commissioned: 8.1759 under Capt. William Brett; under Capt. Adam Duncan from 1761 until paid off 7.1764. Underwent Large Repair at Chatham (for £36,297.10.10d) 10.1771 – 5.1775; fitted there 1.1777. Recommissioned 11.1777 – 1783 (refitted and coppered at Portsmouth for £7,149.13.0d 5 – 8.1780). Repaired at Plymouth (for £27,446.17.11d) 2.1785 – 7.1786. Fitted for Channel service (for £13,361.19.2d) 5 – 6.1790. Recommissioned in 5.1790 under Capt. HRH the Duke of Clarence, for the Spanish Armament; then paid off 1790. Fitted at Portsmouth (for £10,301) 10.1793 – 3.1794; recommissioned 10.1793 under Capt. Thomas Pringle; in Howe's fleet on Glorious First of June off Ushant 1.6.1794; had 2 killed, 9 wounded; at Île Groix 23.6.1795. Under Capt. James Larcom in 7.1795, then Capt. Eliab Harvey 9.1795; sailed for Jamaica 11.8.1796. In 1797 under Capt. Edmund Crawley; (with *Thunderer*) destroyed French 44-gun *L'Harmonie* at San Domingo 17.4.1797; took 16-gun privateer *La Magicienne* 10.1797 – 3.1798 in West Indies. In 1799 under Capt. John Cochet. Made good defects at Portsmouth (for £11,294) 10 – 11.1795. Fitted as a lazarette at Chatham (for £1,506) 10 - 11.1799, for Stansgate Creek. Under Capt. John Bligh at Jamaica 1803-04? BU at Sheerness 4.1826.



Mars, 74 guns, as designed. While the 1785-designed *Brunswick* had been built to a much larger design than the preceding 'Common Class' 74s, it carried a similar armament. The succeeding *Mars* Class shown here utilised similar large dimensions to mount increased ordnance, with thirty 24pdrs on the UD instead of 18pdrs.

Triumph Woolwich Dyd (M/Shipwright Israel Pownoll to 5.1762, completed by Joseph Harris).

As built: 171ft 3in, 138ft 8in x 49ft 9in x 21ft 3in. $1{,}825^{54}/_{94}$ bm.

Ord: 21.5.1757. K: 2.1.1758. L: 3.3.1764. C: 18.4.1764.

First cost: £33,252.3.5d (including fitting).

Commissioned: 1.1771 for Falkland Islands dispute. Fitted at Chatham (for £7,939.12.4d) 3.1771; fitted as a guardship 12.1771. Fitted as a guardship at Sheerness 12.1774. Fitted at Chatham (for £8,470.9.7d) 8.1778 – 3.1779. Wartime service in West Indies/North America 10.1778 – 11.1781. Refitted and coppered (for £5,853.17.1d) 12.1779 – 2.1780. Small to Middling Repair at Chatham (for £18,321.1.6d) 5 – 11.1782; fitted at Portsmouth as a guardship 7.1783. Great Repair at Portsmouth (for £46,499) 1.1792 – 1.1795. Recommissioned 11.1794 under Capt. Sir Erasmus Gower; in Cornwallis's retreat 16 – 17.6.1795. Under Capt. William Essington in 9.1797, in North Sea; at Camperdown 11.10.1797. Under Capt. Thomas Seccombe in 4.1799, flagship of Vice-Adm. Lord Collingwood from 6.1799; sailed for the Mediterranean 1.6.1799. Under Capt. Eliab Harvey in 1800, in the Channel. Under Capt. Sir Robert Barlow in 8.1801 (-1804), joined Toulon blockade. Paid off 4.1804. Fitted at Portsmouth 3 – 5.1805. Recommissioned 4.1805 under Capt. Henry Inman; in Calder's Action 22.7.1805; in Strachan's squadron for chase of Leissègues and Willaumez. Under Capt. Sir Thomas Hardy from 5.1806 (-1809), in Strachan's squadron; to Halifax station 1807; in Beresford's squadron off Lorient 1.1809. Under Capt. Samuel Hood Linzee 1809; sailed for Portugal 22.4.1809; off Cadiz 1811. Paid off into Ordinary at Plymouth 1812. Fitted at Plymouth as a Lazarette 7 - 10.1813 for Milford. BU at Pembroke 6.1850.

***MARS* Class**. Sir John Henslow design approved (probably) 22.3.1788. Both ships were named by AO 23.10.1788.

Dimensions & tons: 176ft 0in, 144ft 3in x 49ft 0in x 20ft 0in. $1{,}842^{24}/_{94}$ bm.

Men: 640 (635 from 1794). Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 12 x 9pdrs; Fc 4 x 9pdrs.

Mars later QD 2 x 24pdrs + 12 x 32pdr carronades; Fc 2 x 24pdrs + 2 x 32pdr carronades.

Mars Deptford Dyd (M/Shipwright Martin Ware).

As built: 176ft 0in, 144ft 1in x 49ft 2in x 20ft 0½in. $1{,}852^{62}/_{94}$ bm. Draught 12ft 7in / 17ft 5in.

Ord: 17.1.1788. K: 10.1789. L: 25.10.1794. C: 8.11.1794.

First cost: £50,270 (incl. fitting).

Commissioned: 11.1794 under Capt. Charles Cotton. In Cornwallis's Retreat 16-17.6.1795. In 2.1797 under Capt. Alexander Hood; at Spithead mutiny 4.1797; took French 74-gun *L'Hercule* off Brest 21.4.1798 (30 killed including Hood, 60 wounded). in 4.1798 under Capt. George Shirley, then 7.1798 Capt. John Manley. In 5.1799 under Capt. John Monkton, as flagship of Rear-Adm. George Berkeley, at blockade of Rochefort; in attack on Spanish squadron in Aix roads 2.7.1799. In 1.1801 under Capt. Robert Lloyd, as flagship of Rear-Adm. Edward Thornbrough, at blockade of Brest (-1802). Middling Repair at Plymouth 9.1802 – 4.1803. Recommissioned 3.1803 under Capt. John Sutton; to blockade of Brest; (temp.) under Capt. Samuel Pym 5.1805. Under Capt. George Duff 1804, as flagship of Rear-Adm. Thomas Russell, off Ferrol. In Lee column at Trafalgar; had 29 killed (including Duff), 69 wounded; Lieut. William Hennah succeeded to command. From 12.1805 under Capt. Robert Oliver; took 40-gun *Le Rhin* off Rochefort 18.7.1806. Under Capt. William Lukin 8.1806 (-1810); in Hood's Action off Rochefort 25.9.1806; in Sir Richard Keats's fleet for Copenhagen expedition 8.1807; autumn 1807 and 1808 in the Baltic. In 1810? under Capt. John Carden; sailed for Portugal 22.10.1810. In 1812 under Capt. Henry Raper, in the Baltic. Laid up 12.1812. Fitted as receiving ship at Portsmouth 1813. BU there 10.1823.

Centaur Woolwich Dyd (M/Shipwright William Rule to 2.1793, completed by John Tovery).

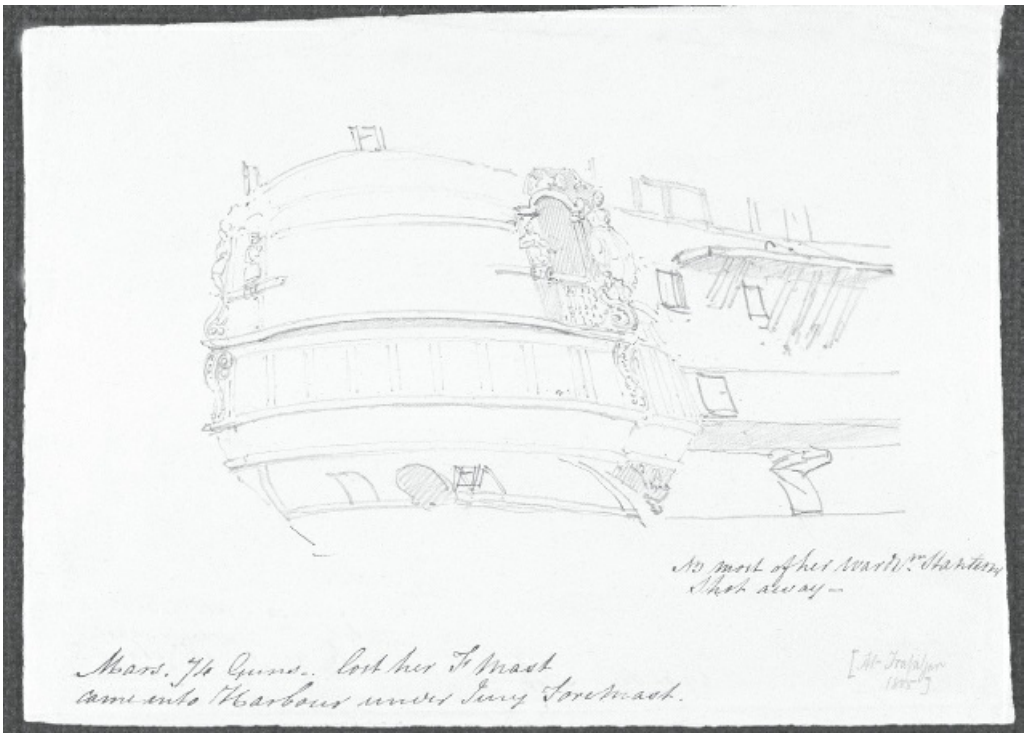
As built: these details quoted as identical to design (above). Draught 13ft 0in / 17ft 9in.

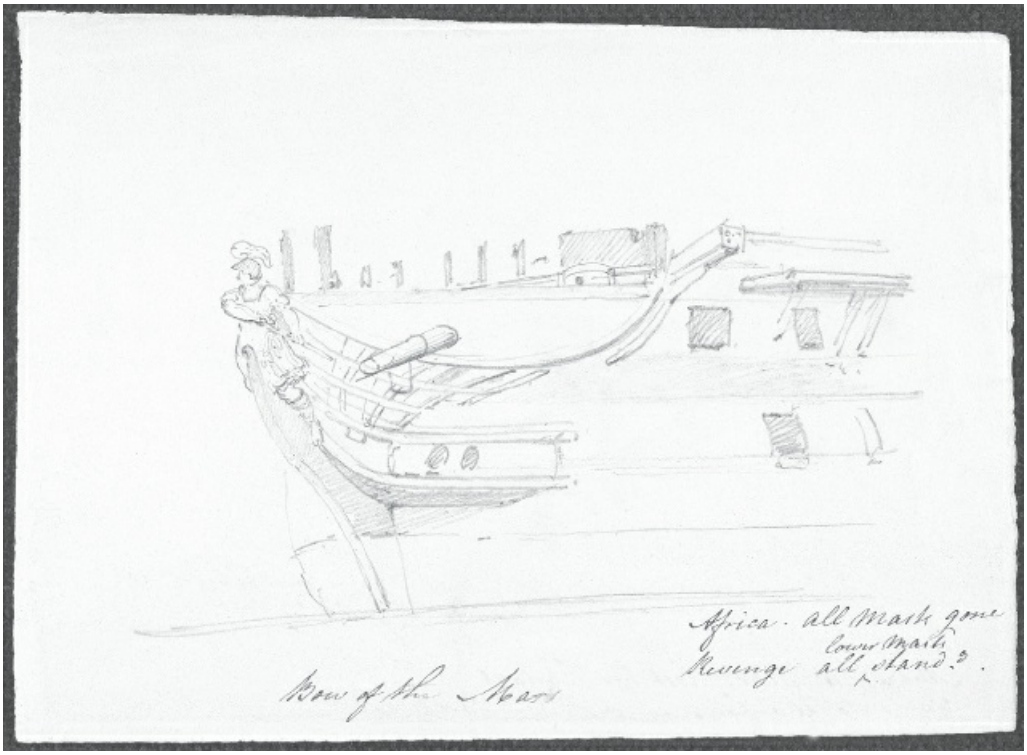
Ord: 17.1.1788. K: 11.1790. L: 14.3.1797. C: 11.6.1797.

First cost: £59,538 (incl. fitting).

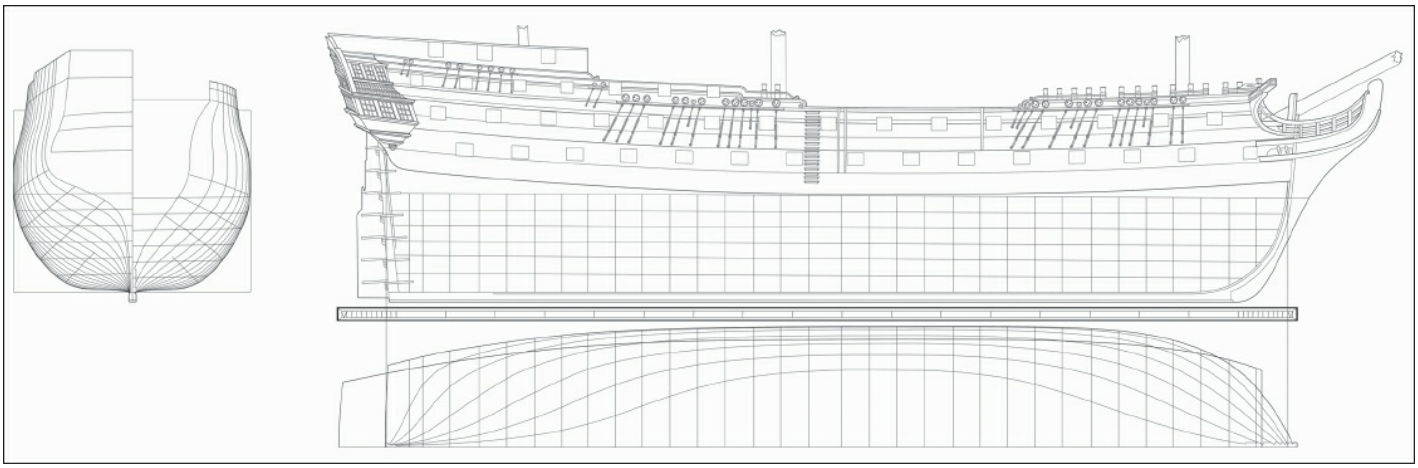
Commissioned: 3.1797 under Capt. John Markham; sailed for the Mediterranean 2.6.1798; occupation of Minorca 11.1798; took 14-gun privateer *La Vierga del Rosario* 2.2.1799; (with *Cormorant*) destroyed 40-gun *El Guadaloupe* near Cape Orapesa 16.3.1799; capture of French squadron (40-gun *Le Junon*, 36-gun *L'Alceste*, 32-gun *La Courageuse*, 18-gun *La Salamine* and 14-gun *L'Alerte*) off Cape Sicié 19.6.1799. From 3.1801 under Capt. Sir Harry Neale; and 10.1801 Capt. Arthur Legge. From 4.1802 under Capt. Bendall Littlehales, as flagship of Commodore Samuel Hood (to 1810?); recapture of St Lucia 22.6.1802 and Tobago 25.6.1802; capture of Dutch islands; took 14-gun *Hippomenes* 20.9.1802. In 1804 under Capt. Murray Maxwell (still Hood's flagship); seizure of Diamond Rock 1.1804; cut out 16-gun *Le Curieux* from Port Royal 3.2.1804; capture of Surinam 30.4 – 5.5.1804. In 1805 under Capts. Charles Richardson, Henry Whitby (temp.) and John Talbot (12.1805). Middling Repair at Plymouth (for £41,413) 2 – 6.1806; in Strachan's squadron in pursuit of Leissègues and Willaumez; boats of squadron cut out 18-gun *Le César* of the Gironde 15.7.1806; Hood's squadron took three 40-gun frigates

(*La Gloire*, *L'Infatigable* and *L'Armide*) off Rochefort 24.9.1806. Under Capt. William Webly 1807, in Copenhagen expedition 8.1807; Hood made Rear-Adm. 10.1807; occupation of Madeira 12.1807; operations in Baltic 1808; (with *Implacable*) took Russian 74-gun *Sewolod* 26.8.1808; Scheldt operations 1809; sailed for the Mediterranean 2.11.1809. Defects made good (for £15,253) 11.1812 – 1.1813. Under Capt. Thomas Caulfield 9.1814; in North America. Laid up at Plymouth 11.1815. BU at Plymouth 11.1819.





The *Mars* suffered considerable damage at Trafalgar, her stern being first raked by the 74-gun *Monarca* and *L'Algésiras*. She was then attacked by two more 74s, *Le Fougueux* and *Le Pluton*, whose fire decapitated Capt. Duff. These drawings were produced by John Livesay in January 1806 and sent to the famous marine artist Nicholas Pocock under whose name some appeared in engraved form in the *Naval Chronicle*. Livesay was the Drawing Master of the Naval Academy at Portsmouth, and was an accomplished artist in his own right. The notes state 'most of her wardroom stantions [*sic*] shot away', and that she came into harbour under jury foremast. The bow view also notes that the *Africa* had 'all masts gone' but *Revenge* had 'all lower masts standing'.



Revenge, 74 guns, 1805. Like most of the ships that fought at Trafalgar, the *Revenge* was painted with a 'chequer-board' pattern of yellow strakes along each tier of ports, but with the port lids painted black (as was the rest of the hull), following Nelson's preferred scheme. With the wounded Capt. Moorsom being invalided out when the ship docked at Portsmouth at the start of 1806, his temporary replacement Capt. Fleeming had the chequer pattern painted out, substituting a single strake, but a month later Fleeming was replaced by Sir John Gore, who had the chequers reinstated.

(B) Vessels acquired from 1 February 1793

***REVENGE* Class**. Sir John Henslow design, approved 27.10.1796 as a 74-gun ship (the previous day's order had been for an 80-gun ship). Completed as a 74, later classed as a 78, then a 76.

Dimensions & tons: 182ft 0in, 150ft 3in x 49ft 0in x 20ft 9in. 1,918$^{83}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 14 x 9pdrs (later 6 x 12pdrs + 10 x 32pdr carronades); Fc 4 x 9pdrs (later 2 x 9pdrs + 2 x 32pdr carronades); RH 6 x 18pdr carronades.

Revenge Chatham Dyd (M/Shipwright Edward Sison to 7.1801, then David Polhill to 3.1803, completed by Robert Seppings).

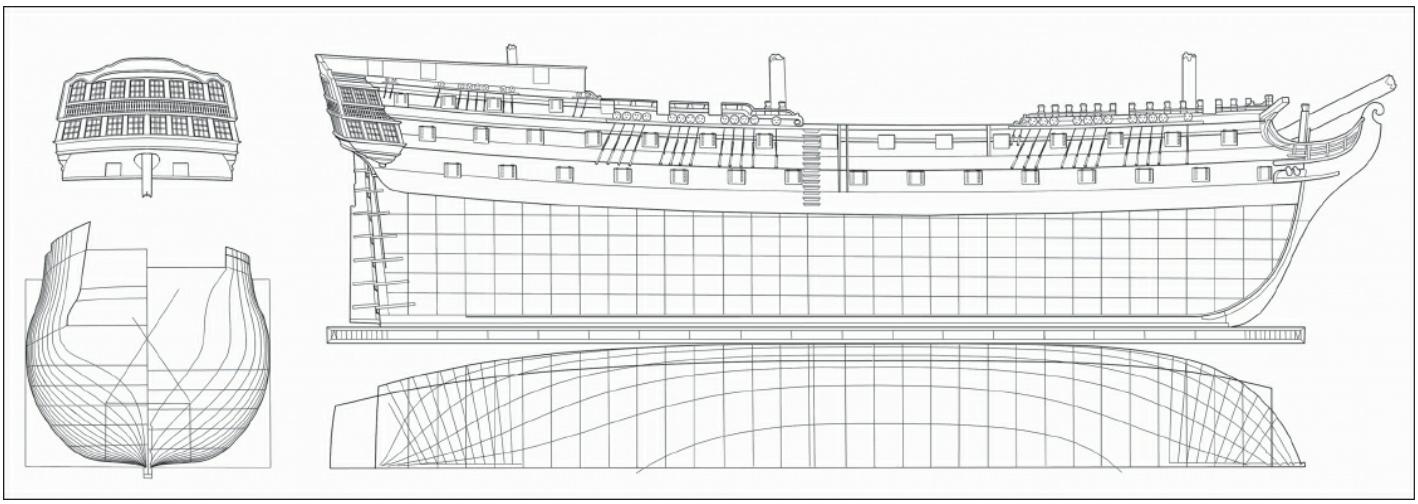
As built: 181ft 11in, 150ft 0½in x 49ft 2in x 20ft 9in. 1,929$^{26}/_{94}$ bm. Draught 13ft 4in / 18ft 3in.

[as rebuilt 1823: 183ft 2¼in, 150ft 5½in x 49ft 5in x 21ft 1in. 1,954$^{34}/_{94}$ bm.]

Ord: 26.10.1796 (named AO 14.2.1797). K: 8.1800. L: 13.4.1805. C: 23.6.1805.

First cost: £58,653 (including fitting).

Commissioned: 4.1805 under Capt. Robert Moorsom, for Channel fleet. In Lee column at Trafalgar 21.10.1805; lost 28 dead, 51 wounded. Refitted at Portsmouth (for £10,687) 12.1805 – 2.1806. Recommissioned 1.1806 under Capt. Charles Fleeming; in 2.1806 under Capt. Sir John Gore (-1807); boat attack on shipping in the Gironde 16.7.1806; Sir Samuel Hood's action off Rochefort 25.9.1806; sailed for the Mediterranean 26.2.1807 (for blockade of Cadiz). From 8.1808 under Capt. Charles Paget (to 1810); under Capt. John Bligh (temp.) in 1.1809; attack on shipping in Basque roads 12.4.1809 (temp. under Capt. Alexander Kerr); again under Bligh (temp.) for passage to UK 1809. In Walcheren expedition 1809. Sailed with East Indies convoy 10.6.1810. In 10.1810 under Capt. Sir John Gore (- 1812?); took 16-gun privateer *Le Vengeur* off Cherbourg 17.10.1810. Under Capt. J(ames or John) Nash (temp.) in 1811. Refitted at Portsmouth (for £15,110) 4 – 6.1811. Under Capt. Charles Bateman (temp.) as flagship of Rear-Adm. Arthur Legge; sailed for the Mediterranean 18.12.1812. Paid off into Ordinary 8.1814 at Chatham. Large Repair, rebuilt with a circular stern and fitted for a flag officer for foreign service at Chatham (for £76,919) 2.1818 – 8.1823. Fitted as a guardship at Portsmouth (for £12,142) 6.1827 – 1.1828. Fitted as a guardship at Plymouth (for £18,617) 11.1830 – 5.1831. Fitted for sea and for demonstration at Portsmouth (for £17,178) 1.1838 – 8.1839; re-rated 76 guns 1839. Recommissioned 1840 under Capt. William Waldegrave; bombardment of Acre 3.11.1840. Paid off 1842 at Sheerness; surveyed there 4.1849. BU at Sheerness 10.1849.



Bulwark, 74 guns, as designed. Although ordered at Portsmouth in 1794, this Ruledesigned vessel was not laid down until 1804, initially under the name *Scipio*, but was renamed *Bulwark* while on the stocks and not finally brought into service until 1807. Her design was clearly considered a success, as a modified version (*Valiant*) was ordered as late as 1825, but in the event this vessel was cancelled.

***BULWARK* Class**. Sir William Rule design.

Dimensions & tons: 182ft 0in, 150ft 8in x 49ft 0in x 20ft 6in. 1,924$^{19}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 14 x 9pdrs (later 4 x 12pdrs + 10 x 32pdr carronades); Fc 2 x 9pdrs (later 2 x 12pdrs + 2 x 32pdr carronades); RH 6 x 18pdr carronades.

Bulwark (ex *Scipio*, renamed 28.4.1806) Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 181ft 10in, 150ft 4¼in x 49ft 3in x 20ft 7in. 1,939$^{80}/_{94}$ bm.

Ord: 6.11.1794. K: 4.1804. L: 23.4.1807. C: 12.9.1807.

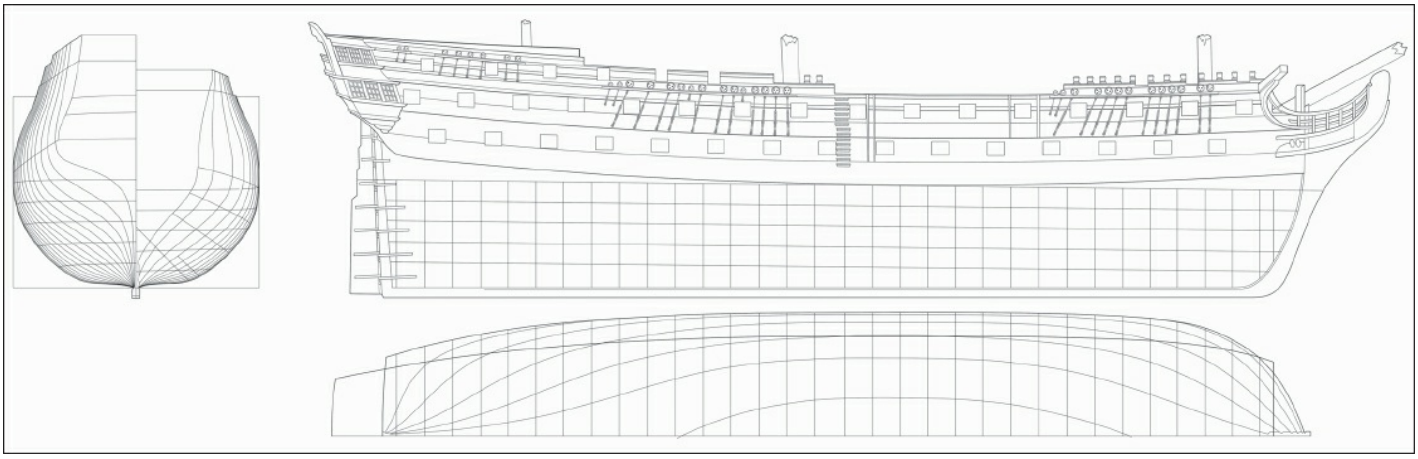
First cost: £57,240 (including fitting).

Commissioned: 3.1807 under Capt. Charles Fleeming; sailed for the Mediterranean 12.10.1807; at blockade of Cadiz 1807-09. Between Middling and Large Repair and fitted at Plymouth 5.1811 – 1.1812. In 5.1811 under Capt. Joshua Horton, then 12.1811 under Capt. James Worth; from 5.1812 flagship of Rear-Adm. Sir Philip Durham; in the Channel in 1813. From 12.1813 under Capt. David Milne; to North America 1814. At destruction of USS corvette *Adams* in the Penobscot river 3.9.1814; took US 10-gun privateer

Harlequin 23.10.1814. In 12.1814 under Capt. Farmery Epworth; took US 9-gun privateer *Tomahawk* 22.1.1815. Paid off 6.1815; fitted as guardship at Sheerness 12.1815 – 7.1816. Small Repair and fitted as guardship at Chatham 2.1819 – 3.1822. BU completed at Portsmouth 26.9.1826.

***AJAX* Class**. It was approved on 10.6.1795 to build these two ships by the draught of the *Triumph*, but with 6in higher decks than that ship; the design was lengthened by 11ft during construction (by AO 19.10.1796). Established by AO 8.5.1798.

Dimensions & tons: 182ft 3in, 149ft $8^{5}/_{8}$in x 49ft 3in x 21ft 3in. $1{,}931^{62}/_{94}$ bm.



Revised design draught for *Ajax* and *Kent*, 74 guns, 1798. The *Ajax* Class were initially to have been copies of the elderly *Triumph* and *Valiant*, themselves based on the prize *Invincible* taken in 1747. But in 1796 the once sizeable *Invincible* design was now no bigger than the latest Common Class, so the new ships were extended on the stocks by the insertion of an 11ft midsection, providing an extra pair of gunports on both LD and UD, although no increase in the number of guns was made, so that the foremost gunports were not used in normal circumstances.

Men: 690. Guns: LD 28 x 32pdrs; UD 28 x 24pdrs; QD 14 x 9pdrs (later 4 x 9pdrs + 8 x 32pdr carronades); Fc 4 x 9pdr.

Ajax John Randall & Co, Rotherhithe.

As built: 182ft 5in, 149ft $10^{5}/_{8}$in x 49ft 6in x 21ft 3in. $1{,}953^{46}/_{94}$ bm. Draught 13ft 2in / 18ft 2in.

Ord: 30.4.1795. K: 9.1795. L: 3.3.1798. C: 3.3 – 7.4.1798 at Deptford, to 13.7.1798 at Woolwich.

First cost: £57,556 (including fitting).

Commissioned: 6.1798 under Capt. John Holloway (had been under Capt. James Whitshed from 1.1798). In 7.1798 under Capt. John Packenham, for the Channel; in 4.1799 under Capt. John Osborn, then in 5.1799 under Capt. Alexander Cochrane (-1801); action with the Spanish in the Basque roads 2.7.1799; took French privateer *L'Aventureux* 9.1.1800; sailed for the Mediterranean 1.1801, involved in Egypt operations. From 3.1802 under Capt. James Bradby. Underwent Middling Repair and fitted at Portsmouth (for £38,853) 12.1802 – 8.1804. Recommissioned 6.1804 under Capt. Viscount (George) Garlies. In 4.1805 under (temp.) Capt. Christopher Laroche, then 5.1805 under Capt. William Brown; engaged Villeneuve's fleet in Calder's Action 22.7.1805, with 2 dead, 16 wounded. In the Weather column at Trafalgar 21.10.1805, under Lieut. John Pilford (acting, in Brown's absence); with 2 dead, 9 wounded. From 1.1806 under Capt. Henry Blackwood in the Mediterranean. Burnt by accident off Tenedos in the Aegean, grounded on the island and blew up 14.2.1807 (250 died).

Kent John Perry & Co, Blackwall.

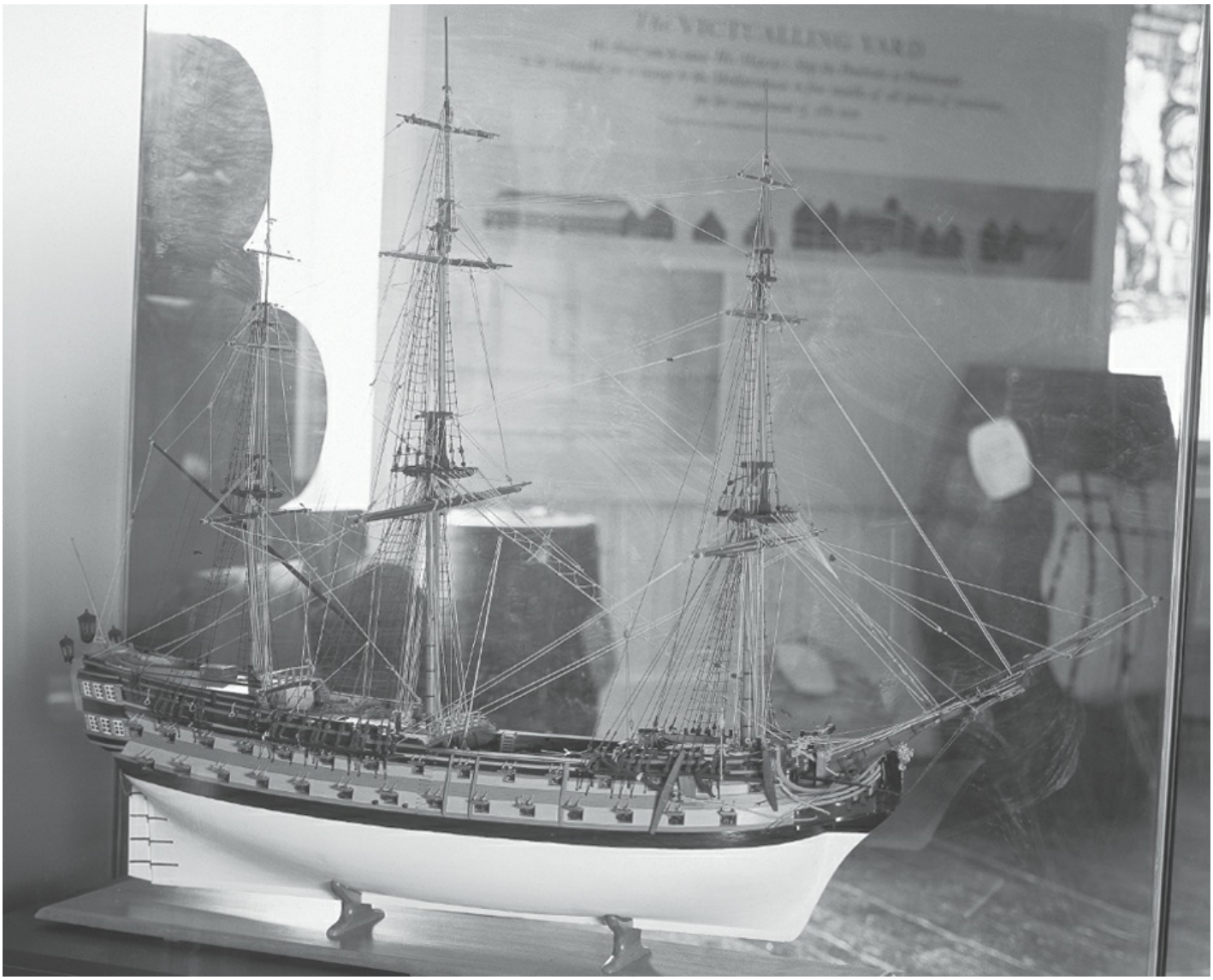
As built: 182ft 8in, 149ft 11in x 49ft 7½in x 21ft 5in. $1{,}963^{73}/_{94}$ bm. Draught 11ft 10in / 19ft 0in.

[as rebuilt 1817-20: 184ft 2½in, 150ft 10½in x 50ft 0½in x 21ft 10in. $2{,}009^{62}/_{94}$ bm.]

Ord: 30.4.1795. K: 10.1795. L: 17.1.1798. C: 3.4.1798 at Woolwich.

First cost: £46,843 (including fitting).

Commissioned: 3.1798 under Capt. William Hope, as flagship of Adm. Viscount (Adam) Duncan. To Mediterranean in 6.1800; involved in Egypt operations 1801. From 1802 under Capt. Edward O'Bryen, as flagship of Rear-Adm. Sir Richard Bickerton, for the Mediterranean; joined Nelson's fleet in 8.1801. In 8.1803 under Capt. John Stuart; paid off 1804. Repaired and refitted at Chatham (for £28,544) 5 – 11.1805. Recommissioned 9.1805 under Capt. Henry Garrett, as flagship of Vice-Adm. Edward Thornbrough (from 11.1805). Refitted at Portsmouth (for £15,069) 10.1809 – 2.1810. Paid off and laid up in Ordinary at Plymouth 1.1813. Large Repair at Plymouth, rebuilt with a circular stern (for £77,646) 6.1817 – 10.20, then laid up. Fitted as a guardship at Plymouth (for £25,204) 2.1829 – 6.1831; re-rated 76 guns 1829. Between Small and Middling Repair at Plymouth (for 20.704) 6.1842 – 3.1846. Fitted as a sheer hulk at Plymouth (for £17,507), replacing *Spartiate*, 12.1855 – 1.1857 (by AO 27.10.1854). BU there 1881 (by AO 12.11.1880).



The *Kent* served as a test-bed for new concepts in construction. She was completed with the new enclosed stern as shown in this model, and when repaired in 1805 was the first large warship to be fitted with Seppings's new system of diagonal bracing to improve the strength of the ship and reduce hogging. In 1815 under Seppings's direction the stern was modified to incorporate new galleries and a false counter in a prototype 'round stern'.

***MILFORD* Class**. Jean-Louis Barrallier design, modified from his lines for *Spencer* of 1795.

Dimensions & tons: 181ft 0in, 149ft 3¼in x 49ft 0in x 21ft 0in. 1,906$^{35}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 14 x 9pdrs; Fc 2 x 9pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades. All 9pdrs later replaced by 32pdr carronades.

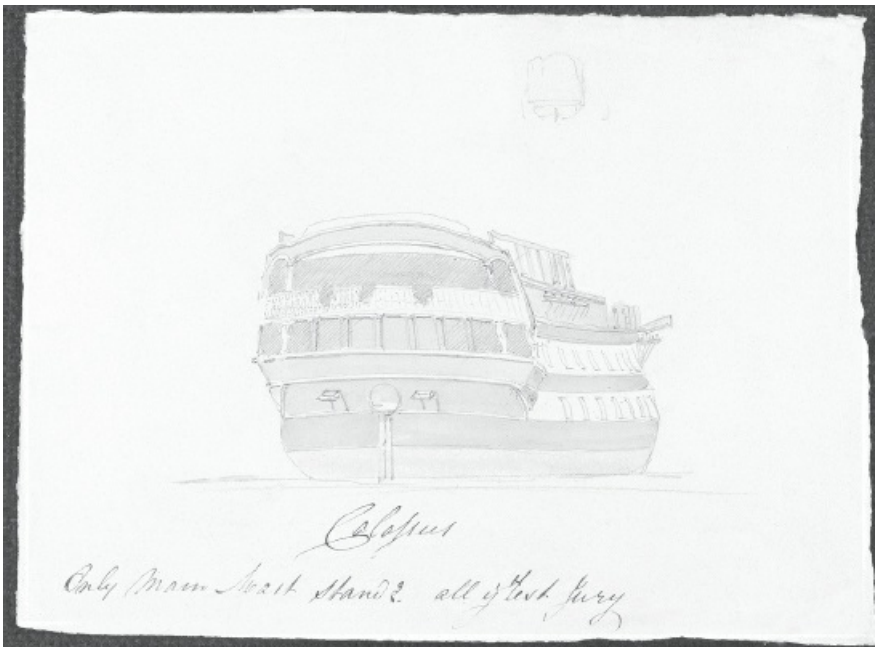
Milford Jacobs, Milford Haven. This builder 'failed' (*ie* became bankrupt), so ship was completed by 'Government' (this was the beginning of the establishment of Pembroke Dyd): Milford Dyd.

As built: 181ft 1in, 149ft 4in x 49ft 1¾ x 21ft 0in. 1,918$^{51}/_{94}$ bm. Draught 13ft 6in / 18ft 0in.

Ord: 16.12.1796. K: 6.1798. L: 1.4.1809. C: 19.5 – 30.8.1809 at Plymouth

First cost: £45,209 (including £8,290 to Jacobs) to build, plus £37,212 fitting.

Commissioned: 5.1809 under Capt. Henry Bayntun, for Channel service, in 1810? as flagship of Rear-Adm. Sir Philip Durham in the Baltic. In later 1810 under Capt. Edward Kittoe, as flagship of Vice-Adm. Sir Richard Keats; sailed for the Mediterranean 18.8.1810. In 1812 under Capt. John Duff Markland, as flagship of Rear-Adm. Thomas Fremantle in the Mediterranean; attack on Fiume 3.7.1813; boats (with those of *Weazle*) at Rogoznica 4.8.1813; capture of Trieste 5 – 29.10.1813. Paid off 1814 into Ordinary. Fitted at Plymouth as a lazarette 5 – 6.1825, then at Milford 6 - 7.1825 (serving there as such until 1842). BU at Pembroke 7.1846.



The *Colossus* suffered the heaviest 'butcher's bill' of the Trafalgar engagement, with 40 men killed and Capt. Morris and three of his lieutenants among the 160 wounded. At one time she was exchanging fire with no less than three enemy 74s simultaneously, these being *L'Argonaute*, *Le Swiftsure* and the Spanish *Bahama*, and had the satisfaction of taking possession of both the latter two as prizes when they surrendered. This is another of Livesay's sketches done at Portsmouth in January 1806. The note states 'only the main mast standing, all the rest jury'.

Princess Amelia Chatham Dyd (M/Shipwright Edward Sison).
Ord: 16.12.1796. K: 1.1.1799. Cancelled 3.1800.

***COLOSSUS* Class**. Sir John Henslow design, approved 13.1.1798.
Dimensions & tons: 180ft 0in, 148ft 3½in x 48ft 10in x 21ft 0in. 1,880$^{88}/_{94}$ bm.
Men: 590. Guns: LD 28 x 32pdrs; UD 30 x 24pdrs; QD 4 x 24pdrs + 10 x 32pdr carronades; Fc 2 x 24pdrs + 2 x 24pdr carronades; RH 6 x 18pdr (or 3 x 18pdr + 3 x 12pdr) carronades.

Colossus Deptford Dyd (M/Shipwright Edward Tippett to 3.1803, completed by Henry Peake).
As built: 181ft 1½in, 148ft 4½in x 48ft 11in x 21ft 0in. 1,888$^{47}/_{94}$ bm. Draught 13ft 3in / 18ft 0in.
Ord: 23.11.1797. K: 5.1799. L: 23.4.1803. C: 20.6.1803 at Woolwich.
First cost: (not in Progress Books)
Commissioned: 3.1803 under Capt. George Martin; under (temp.) ?S. Seymour 3.1804; later under Capt. James Nicoll Morris (to 1808) as flagship of Sir Thomas Graves, in the Channel Fleet; in 1805 with Collingwood's squadron off Cadiz; in Lee column at Trafalgar 21.10.1805; had 40 dead, 160 wounded including Morris (the highest casualty rate in the British fleet) but took possession of French *Le Swiftsure* and Spanish *Bahama*. Small Repair and fitted at Portsmouth (for £18,105) 4 – 6.1806; recommissioned 7.1806; in Rear-Adm. Sir Richard Strachan's squadron off Rochefort 1808. Sailed for the Mediterranean 30.7.1808. Recommissioned 10.1808 under Capt. Thomas Alexander. Made good defects at Chatham (for £14,525) 2 – 4.1811. In Capt. Sir John Gore's squadron off Lorient 1812; captured US 12-gun privateer *Dolphin* 5.1.1812. In North Sea 1813. Laid up at Chatham 5.1814. Re-armed with 18pdr on UD by 1815. BU at Chatham 8.2.1826.

Warspite Chatham Dyd (M/Shipwright Robert Seppings).
As built: 179ft 10in, 148ft 0¼in x 49ft 0in x 21ft 0in. 1,890$^{39}/_{94}$ bm. Draught 13ft 7in / 17ft 10in.
Ord: 23.11.1797. K: 3.12.1805. L: 16.11.1807. C: 8.6.1808.
First cost: £59,725 including fitting.
Commissioned: 3.1808 under Capt. Henry Blackwood (to 1813). Temporarily under Capt. William Bowles in Spring 1809 (off Cherbourg). Sailed for the Mediterranean 2.11.1809; temp. under Capt. Henry E. R. Baker while in Mediterranean 1810-12. Made good defects at Chatham (for £10,772) 6 – 8.1812. In the Channel Fleet in 1813; took US privateers *William Bayard* (4-gun) 12.3.1813, *Cannonier* (8-gun) 14.3.1813, and *Flash* 29.5.1813. In 11.1813 under Capt. Lord James O'Bryen, to North America with troops. Large Repair at Portsmouth (for £69,613) 1.1816 – 5.1818; then to Ordinary. Fitted for sea (for £20,223) 10.1825 – 1.1826. Made good defects at Plymouth (for £11,970) 11.1828 – 4.1829. Between a Middling and Large Repair, cut down to Fourth Rate frigate of 50 guns (by AO 19.6.1837), and fitted for a demonstration at Portsmouth (for £21,300) 11.1833 – 8.1840. Fitted for sea at Portsmouth (for £16,425) 9.1841 – 1.1842. Lent to Marine Society as a training ship 27.3.1862. Burnt by accident at Woolwich 3.1.1876 and wreck sold to Arthur & Co (for £2,610) to BU 2.2.1876.

(C) Vessels acquired from 18 May 1803

CHATHAM. Design produced specifically to utilise the frames of the French *Le Royal-Hollandais*, laid down at Vlissingen (Flushing) for the French Navy to *Le Pluton* Class design, and taken on the stocks when that port was captured on 17.8.1809. The frames were taken down, shipped to London and re-laid at Woolwich. Poor quality timber ensured she had only a brief life before being condemned.
Dimensions & tons: 177ft 9in, 146ft 7$^{7}/_{8}$in x 48ft 10in x 21ft 6½in. 1,860$^{25}/_{94}$ bm.
Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 24pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Chatham Woolwich Dyd (M/Shipwright Edward Sison).
As built: 177ft 9in, 146ft 7$^{7}/_{8}$in x 48ft 10in x 21ft 6½in. 1,860$^{25}/_{94}$ bm. Draught 12ft 10in / 16ft 9in.
Ord: 1810. K: 6.1810. L: 14.2.1812. C: 25.4.1812.
First cost: (not in Progress Books).
Commissioned: 3.1812 under Capt. Graham Moore. In 9.1812 under Capt. Robert Maunsell, as flagship of Rear-Adm. Matthew Scott, in North Sea. In 7.1814 under David Lloyd, as a sheer hulk. Laid up at Chatham 11.1815. Sold to Joshua Crystall to BU (at Chatham?) for £5,110 on 10.9.1817.

Third Rates of 74 guns – 18pdr type

(A) Vessels in service or on order at 1 February 1793

The backbone of the battlefleet, there were seventy ships of this rating in the List at the start of 1793, of which nineteen were in commission, fortytwo in Ordinary (Reserve), and nine in harbour service; one further ship was building (*Minotaur*). Three of these ships were rated as 'Large Class' – the older *Triumph* and *Valiant* (see above) and the new *Brunswick*; their establishment of men and guns was the same as that of the 24pdr-armed type above, other than the larger calibre guns on the UD. The other sixtyseven ships were established with a complement of 600 men (554 officers, seamen and marines; 40 servants and boys; and 6 'widows' men': increased by 2 officers but reduced by 10 servants and boys to 592 in 4.1794)

and ordnance of 28 x 32pdrs, 28 x 18pdrs and 18 x 9pdrs, giving a broadside of 781 lbs – to which the new carronade Establishment of 11.1794 added 2 x 32pdr type and 6 x 18pdr type, to give a 867 lbs broadside.



The 'Common Class' 74-gun ship was introduced by Thomas Slade in the mid-1750s and rapidly became the standard unit of the battlefleet, carrying 28 x 32pdrs on the LD, 28 x 18pdrs on the UD and 18 x 9pdrs on the QD and Fc. Between 1755 and 1789, when the last Slade-designed ship (*Illustrious*) was launched, 80 ships were built to this specification, with little evolution of the basic design from one class to another, although there was much minor experiment with the underwater lines. Although this model is contemporary, its unorthodox construction bears little resemblance to the usual 'Dockyard' model practice of the period. Its principal dimensions at quarterinch scale are a near-perfect match with the ships of the *Culloden/Thunderer* Class of 1769, particularly the half dozen built in private yards under contract to the Navy. The tall, squared-off poop rails for early 12-pounder carronades would seem to place the model in the early 1780s.

Note two former 70-gun ships remained on the Navy List in 1792: the *Chichester* of 1753 was a receiving ship at Plymouth from 1793 (BU in 10.1803); the ex Spanish *Princessa* was a sheer hulk from 1784 (BU in 12.1809).

***DUBLIN* Class.** The prototype 74-gun class, the design by Thomas Slade being approved 26.8.1755. Seven ships were all built to this draught from 1755 onwards, nominally ordered as 70-gun ships, but re-rated as 74-gun in 4.1756. Of these, the *Resolution* was wrecked in 1759, the *Shrewsbury* scuttled in 1783, and four taken to pieces – *Norfolk* in 1774, *Dublin* and *Mars* in 1784 and *Lenox* in 1789. The survivor was a receiving ship. Two more were ordered to be same draught in 1757, but were soon re-ordered to a larger design (see *Triumph* Class above).

Dimensions & tons: (on contract) 164ft 6in, 133ft 5½in x 46ft 6in x 19ft 9in. $1{,}534^{89}/_{94}$ bm.

(as amended) 165ft 6½in, 134 ft 6in x 46ft 6in x 19ft 9in. $1{,}546^{87}/_{94}$ bm.

Guns: 550. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Warspight Thomas West, Deptford.

As built: 165ft 9½in, 134ft 11¼in x 46ft 11in x 19ft 9½in. $1{,}579^{84}/_{94}$ bm.

Ord: 14.11.1755. K: 11.1755 (named AO 13.4.1756). L: 8.4.1758. C: 27.7.1758 at Deptford Dyd.

First cost: £26,285.19.3d (on contract at £17.2.6d per ton); actual on tonnage £27,055.14.3d; fitting £9,440.12.11d.

Commissioned: 5.1758. Paid off after wartime service 6.1763 at Portsmouth, where underwent Small Repair (for £4,003.5.7d) 11.1764 – 2.1765. Fitted as a receiving ship there 1778. Renamed *Arundel* 3.1800. BU at Portsmouth 11.1801.

***FAME*.** William Bately design of 1756. The eighth 74-ship to be ordered, and the first to be formally ordered as a 74-gun ship.

Dimensions & tons: 165ft 6in, 134ft 0in x 46ft 6in x 19ft 10½in. $1{,}541^{16}/_{94}$ bm.

Guns: 550. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Fame Henry Bird (Jnr.), Rotherhithe.

As built: 165ft 6in, 135ft 8in x 46ft 7in x 19ft 10½in. $1{,}565^{89}/_{94}$ bm. Draught 12ft 2in / 18ft 6in.

Ord: 13.4.1756 (named the same day). K: 28.5.1756. L: 1.1.1759. C: 12.3.1759 at Deptford Dyd.

First cost: £26,392.10.9d (on contract at £17.2.6d per ton); actual on tonnage £26,816.16.0d; fitting £9,169.9.11d).

Commissioned: 2.1759. Paid off after wartime service 3 - 4.1763. Recommissioned 5.1763 and fitted as guardship at Plymouth 6 - 9.1763 (for £6,709.8.5d); fitted to carry troops 4.1764. Fitted again to carry troops at Plymouth (for £7,271.15.0d) 1.1768, but accidentally run ashore near Drake's Island 2.1768. Small Repair at Plymouth (for £3,733.15.0d) 2 – 7.1768. Fitted as guardship there (for £6,634.18.9d) 9.1771. Middling Repair at Plymouth (for £14,857.6.4d) 11.1773 – 2.1776, then fitted (for £5,562.15.0d) to 3.1778. Recommissioned 9.1777 for wartime service; paid off 3.1781. Underwent Middling Repair, coppered and fitted at Chatham (for £22,547.9.2d) 4 – 11.1781. Recommissioned 9.1781 under Capt. Robert Barber and took part in Battle of the Saintes 12.4.1782. Fitted at Plymouth as a guardship (for 12,674.17.3d) 6 – 10.1790 for Cork. Recommissioned 11.1795 under Capt. Thomas Taylor, and fitted for temporary service at Plymouth (for £27,159) 3.1796. Arrived Portsmouth to pay off 11.1.1797, then being the oldest 74 in active service and in need of major repairs. Recommissioned under Lieut. John Watherson as prison ship 11.1797. Renamed *Guildford* 1801, stationed at Portsmouth. In 1.1806 under Lieut. Robert Trotter, from 4.1807 Lieut. George Keenor, 1808 Lieut. John Crouch, and 1812 Lieut. William Coet. Sold at Portsmouth (for £2,400) 30.9.1814.

***HERO*.** Thomas Slade design approved 7.7.1756. Two ships were built to a modified version of this draught, but *Thunderer* was wrecked in 1780 and *Hercules* sold in 1784.

Dimensions & tons: 166ft 0in, 136ft 0in x 46ft 6in x 19ft 9in. $1{,}564^{17}/_{94}$ bm.

Guns: 550. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Hero Plymouth Dyd (M/Shipwright Thomas Bucknall).

As built: 166ft 6in, 135ft 10¾in x 46ft 8in x 19ft 9in. $1{,}574^{20}/_{94}$ bm. Draught 12ft 9in / 16ft 4in.

Ord: 25.5.1756 (named AO 16.7.1756). K: 8.1756. L: 28.3.1759. C: 5.5.1759.

First cost: £33,903 (including fitting).

Commissioned: 2.1759. Paid off after wartime service 25.12.1762. Fitted as guardship at Plymouth 11-12.1763 (for £6,096.2.7d) then recommissioned 10.1763 – 5.1771 (fitted to carry troops 1 – 2.1769). Underwent Large Repair at Plymouth (for £37,416.4.7d) 6.1776 – 12.1780. Paid off after wartime service 6.1784. Fitted for Ordinary 7.1784, then for reception of newly-raised crews (for £2,597.7.1d) 1787; recommissioned 10.1787 as receiving ship at Chatham, paying off 4.1788. Recommissioned 12.1792 then fitted as a prison ship in the Medway, from 6.1793 under Lieut. John Thompson; renamed *Rochester* 15.8.1800. In Ordinary 10.1802, then 8.1806 prison ship again under Lieut. Matthew

Alt, from 1809 Lieut. John Sparkes. BU at Chatham 7.1810.

***BELLONA* Class.** Thomas Slade design approved 31.1.1758. Five ships were built to this draught, but *Superb* was wrecked in 1783 and *Dragon* and *Kent* were sold in 1784.

Dimensions & tons: 168ft 0in, 138ft 0in (?or 137ft $11^{5}/_{8}$in) x 46ft 9in x 19ft 9in. $1{,}603^{89}/_{94}$ bm.

Guns: 550. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs. By 1807 (*Bellona* by 1812) each had QD 6 x 12pdrs + 8 x 32pdr carronades, Fc 2 x 12pdrs + 2 x 32pdr carronades.

Bellona Chatham Dyd (M/Shipwright John Lock).

As built: 168ft 0in, 138ft 0in x 46ft 11in x 19ft 9in. $1{,}615^{70}/_{94}$ bm. Draught 12ft 6in / 18ft 2in.

Ord: 28.12.1757 (named 1.2.1758). K: 10.5.1758. L: 19.2.1760. C: 6.4.1760.

First cost: £43,391.11.4d (including fitting).

Commissioned: 2.1760 under Capt. Peter Denis. Paid off 1763 after wartime service. Guardship at Portsmouth to 1771, then paid off again. Underwent Large Repair, coppered and fitted at Portsmouth (for £30,873.2.3d) 10.1778 – 4.1780. Recommissiuoned 2.1780 and paid off 6.1783 after wartime service. Small Repair at Portsmouth (for £15,982.4.3d) 10.1785 – 4.1786. Fitted as a guardship at Portsmouth 7.1789. Middling Repair and fitted for sea at Chatham (for £27,836) 12.1791 – 9.1793. Recommissioned 3.1793 under Capt. George Wilson (-1799); sailed for West Indies 13.10.1794; took (with *Alarm*) 36-gun *Le Duquesne* and 20-gun *Le Duras* in West Indies 5.1.1795; took privateer schooner *La Bellone* 11.5.1795. Returned home, then sailed for Leeward Islands 13.2.1796. Joined Elphinstone's squadron at Cape of Good Hope for surrender of Dutch squadron in Saldanha Bay 17.8.1796. Took 6-gun privateer *La Légère* off Descada 7.1.1797; destroyed another 10.1.1797. At capture of Trinidad 2.1797. In Channel Fleet 1798; under Capt. Sir Thomas Thompson 2.1799 (-1801); sailed for the Mediterranean 6.5.1799; with Markham's squadron at capture of 40-gun *Le Junon*, 36-gun *L'Alceste*, 32-gun *La Courageuse*, 18-gun *La Salamine* and 14-gun *L'Alerte* 18.6.1799. In expedition to Copenhagen 1801; took part in Battle of Copenhagen 2.4.1801, having 11 killed, 72 wounded (included Thompson); under (temp.) Cmdr. George M'Kinley, then Capt. Thomas Bertie later in 4.1801; in Irish waters 7.1801, then to blockade of Cadiz, and to West Indies before home to pay off 7.1802. Fitted at Portsmouth (for £27,613) 4 – 8.1805. Recommissioned 7.1805 under Capt. Charles Pater; in Strachan's squadron but left before 3.11.1805. Under Capt. John Erskine Douglas 2.1806 (-1811), rejoined Strachan's squadron for pursuit of Leissègues and Willaumez; at destruction of 74-gun *L'Impétueux* off Cape Henry 14.9.1806. Under Capt. John Bastard (temp.) on Halifax station 1807, and under Capt. Stair Douglas (temp.) for Basque roads operations in 1809; Scheldt operations 1809. Refitted at Portsmouth (for £14,933) 12.1809 – 3.1810. Still under Capt. J.E.Douglas, took 14-gun privateer *Le Héros du Nord* in North Sea 18.12.1810. Under Capt. George M'Kinley 1812-13. In Ordinary at Chatham 1813. BU at Chatham 9.1814.

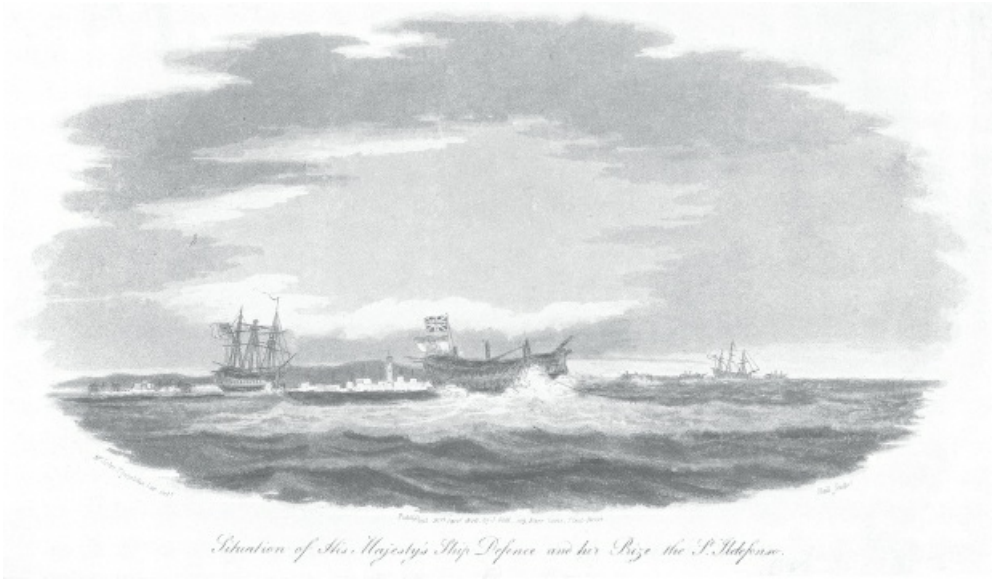
Defence Plymouth Dyd (M/Shipwright Thomas Bucknall to 5.1762, completed by Israel Pownoll).

As built: 168ft 0in, 138ft 0in x 46ft 9in x 19ft 9in. $1{,}603^{8}/_{94}$ bm. Draught 12ft 4in / 18ft 0in.

Ord: 13.12.1758 (named AO 19.4.1759). K: 14.5.1759. L: 31.3.1763. C: 19.10.1770 as guardship.

First cost: £27,690.3.4d to build, plus £11,208.17.11d fitting.

Commissioned: 2.1770 as guardship; paid off 5.1771. Recommissioned 6.1778; paid off after wartime service 1.1786. Fitted for Channel service at Chatham 10.1790. Recommissioned 5.1793 under Capt. James Gambier. In 1795 under Capt. Thomas Wells (to 1797), as brush with Vanstabel's Squadron 18.11.1793; at Glorious First of June off Ushant 1.6.1794, had 18 killed and 39 wounded. As flagship of Rear-Adm. Robert Man, sailed for the Mediterranean 23.5.1795; battle off Hyères 13.7.1795; pursuit of Rear-Adm. De Richery's squadron 10.1795. In 1798 under Capt. William Brown, then Capt. John Peyton in 6.1798; at Battle of the Nile 1.8.1798. Under Capt. Thomas Stephenson in 1799, then Capt. Lord Henry Paulett at blockade of Cadiz and Brest. With Warren's Squadron off Quiberon, her boats took *La Nochette* and other gunboats 11.6.1800, then (with others) destroyed 20-gun *La Thérèse* in Bourgheuf Bay 2.7.1800. Fitted at Chatham (for £14,268) 1.1800. Took 14-gun privateer *L'Enfant du Carnival* off Portuguese coast 28.9.1801. Sailed for West Indies. Paid off 1802. Fitted at Chatham (for £10,505) 7.1803. Recommissioned 5.1803 under Capt. George Hope (- 1805), in North Sea thence off Cadiz; in Lee column at Battle of Trafalgar 21.10.1805, having 7 killed and 29 wounded. Paid off 12.1805. Between Middling and Large Repair at Chatham (for £23,435) 4.1806 – 1.1807. Recommissioned 11.1806 under Capt. Charles Ekins, for the Channel. In Copenhagen expedition 8.1807; then in blockade of Cadiz 12.1807. Under Capt. David Atkins 1809, for North Sea and Baltic. Wrecked in violent gale on Låland Island off Jutland coast 24.12.1811 (Atkins drowned, and there were just 12 survivors out of 530).



The *Defence* participated in most of the classic fleet actions of the 1793-1807 period: the Glorious First of June; the Battle of the Nile; and Trafalgar, where she engaged first *Le Berwick* and subsequently the *San Ildefonso*, which surrendered to her. As shown in this *Naval Chronicle* engraving, she successfully rode out the post-battle storm at anchor, while preserving her dismasted prize, one of only four captured ships to survive. She was less fortunate in late 1811 when she was driven ashore in a heavy gale on the coast of Denmark and lost with all but 12 of the men aboard.

***ARROGANT* (or Modified *BELLONA*) Class.** Thomas Slade design approved 26.1.1759. Two ships were built to this draught during the Seven Years War, but *Cornwall* was scuttled in 1780. A further ten ships were built from 1773 onwards.

Dimensions & tons: 168ft 0in, 138ft 0in x 46ft 9in x 19ft 9in. $1{,}604^{27}/_{94}$ bm.

Guns: 550. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Arrogant (John) Barnard & (John) Turner, Harwich.

As built: 168ft 3in, 138ft 0in, 47ft 4in x 19ft 9in. $1{,}644^{54}/_{94}$ bm. Draught 12ft 0in / 17ft 0in.

Ord: 13.12.1758. K: 3.1760 (named 28.10.1760). L: 22.1.1761. C: 28.4.1761 by builder.

First cost: £27,438 (contract at £17 per ton).

Commissioned: 1.1761. Fitted as guardship at Portsmouth (for £3,979.9.10d) 10.1764. Again refitted as guardship and recommissioned 5.1768 as guardship at Portsmouth; paid off 6.1771. Great Repair, coppered and fitted at Chatham (for £25,813.5.10d) 7.1780 – 7.1781. Small Repair at Chatham (for £10,158,18.2d) 12.1784 – 5.1785. Fitted for Channel service at Chatham 5.1790. Middling Repair and refitted at Chatham (for £30,786) 2.1792 – 1.1794; recommissioned 11.1793 under Capt. James Whitshed. Refitted at Plymouth 2.1795; from 3.1795 under Capt. Richard Lucas; sailed for East Indies 3.4.1795; capture of Cape of Good Hope 1795; action (with *Victorious*) against Sercy's squadron off Sumatra 9.9.1796. In 3.1798 under Capt. Edward Pakenham, then 6.1798 under Capt. Edward Osborn (-1803). Hulked as a receiving ship at Bombay by 1804. BU there 1810.

***ALBION* Class.** A new design by Thomas Slade, approved 24.4.1760, based on 90-gun *Neptune* of the 1719 Establishment. Following the prototype, two sisters were ordered post-

war, and two more to a modified design in 1777-78.

Dimensions & tons: 168ft 0in, 139ft 1¼in x 47ft 3in x 18ft 10in. $1{,}651^{75}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 16 x 9pdr; Fc 4 x 9pdr.

[*Albion* as floating battery had LD 28 x 68pdr carronades; UD 28 x 32pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.]

Albion Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 0in, 139ft 0in x 47ft 5in x 18ft 10in. $1{,}662^{31}/_{94}$ bm. Draught 11ft 9in / 15ft 10in.

Ord: 1.12.1759. K: 6.6.1760 (named AO 28.10.1760). L: 16.5.1763. C: 16.6.1763 – 3.11.1770 at Chatham.

First cost: £33,629.13.1d to build; fitting £27.0.9d at Deptford + £9,274.1.1d at Chatham.

Commissioned: 5.1770 for Falkland Islands dispute, then guardship at Portsmouth. Small Repair and fitted as guardship at Plymouth (for £5,119.12.9d) 7 – 10.1771. Refit at Plymouth (for £9,748.15.2d) 5.1778; recommissioned 1778 for wartime service; paid off 12.1781. Underwent Middling to Large Repait and coppered at Chatham (for £31,000.18.7d) 4.1782 – 2.1783. Fitted and re-armed (see above) as a 22-gun floating battery at Chatham (for £11,972, under AO of 3.2.1794) 2 – 5.1794, for the Nore; recommissioned 18.3.1794 under Capt. Henry Savage. Wrecked on the Swin 26.4.1797.

Grafton Deptford Dyd (M/Shipwright Adam Hayes).

As built:168ft 0in, 139ft 1¼in x 47ft 3in x 18ft 10in. $1{,}651^{85}/_{94}$ bm. Draught 11ft 7in / 16ft 2in.

Ord: 22.10.1767. K: 1.7.1768. L: 26.9.1771. C: 22.12.1771.

First cost: £35,494.18.8d (including fitting).

Commissioned: 10.1777. Fitted at Portsmouth (for £8,564.11.10d) 2.1778. Paid off 1.1781 after wartime service. Partial repair, coppered and fitted at Portsmouth (for £19,170.18.6d) 7 – 12.1782. Recommissioned 9.1782 under Capt. Sir John Hamilton; sailed for East Indies 18.1.1783, but returned disabled; paid off 4.1783. In Ordinary at Portsmouth 1783 to 1806, but fitted as receiving ship (under AO 12.12.1791) at Portsmouth 1 - 3.1792. In Ordinary at Plymouth 1807-15. BU at Portsmouth 5.1816.

Alcide Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 0in, 139ft 1¼in x 46ft $10^{3}/_{8}$in x 18ft 10in. $1{,}651^{85}/_{94}$ bm. Draught 11ft 7in / 16ft 2in.

Ord: 31.8.1774. K: 14.6.1776. L: 30.7.1779. C: 13.9.1779.

First cost: £38,164.14.7d (including fitting).

Commissioned: 7.1779. Refitted and coppered at Plymouth (for £5,964.4.9d) 4 – 6.1780. Paid off after wartime service 7.1783. Small Repair at Portsmouth (for £15,389.2.2d) 7 – 12.1784. Recommissioned 10.1787 under Capt. Benjamin Caldwell. Fitted as guardship at Portsmouth 5.1790. Recommissioned 10.1787 under Capt. Sir Andrew Snape Douglas, for Spanish Armament, and again in 8.1791, as guardship at Portsmouth. Fitted as guardship at Portsmouth 1.1793, and recommissioned 12.1792 under Capt. John Woodley. Refitted at Portsmouth (for £12,309) 3.1793, as flagship of Commodore Robert Linzee for Hood's fleet off Toulon; sailed for the Mediterranean 22.4.1793; in attack on Forneille 1.10.1793. Under Capt. Thomas Shivers 6.1794, as flagship of the new Rear-Adm. Linzee; under Capt. Sir Thomas Byard in 8.1794, and in 10.1794 flagship of Vice-Adm. Phillips Cosby. Paid off and laid up at Portsmouth 11.1794 in Ordinary (although listed as receiving ship from 1802). BU there 4.1817.

CANADA. Design by William Bately, approved 24.4.1760. While only one ship was built in 1760-65, the design was revived for three further vessels in 1781.

Dimensions & tons: 170ft 0in, 138ft 0in x 46ft 9in x 20ft 6in. $1{,}604^{27}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 16 x 9pdr; Fc 4 x 9pdr (78 actual total).

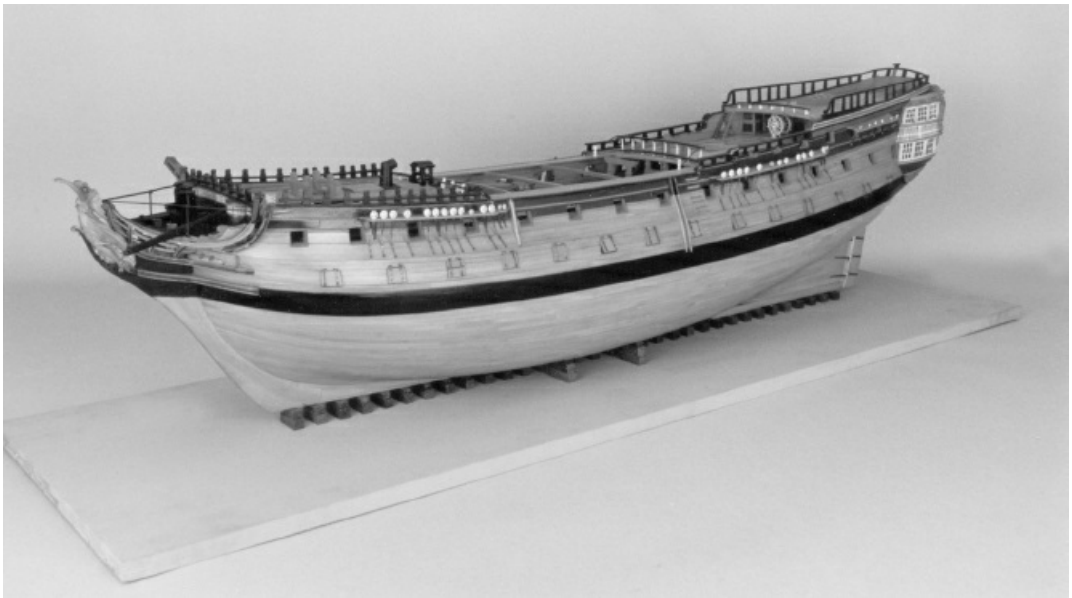
Canada Woolwich Dyd (M/Shipwright Israel Pownoll to 5.1762, completed by Joseph Harris).

As built: 170ft 0in, 138ft 1in x 46ft 9in x 20ft 6in. $1{,}605^{24}/_{94}$ bm. Draught 11ft 9in / 18ft 3in.

Ord: 1.12.1759. K: 1.7.1760. L: 17.9.1765. C: 11.10.1765.

First cost: £33,546 (including fitting).

Commissioned: 2.1779. Small Repair and fitted at Chatham (for £8,932.15.11d) 10.1778 – 10.1779. Fitted and coppered at Plymouth (for £8,217.6.5d) 3 – 4.1780. Re-rated 76-gun ship, with 2 extra 18pdrs fitted by AO 12.6.1780. Great Repair at Portsmouth (for £26,488.2.5d) 3.1783 – 3.1784. Recommissioned 7.1790 under Capt. Lord Hugh Conway, for Spanish Armament. Recommissioned 10.1793 under Capt. Charles Powell Hamilton; chased by Nielly's squadron 6.11.1794 (with her consort *Alexander*, which was taken). Under Capt. Sir Erasmus Gower in 1795, in Howe's fleet. From 6.1795 under Capt. George Bowen; flagship of Rear-Adm. Sir Roger Curtis 9.1795; sailed for Jamaica 24.2.1796. Under Capt. Thomas Twysden in ?9.1797, on Jamaica station. Made good defects at Plymouth (for £20,240) 1797 – 1798. Recommissioned 11.1797 under Commodore Sir John Borlase Warren; grounded near mouth of Gironde 22.3.1798 while in chase of 36-gun *La Charente*, but later freed; action with Bompart's squadron off Ireland 12.10.1798 (had 1 man mortally wounded). Under Capt. Michael de Courcy 4.1799; in Cotton's (reinforcement) squadron to the Mediterranean 6.1799; operations off Quiberon 6.1800. Under Capt. Joseph Yorke in 4.1801. Fitted at Portsmouth (for £33,035) 5 – 12.1805. Recommissioned 9.1805 under Capt. John Harvey; sailed for Jamaica 28.1.1806. In Leeward Islands 1807. Paid off 1.1808. Fitted as prison ship at Chatham (for £5,364) 11.1809 - 3.1810. Fitted there as powder magazine (for £138) 9 – 12.1814, for the Medway. Fitted as a Convict ship at Sheerness 1.1826. BU at Chatham (for £1,000) 11.1834.



While Thomas Slade designed most of the 74s of the Seven Years War, the *Canada* represented William Bately's first attempt at a 74-gun ship. At 170ft on the gun deck, she was the largest British 74 to be ordered so far, and had a fairly good sailing performance. After twenty years, the Bately design was considered good enough to be revived for a further three ships to be built to it. This contemporary 'Dockyard' style model captures Bately's penchant for a scow-like bow shape and one more gunport on the upper deck than the lower. Although invisible in this photograph, this model also contains an exquisite miniature replica of the Coles-Bentinck chain pump adopted by the Royal Navy in 1770. While there are a few small discrepancies with the plans of the *Canada*, there can be little doubt that the model depicts either that ship or the later *Majestic*, *Orion* or *Captain*, all built to the revived design in 1787.



The *Canada* was Commodore Sir John Borlase Warren's flagship in the squadron despatched from Cawsand Bay on 23 September 1798 to intercept Commodore Bompart's expedition to promote Wolfe Tone uprising in Ireland. Off Lough Swilly on 12 October Warren's force took Bompart's flagship, the 74-gun *Le Hoche* (with Tone also aboard) in the battle shown here, while most of Bompart's accompanying nine frigates were also taken or sunk over the next few days.

SUFFOLK. Design by William Bately, approved 13.1.1761. A similar vessel, *Ajax*, was sold to BU in 1785.

Dimensions & tons: 168ft 0in, 138ft 9in x 46ft 9in x 20ft 0in. $1{,}613^{6}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

[1782-92 had: 28 x 68pdr; 28 x 42pdr; QD & Fc 12 x 24pdr – all 68 guns being carronades.]

Suffolk Randall & Co, Rotherhithe.

As built: 168ft 1½in, 138ft 9in x 46ft $9^{5}/_{8}$in x 20ft 2½in. $1{,}616^{57}/_{94}$ bm.

Ord: 1.1.1761. K: 4.3.1761. L: 22.2.1765. C: laid up at Deptford Dyd on launch until 1777.

First cost: £31,300.2.0d including fitting (contract at £16.10.0d per ton was for £26,615.4.0d).

Commissioned: 5.1778. Fitted at Chatham (for £10,419.10.11d) 12.1777 – 7.1778. Fitted for Channel service and coppered at Plymouth (for £20,875.14.9d) 3 – 7.1782. Paid off after wartime service 6.1783, and fitted for Ordinary at Plymouth 2.1784. Great Repair and fitted at Chatham (for £34,739) 2.1790 – 2.1793. Recommissioned 1.1793 under Capt. Peter Rainier, for Howe's fleet; sailed for the East Indies (with convoy) 26.4.1794. Rainier made Rear-Adm. 6.1795, and from then *Suffolk* was under Capt. Robert Lambert, as Rainier's flagship; sailed from Madras 21.7.1795; capture of Ceylon 8.1795; capture of Amboyna 16.2.1796 and Banda 8.3.1796. Under Capt. Pulteney Malcolm 6.1798, still in East Indies. Returned to Chatham under Capt. Roger Curtis 4.1802 (died 7.1802). BU at Chatham 2.1803.

***RAMILLIES* Class**. Design by Sir Thomas Slade, approved 25.4.1760, a further development of his *Bellona* design. The (Chatham-built) name-ship of the class was abandoned and burnt in 1782.

Dimensions & tons: 168ft 6in, 138ft $3^{3}/_{8}$in x 46ft 9in x 19ft 9in. $1{,}607^{53}/_{94}$ bm.

Men: 550. Guns: (originally) LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Monarch Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 5in, 138ft 2¾in x 46ft 10in x 19ft 9in. $1{,}612^{65}/_{94}$ bm. Draught 12ft 6in / 17ft 6in.

Ord: 22.11.1760 (named AO 22.12.1760). K: 2.6.1761. L: 20.7.1765. C: 24.9.1765.

First cost: £34,407.19.10d (including fitting).

Commissioned: 10.1776 (after Small to Middling Repair at Portsmouth for £8,559.18.8d, 7.1773 – 4.1774). Fitted as guardship at Portsmouth 6.1777, then refitted there (for £9,677.1.8d) 10.1777. Fitted and coppered at Portsmouth (for £9,203.2.9d) 5.1780. Great Repair at Chatham (for £36,469.14.1d) 8.1787 – 1.1790; fitted at Chatham for Channel service (for £5,550.11.4d) 7.1790.. Recommissioned 6.1790 under Capt. Peter Rainier; paid off 9.1791. Fitted for a guardship at Chatham 1.1793; recommissioned 12.1792 under Capt. Sir James Wallace; sailed for the Leeward Islands 24.3.1793; in attack on Martinique. Wallace made Rear-Adm. 4.1794; from then under Capt. Frank Sotheron, as Wallace's flagship. In 4.1795 under Capt. John Elphinston, as flagship of Rear-Adm. Sir George Elphinstone; sailed for Cape of Good Hope 4.1795; capture of the Cape 7 – 9.1795; capture of Lucas's squadron in Saldanha Bay 17.8,1796. Refitted at Portsmouth (for £11,821) 8.1797; under Capt. Edward O'Bryen from 8.1797; flagship of Vice-Adm. Sir Richard Onslow 9.1797; in Lee column at Battle of Camperdown 11.10.1797; had 36 killed, 100 wounded. In 10.1798 under Capt. Samuel Sutton, in the North Sea; in 5.1799 under Capt. Archibald Collingwood Dickson, as flagship of Vice-Adm. Sir Archibald Dickson. From 6.1799 under Capt. James Mosse; at Battle of Copenhagen 2.4.1801. Made good defects at Chatham (for £17,054) 8.1801; under Capt. Thomas Peyton in 7.1801, then Capt. Peter Puget in 11.1801. Fitted at Chatham (for £10,128) 7.1803; recommissioned 5.1803 under Capt. John Clarke Searle, as flagship of Adm. Lord Keith; in catamaran attempt on invasion craft at Boulogne 1.8.1804. Fitted at Chatham 9.1805 – 4.1806. Under Searle again from 2.1806; from 7.1806 under Capt. Richard Lee (-1812); boats in attack on the Gironde 15.7.1806, resulting in capture of 16-gun *Le César*; in Hood's Action off Rochefort 24.9.1806. In Sidney Smith's squadron at Lisbon 11.1807; escort of Portuguese Royal family to Brazil. In 1809 in Walcheren operation, later in North Sea. Under (acting) Capt. Francis Newcombe in 9.1810. Paid off 1812 and BU at Chatham 3.1813.

Magnificent Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 6in, 138ft 2¾in x 46ft 10in x 19ft 9in. $1{,}612^{64}/_{94}$ bm. Draught 12ft 6in / 17ft 4½in.

Ord: 16.12.1761. K: 15.4.1762 (named 18.4.1763). L: 20.9.1766. Sheerness 22.10.1766 to lay up.

First cost: £33,074 (including fitting in 1766).

Small Repair at Portsmouth (for £8,855.3.3d) 2.1772 – 11.1774. Fitted for sea (for £7,437.14.3d) 9.1778.

Commissioned: 7.1778. Paid off 1783 after wartime service (Small to Middling Repair, coppered and fitted at Portsmouth for £21.175.2.7d 2.1781 – 1.1782). Small Repair (for £12,464.4.6d) 10.1784 – 4.1785. Recommissioned 6.1787 under Capt. George Berkeley, fitted 9.1787 as guardship at Portsmouth; under Capt. Richard Onslow at Weymouth 7 – 8.1789; paid off 9.1791. Fitted to be sent to Chatham 10.1794, where underwent Middling Repair (for £14,407) 2 – 7.1795. Recommissioned 6.1795 under Capt. Matthew Squire, for Channel service; paid off 3.1796. Middling Repair and fitted for sea at Plymouth (for £39,558) 3.1796 – 10.1798. From 8.1798 under Capt. Edward Bowater; sailed for the Mediterranean 1.6.1799, recommissioned 7.1799. Under Capt. Peter Bover (temp.) 3.1801. Under Capt. John Giffard in 4.1802; sailed for the Leeward Islands 4.1802; paid off 8.1802. Fitted at Portsmouth (for £12,024) 7.1803. Commissioned 5.1803 under Capt. Wm Ricketts Jervis. Wrecked on Black Rocks off Brest 25.3.1804.

Marlborough Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 8½in, 140ft $3^{1}/_{8}$in x 46ft 11in x 19ft 9in. $1{,}642^{12}/_{94}$ bm. Draught 12ft 8in / 17ft 6½in.

Ord: 4.12.1762 (named 30.4.1763). K: 3.6.1763. L: 25.10.1764. C: 1.10.1767

First cost: £33,319 (including fitting).

Sheathed with lead 10.1768; lead removed, re-sheathed with wood 3.1770. Fitted at Sheerness (for £4,848.11.2d) 1771.

Commissioned: 1.1771 as guardship in the Medway. Middling Repair, coppered and fitted at Portsmouth (for £25,581.7.1d) 9.1777 – 7.1779. Recommissioned 6.1779 and paid off 7.1783 after wartime service. Fitted for Ordinary 1.1784. Great Repair at Chatham (for £33,552.19.5d) 6.1787 – 7.1789. Commissioned 6.1790 under Capt. Samuel Cornish, for Spanish Armament; from 9.1790 under Cmdr. Charles Craven (acting, as Cornish made Rear-Adm); in 2.1791 under Capt. John Bazely; paid off 9.1791. Recommissioned 3.1793 under Capt. George Cranfield Berkeley; in Howe's fleet on Glorious First of June at Ushant 1.6.1794; had 29 killed, 90 wounded. Under Cmdr. John Monkton (acting) 6.1794 – 3.1795. Refitted at Plymouth (for £13,008) 9.1794. Under Capt. Henry Nicholls 4.1795; turned out of ship by mutineers 8.5.1797. Under Cmdr. John Eaton (acting) 6.1797, then Capt. Joseph Ellison in 8.1797; mutiny at Berehaven 7.5.1798; sailed for the Mediterranean 2.6.1798. From 11.1798 under Capt. Thomas Sotheby; in the Mediterranean 1799-1800; in Quiberon operations. Wrecked on a shoal off Belleisle 4.11.1800.

Modified *RAMILLIES* Class. Design by Sir Thomas Slade, approved 13.1.1761, a still further development of his *Bellona* design. There were five contract-built ships built to this modified design (with 2in greater breadth, $2^{3}/_{8}$in less keel than the dockyard-built vessels), of which the *Terrible* had been burnt in 1781 and the *Prince of Wales* taken to pieces in 1783. Each was contracted to be built at a price of £16½ per ton (*Prince of Wales* at £$15^{5}/_{8}$ per ton). *Russell* and *Invincible* were (in 2.1779) the first ships of the battlefleet to be coppered.

Dimensions & tons: 168ft 6in, 138ft 1in x 46ft 11in x 19ft 9in. $1{,}616^{68}/_{94}$ bm.

Men: 550. Guns: (originally) LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Russell Thomas West, Deptford.

As built: 168ft 6in, 136ft $11^{7}/_{8}$in x 47ft 5¾in x 19ft 9in. $1{,}642^{57}/_{94}$ bm. Draught 11ft 6½in / 17ft 6in.

Ord: 1.1.1761. (contract 28.1.1761) K: 6.1761. L: 10.11.1764. C: 6.1.1765 at Deptford & Woolwich Dyds.

First cost: £28,971.12.8d to build, plus £3,796.3.1d fitting.

Underwent Small Repair at Chatham (for £6,620.4.7d) 1772-73.

Commissioned: 9.1777. Coppered and fitted at Portsmouth (for £5,463.16.8d) 1 - 4.1779. Paid off after wartime service 5.1782. Middling Repair at Chatham (for £20,237.1.4d) 11.1782 – 1783. Small Repair at Chatham (for £4,492) 6 – 12.1791. Recommissioned 3.1793 under Capt. John Willett Payne; in brush with Vanstabel's squadron 18.11.1793; at Glorious First of June off Ushant 1.6.1794; lost 8 killed, 26 wounded; in action off Île Groix 23.6.1795. Fitted at Portsmouth (for £12,761) 11.1796 – 2.1797. Recommissioned 12.1796 under Capt. Joseph Larcom, as flagship of Vice-Adm. John MacBride in the North Sea. In 4.1797 under Capt. Richard Grindall; under Capt. Henry Trollope in ?7.1797, in Lee column at Camperdown 11.10.1797, where lost 7 wounded; made good defects at Pymouth (for £9,385) 1.1798. took (with *Jason*) 12-gun privateer *La Bonne Citoyenne* in the Channel 20.3.1798. Under Capt. Hubert Sawyer in 4.1799; sailed for the Mediterranean 1.6.1799. Under Capt. Sir Thomas Williams in 1800, in the Channel. In 1801 under Capt. William Cumming, for expedition to Copenhagen; took part in Battle of Copenhagen 2.4.1801, lost 6 wounded. Large Repair at Portsmouth 1 – 12.1802. Recommissioned 2.1803 under Capt. Robert Williams (-1805); destroyed 4-gun *La Betsy* 3.6.1803. To East Indies 1804; Java operations in 1806. Under Capt. Thomas Caulfield in 1806 (-1809); took 10-gun privateer *L'Adèle* in East Indies 5.12.1807; flagship of Rear-Adm. William O'Bryen Drury in 1809. Under Capt. Edward Hoare from ?10.1810. Sold in East Indies (by AO 23.9.1811 as unable to be fitted for HM service).

Invincible (John & William) Wells & Co, Deptford.

As built: 168ft 6in, 137ft 3¾in x 47ft 3in x 19ft 9in. $1{,}630^{59}/_{94}$ bm. Draught 12ft 5in / 17ft 3in.

Ord: 12.10.1761. (contract 4.11.1761; named 5.11.1761) K: 12.1761. L: 9.3.1765. To Sheerness 6.4.1765. C: 2.1777 at Chatham Dyd.

First cost: £30,879.19.2 to build, plus £11,743.7.0d fitting.

Commissioned: 11.1776. Fitted and coppered at Portsmouth (for £8,541.2.8d) 4 – 5.1779. Fitted for Ordinary at Plymouth 2.1784. Large Repair at Chatham (for £35,333.12.0d) 11.1788 – 7.1791. Recommissioned 5.1793 under Capt. Thomas Packenham; in Howe's fleet on Glorious First of June at Ushant 1.6.1794; had 14 killed, 31 wounded. Refitted at Portsmouth (for £9,820) 3.1796. Recommissioned 12.1795 under Capt. W Cayley (died 1.1801); sailed for the Leeward Islands 21.3.1796; took 10-gun privateer *L'Alexandre* 1.4.1796; at capture of Trinidad 2.1797; at capture of Surinam 8.1799. Flagship of Sir Roger Curtis (for a short time). Returned home 8.1800. Made good defects at Chatham (for £15,671) 12.1800 – 2.1801. Recommissioned ?2.1801 under Capt. John Rennie, as flagship of Rear-Adm. Thomas Totty. Wrecked on the Harborough Sand off Yarmouth 16.3.1801 (over 400 drowned, including Rennie).

Robust (John) Barnard & (John) Turner, Harwich.

As built: 168ft 8½in, 138ft 3in x 47ft 0in x 19ft 9¼in. 1,624 bm.

Ord: 16.12.1761. (contract 11.1.1762) K: 2.1762 (named 18.4.1763). L: 25.10.1764. C: 10.12.1764 by builder.

First cost: £31,399 including fitting.

Small Repair at Chatham (for £8,291.7.11d) 5.1774 – 1.1775.

Commissioned: 12.1777. Fitted at Chatham for £8,187.7.7d) 3.1778. Paid off 9.1782 after wartime service. Middling to Large Repair and coppered at Chatham (for £29,469.16.11d) 2.1783 – 4.1784. Commissioned 10.1787 under Capt. W Cornwallis, but paid off 12.1787. Recommissioned 7.1790 under Capt. Howland Cotton; paid off 9.1791. Very Small Repair at Chatham (for £7,292) 11.1791 – 4.1792. Recommissioned 1.1793 under Capt. George Elphinstone; sailed to join Hood's fleet in the Mediterranean 22.5.1793. At Toulon (Fort La Malague) 28.8.1793, under (temp.) Capt. Benjamin Hallowell; evacuation of Toulon in 12.1793. In 1794 under Capt. Christopher Parker; with Warren's squadron in 6.1795 for Quiberon operations. Under Capt. Edward Thornbrough in 8.1794; in North Sea 1796, then in Channel; mutiny at Spithead 1797. Refitted at Portsmouth (for £11,253) 10.1797. Made good defects at Portsmouth 1.1798. Took part in Warren's action with Bompart 12.10.1798. Under Capt. George Countess in 4.1799; attack on Spanish squadron in the Basque roads 2.7.1799. Under Capt. William Brown in 11.1800, later under Capt. John Ommanney. Under Capt. Henry Curzon in ?4.1801, later under Capt. William Ricketts as flagship of Admiral Jervis; sailed for jamauca 4.1802. Paid off 7.1802. Fitted as a receiving ship at Portsmouth 7.1802. In Ordinary 1807-14. BU there 1.1817.

Ex FRENCH PRIZE (1761). The only 74 to be designed by Jean Geoffroy, rated 'Middling Class' in the RN. Typically for French 74s of the period, over 100 tons bigger than the contemporary British-built designs.

Courageux (French *Le Courageux*, built 4.1751 – 1754 at Brest. L: 11.10.1753).

Dimensions & tons: 172ft 3in, 140ft $1^{1}/_{8}$in x 48ft 0¾in x 20ft 10½in. $1{,}721^{30}/_{94}$ bm.

Guns: 650. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Taken 13.8.1761 by the *Bellona* off Vigo. Purchased by AO 2.2.1762 (for £9,797.16.4d). Named 10.2.1762 and established 17.2.1762.

Large Repair at Portsmouth (for £22,380.11.4d) 8.7.1762 – 14.6.1764. Middling Repair (for £16,420.19.10d) 1.1772 – 7.1773.

Commissioned: 7.1776 under Capt. Samuel Hood. Fitted for guardship at Portsmouth (for £10,132.6.2d) 11.1776. Coppered and fitted there (for £7,468.7.0d) 4 – 5.1779. Refitted there (for £8,547.17.7d) 4.1782; Middling to Great Repair at Portsmouth (for £30,369.13.4d) 6.1787 – 7.1789. Recommissioned 5.1790 under Capt. George Countess, for Spanish Armament. Recommissioned 2.1791 under Capt. Alan Gardner, for Russian Armament; paid off 9.1791. Recommissioned 1.1793 under Capt. William Waldegrave; sailed for the Mediterranean 11.5.1793; at Toulon in late 1793. Under (acting) Capt. John Matthews, in attack on Forneilli 1.10.1793, then evacuation of Toulon. In 1795 under Capt. Augustus Montgomery; in Hotham's Action off Genoa 13.3.1795, with 15 killed, 33 wounded. Under Capt. Benjamin Hallowell later in 1795; present at action off Hyères 13.7.1795 (not in action). Under (temp.) Lieut. John Burrows, wrecked in gale on the coast of Morocco (near Gibraltar) 10.12.1796 (464 drowned, 129 saved).

With the close of the Seven Years War, the usual cutback in state spending meant a lull in ordering. A new period of conservatism began with Anson's death, the Admiralty in early 1763 rejecting new draughts produced by the Surveyors in favour of repeat orders for existing designs. However, Slade produced two variations in 1765, and John Williams (who

replaced Bately in 6.1765) a fresh design. Nineteen new 'Common Class' 74s were ordered over the next ten years, most of them to these designs. Another thirty were ordered in 1778-1782 (two more were cancelled), the majority to similar designs, or indeed to revivals of earlier ones.

EGMONT. A one-off vessel to a design by Thomas Slade, approved 6.6.1765. The first post-(Seven Years)War design was a further development of the *Ramillies* design, with slightly increased breadth.

Dimensions & tons: 168ft 0in, 138ft 9in x 46ft 9in x 20ft 0in. 1,613$^{1}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

[1782-92 had: 28 x 68pdr; 28 x 42pdr; QD & Fc 12 x 24pdr – all 68 guns being carronades.]

Egmont Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 6in, 140ft 0¾in x 46ft 11½in x 19ft 9in. 1,642$^{76}/_{94}$ bm. Draught 13ft 0in / 17ft 5½in.

Ord: 2.5.1765. K: 10.1766. L: 29.8.1768. C: 16.10.1768.

First cost: £31,097.12.9d (including fitting).

Commissioned: 11.1770 for Falkland Islands dispute. Coppered and fitted at Portsmouth (for £7,637.18.3d) 2.1780. Paid off after wartime service 8.1781. Fitted at Plymouth for service in North Sea by AO 25.2.1782 (for £21,338.19.1d) 4 – 8.1782, re-established with allcarronade armament and the masts and yards of a 64. Recommissioned 7.1782 for further war service; paid off 4.1783. Great Repair and fitted at Plymouth (for £33,938.15.0d) 1.1788 – 7.1790. Recommissioned 5.1790 under Capt. George Hope, for Spanish Armament. Re-establish with 32pdr long guns on LD by AO 16.6.1790, and with rest of original armament by AO 18.12.1792. Recommissioned 1.1793 under Capt. Archibald Dickson; sailed for the Mediterranean 5.4.1793. In Toulon operations in late 1793, and Corsica in 1794. Under Capt. John Sutton 1795-97; action off Genoa 13.3.1795; action off Hyères 13.7.1795. Took 22-gun *La Sardine* and retook 28-gun *Nemesis* off Tunis 9.3.1796. At Battle of St Vincent 14.2.1797 (no casualties). BU at Chatham 11.1799.

***ELIZABETH* Class**. Design by Sir Thomas Slade, 1765, similar to *Ramillies* but with more upright stem and bluffer lines. The 1760s batch were all dockyard-built.

Dimensions & tons: 168ft 6in, 138ft 3$^{1}/_{8}$in x 46ft 10in x 19ft 9in. 1,612$^{88}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Elizabeth Portsmouth Dyd (M/Shipwright Thomas Bucknall).

As built: 168ft 6in, 137ft 9$^{1}/_{8}$in x 46ft 11¾in x 19ft 9in. 1,617$^{23}/_{94}$ bm. Draught 12ft 2in / 18 ft 0in.

Ord: 6.11.1765. K: 6.5.1766. L: 17.10.1769. C: 17.12.1770.

First cost: £27,996.5.9d to build, plus £7,648.1.0d fitting.

Commissioned: 10.1770 for Falkland Islands dispute; paid off 5.1771. Recommissioned 1.1778, underwent Middling Repair, coppered and fitted at Portsmouth (for £25,312.5.0d) 5 – 12.1782; paid off 1.1783 after wartime service. Recommissioned 3.1783 at guardship at Portsmouth; paid off early 1786 but recommissioned 4.1786 in same role (was fitted as guardship at Portsmouth 9.1787); paid off 5.1789. BU at Chatham 8.1797.

Resolution Deptford Dyd (M/Shipwright Adam Hayes).

As built:168ft 6in, 137ft 7¾ x 46ft 11in x 19ft 9in. 1,611$^{57}/_{94}$ bm. Draught 12ft 7in / 17ft 3in.

Ord: 16.9.1766. K: 6.1767. L: 12.4.1770. C: 17.5.1770.

First cost: £33,576.8.7d (including fitting).

Commissioned: 12.1770 for Falkland Islands dispute, as guardship on the Medway. Fitted as guardship at Sheerness & Chatham 3.1772. Fitted and coppered at Portsmouth (for £8,300.18.10d) 5 – 7.1779. Paid off ?7.1782 after wartime service. Middling to Great Repair at Chatham (for £28.716.6.0d) 3.1783 – 7.1784. Fitted at Portsmouth (for £13,267) 10.1789. Recommissioned 7.1793 under Capt. James Cumming. In 1794 under Capt. Francis Pender (-96), as flagship of Rear-Adm. George Murray; sailed for Halifax 18.5.1794. In 7.1797 under Capt. William Lechmere, as flagship of Vice-Adm. George Vandeput, on Halifax station. Paid off 10.1798. Recommissioned 7.1799 under Capt. William Mitchell, for the Channel. In 12.1799 under Capt. Alan Hyde Gardner; refitted at Portsmouth (for £8,950) 1.1801; mutiny at Bantry 1801; paid off 1802. Fitted and doubled at Chatham 5.1805 – 3.1806. Recommissioned 1.1806 under Capt. George Burlton; diagonal braces removed at Sheerness 12.1806 – 2.1807; in Copenhagen expedition 8.1807; sailed for Portugal 1.1.1808; at Corunna 1.1809; in Basque roads operation 4.1809. Under Capt. William Ward in 7.1809, in Scheldt operation. Under Capt. Temple Hardy 1810, in the Baltic. In Ordinary at Portsmouth 1812. BU at Portsmouth 3.1813. [Note by 1800s carried QD 14 x 32pdr carronades, Fc 2 x 9pdrs + 2 x 32pdr carronades.]

Cumberland Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 6in, 138ft 3in x 46ft 10in x 19ft 9in. 1,612$^{88}/_{94}$ bm. Draught 12ft 2in / 16ft 11½in.

Ord: 8.6.1768 (named AO 8.1768). K: 1.1769. L: 9.3.1774. C: 8.6.1774.

First cost: £38,105 (including fitting).

Commissioned: 12.1777. Fitted at Portsmouth (for £6,543.17.9d) 5.1778. Fitted and coppered at Plymouth (for £7,309.0.10d) 5 – 6.1780. Paid off 6.1784 after wartime service. Fitted for Ordinary at Plymouth 7.1784. Middling Repair at Plymouth (for £17,850.17.5d) 12.1785 – 2.1787. Fitted as guardship at Plymouth (for £11,270.10.2d) 9.1787 – 7.1789. Recommissioned for Spanish Armament. Recommissioned 2.1793 under Capt. Thomas Louis, as flagship of Rear-Adm. John MacBride (newly promoted, having been her captain since 1787), in Howe's fleet; from 10.1793 flagship of Rear-Adm. Benjamin Caldwell. In 8.1794 under Capt. Bartholomew Rowley; sailed for the Mediterranean 23.5.1795; in Hotham's action off Hyères 13.7.1795; in Man's squadron in pursuit of de Richery's squadron 9.1795. Refitted at Portsmouth (for £18,154) 3 – 6.1797. In 7.1797 under Capt. Robert Montagu, as flagship of Vice-Adm. Lord Keith. Refitted at Portsmouth (for £16,553) 1798-99. In 1799 under Capt. Thomas Graves (-1801) as flagship of Rear-Adm. Sir Richard Bickerton; paid off 8/9.1799. Recommissioned 9.1799 for the Channel; from 1.1801 under Capt. Robert Reynolds; joined Calder's squadron to West Indies in search for Gauteaume, then remained in West Indies. In 6.1803 under Capt. Henry Bayntun; with Bayntun's squadron took *La Vigilante*, *L'Aiguille*, *Le Poisson Volant* and *La Supérieure* off San Domingo 30.6.1803; next day (with *Vanguard*) took 40-gun *La Créole*. Arrived Portsmouth to pay off 1.1804 under Capt. John Serrel. BU there ? 1804.

Berwick Portsmouth Dyd (M/Shipwright Thomas Bucknall to 10.1772, completed by Edward Hunt).

As built: 168ft 6in, 138ft 1$^{1}/_{8}$in x 47ft 0in x 19ft 9in. 1,622$^{56}/_{94}$ bm. Draught 12ft 10in / 18ft 0in.

Ord: 12.10.1768. K: 5.1769. L: 18.4.1775. C: 19.5.1778.

First cost: £30,774.15.11d to build, plus £4,249.9.7d fitting.

Commissioned: 12.1777. Fitted and coppered at Portsmouth (for £9,763.12.6d) 12.1779. Refit at Plymouth (for £9,194.16.8d) 2.1781. Paid off 1783 after wartime service. Small to Middling Repair at Portsmouth (for £19,661.19.3d) 4.1786 – 5.1787. Recommissioned 1.1793 under Capt. Sir John Collins; sailed for the Mediterranean 22.5.1793 and took part in Toulon operations late 1793. Collins died 3.1794, and ship was subsequently under Capts. William Shield, George Campbell, George Henry Towry and finally William Smith during 1794. Under Capt. Adam Littlejohn 1.1795; taken by a French squadron off Cape Corse 7.3.1795 (with Littlejohn the only man killed, and ship surrendered by Lieut. Nesbit Palmer). Served as French *Le Berwick* until Trafalgar, when retaken by HMS *Achille* on 21.10.1805, but wrecked off San Lucar a week later.

***ROYAL OAK* Class**. Design by Sir John Williams, approved 18.12.1765. Less sharp bows than the typical Slade designs, but sharper in the stern above the waterline, the result having some instability but being fast in fine weather and sailing well in all but the strongest winds. *Conqueror* was BU in 1794 and the other five ships were converted to prison hulks by 1808.

Dimensions & tons: 168ft 6in, 138ft 2in x 46ft 9in x 20ft 0in. 1,606$^{21}/_{94}$ bm.

Men: 550. Guns: (originally) LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Royal Oak Plymouth Dyd (M/Shipwright Israel Pownoll).

As built: 168ft 6in, 138ft 2in x 46ft 9in x 20ft 0in. 1,606$^{21}/_{94}$ bm.

Ord: 16.11.1765. K: 5.1766. L: 13.11.1769. C: 13.4.1771.

First cost: £29,914.16.10d, plus fitting £9,391.14.4d.

Commissioned: 11.1770, for Falkland Islands dispute. Refitted as a guardship at Plymouth 11.1771 (then annually to 1778). Refitted and coppered at Portsmouth (for £12,286.12.1d) 1 – 3.1780. Paid off 6.1783 after wartime service. Fitted as a prison ship at Portsmouth (for £1,734) 11.1796; recommissioned 1.1797 under Lieut. James Share, later Lieut. ?John Rowe (-1801). Recommissioned 7.1803 under Lieut. Stephen Liddle, in same role, from 9.1805 under Lieut. James M'Arthur. Renamed *Assistance* 25.10.1805. Under Lieut. Thomas Sherwin 1806-07, Commodore Hugh Downman 1808-11, and Capt. Robert Mends 1812-13. In Ordinary 1814. BU at Portsmouth completed 2.11.1815.

Conqueror Plymouth Dyd (M/Shipwright Israel Pownoll to 2.1775, completed by John Henslow).

As built: 168ft 6in, 138ft 2in x 46ft 9in x 20ft 0in. 1,606$^{21}/_{94}$ bm. Draught 12ft 3in / 18ft 0in.

Ord: 12.10.1768. K: 10.1769. L: 18.10.1773. C: 12.7.1777 (then refitted to 12.1777).

First cost: £33,893.4.0d to build, plus £1,455.2.2 fitting, plus £8,618.1.2 1777 refit.

Commissioned: 3.1777 under Capt. Thomas Graves. Small Repair, coppered and fitted at Plymouth (for £15,835.2.6d) 12.1780 – 7.1781. Paid off after wartime service 3.1781, recommissioned 5.1781 under Capt. George Balfour (-1783). Fitted for Ordinary at Plymouth 12.1783. To Chatham 1787. BU there 11.1794.

Bedford Woolwich Dyd (M/Shipwright William Gray to 3.1773, completed by Nicholas Phillips).

As built: 168ft 6in, 138ft 2in x 46ft 9in x 20ft 0in. $1{,}606^{21}/_{94}$ bm. Draught 12ft 10in / 18ft 0in.

Ord: 12.10.1768. K: 10.1769. L: 27.10.1775. C: 12.11.1776.

First cost: £33,011.11.1d to build, plus £5,891.13.3 fitting (as guardship).

Commissioned: 7.1776. Refitted and coppered at Plymouth (for £9,207.13.10d) 4 – 5.1779. Paid off 7.1783 after wartime service. Middling Repair at Portsmouth (for £22,494.6.0d) 12.1784 – 10.1785. Fitted as guardship at Portsmouth 9.1787; recommissioned 6.1787 under Capt. Robert Man (-1794); Spanish Armament 1790; paid off 8.1791, then from same month under Capt. Sir Andrew Snape Hamond, as guardship at Portsmouth, and flagship of Vice-Adm. Mark Milbank, in Evolutionary Squadron 1792. Back under Capt. Man from 1.1793, sailed for Mediterranean 22.5.1793 to join Hood's fleet at Toulon. Capture of 36-gun *La Modeste* at Genoa 17.10.1793. Flag of Sir Hyde Parker 1794. Under Capt. Davidge Gould in 1.1795; action off Genoa 13.3.1795 and off Hyères 13.6.1795. Under Capt. Augustus Montgomery, in brush with de Richery's squadron off Cape St Vincent 7.10.1795; paid off 11.1795. Fitted at Portsmouth (for £23,622) 9.1796 – 3.1797; recommissioned 12.1796 under Capt. Sir Thomas Byard, in Duncan's fleet at Camperdown 11.10.1797, having 30 killed, 41 wounded. Small Repair at Plymouth (for £1,363) 7 – 9.1799. Prison ship at Plymouth 1800-05. Large Repair and fitted for foreign service at Plymouth (for £52,317) 9.1805 – 10.1807. Recommissioned 9.1807 under Capt. James Walker; sailed for Rio de Janeiro 11.11.1807. In 1.1809 under Capt. Adam M'Kenzie, off Brazil. Refitted at Portsmouth (for £11,444) 9 – 10.1810; then Capt. James Walker again 1810-14, off Brazil. Sailed for Leeward Islands 3.4.1813. At blockade of Flushing 1814. Paid off 1815. BU at Portsmouth 10.1817.

Sultan John Barnard & John Turner, Harwich.

As built: 168ft 6in, 137ft 11in x 46ft 11in x 20ft 0in. $1{,}614^{73}/_{94}$ bm. Draught 11ft 6in / 16ft 6in.

Ord: 14.1.1771. K: 3.1771. L: 23.12.1775. C: 23.2.1776 – 3.11.1777 at Chatham.

First cost: £33,621.9.1d to build (including Dyd costs), plus £5,855.9.6d fitting.

Commissioned: 8.1777. Refitted and coppered at Plymouth (for £11,914.2.10d) 12.1780 – 4.1781. Paid off 1784 after wartime service. Recommissioned 7.1794 under Lieut. Charles Woodger (-1801), as hospital ship at Portsmouth. Fitted as a prison ship at Portsmouth (for £4,070) 1 - 2.1797. Recommissioned 6.1803 under Lieut. Alexander M'Leod (-1806). Renamed *Suffolk* 25.10.1805. Under Lieut. James Bremer 12.1806 (-1809), then Lieuts. Alexander Gilmour (1810-12), James Harley (1813) and Thomas Robins (1814), as prison ship. In Ordinary at Portsmouth 1815. BU there 1.1816.

Hector Henry Adams & John Barnard, Deptford.

As built: 168ft 7in, 138ft 1in x 47ft 0in x 20ft 0¾in. $1{,}622^{45}/_{94}$ bm. Draught 12ft 9in / 17ft 6in.

Ord: 14.1.1771. K: 4.1771. L: 27.5.1774. C: 24.6.1774 at Deptford Dyd.

First cost: £35,333.16.7d (including fitting) [Note figure unclear, may be £35,833.16.7d.]

Commissioned: 11.1776. Coppered and fitted at Portsmouth (for £6,783.14.5d) 4.1779. Paid off 9.1782 after wartime service. Small to Middling Repair and fitted as guardship at Portsmouth (for £20,742.0.9d) 10.1782 – 5.1783; recommissioned 4.1783 under Capt. Sir John Hamilton as guardship; under Capt. Sir George Collier 1784-86. Middling Repair at Portsmouth (for £20,168.0.2d) 2 – 12.1787. Recommissioned 9.1790 under Capt. George Montagu (-1795), then again in 9.1791 as guardship; sailed for the Leeward islands 24.3.1793; in 6.1793 at Martinique. Recommissioned 9.1793 under Capt. Lzwrence Halsted, as flagship of the now Rear-Adm. Montagu. Refit at Portsmouth (for £8,843) 12.1793. Paid off 8.1794, now under Capt. Cuthbert Collingwood. Recommissioned 12.1794, under Capt. Robert Montagu (-1796); flagship of Rear-Adm. Lord Hugh Seymour 1796. Refit at Portsmouth (for £9,230) 2.1796. Refit at Portsmouth (for £13,045) 8.1797. Under Capt. Peter Apton in 7.1797; sailed for the Mediterranean 10.1797; in 4.1799 under Capt. Robert Campbell, in the Mediterranean. Refit at Portsmouth (for £13,691) 11.1799. Recommissioned 9.1799 under Capt. John Elphinston; in Warren's squadron in 1801. In 1802 under Capt. William Skipsey; paid off 1802 and laid up at Plymouth 29.4.1803. Commissioned 7.1806 under Lieut. Edmund Nepean as prison ship at Plymouth (-1811), then Lieuts. Alexander Lighterness (1812) and Edward Elers (1813-14). BU there 2.1816.

Vengeance John Randall & Co, Rotherhithe.

As built: 168ft 6in, 138ft 2in x 46ft 9in x 20ft 0in. $1{,}606^{21}/_{94}$ bm. Draught 11ft 6½in / 17ft 0½in.

Ord: 14.1.1771. K: 4.1771. L: 25.6.1774. C: 18.8.1774 at Deptford Dyd.

First cost: £35,542.14.8d (including fitting)

Commissioned: 3.1778. Fitted at Portsmouth (for £9,170.12.10d) 3 – 7.1778. Refitted and coppered at Portsmouth (for £18,490.0.3d) 11.1781 – 7.1782. Partly fitted as guardship 5.1783, then for Ordinary at Plymouth. To Chatham 7.1786. Middling Repair at Chatham (for £25,644.5.6d) 3.1787 – 10.1788. Fitted at Chatham (for £5,670.14.10d) 6.1790. Refitted at Chatham (for £7,171) 11.1794 – 6.1795. Fitted as prison ship at Portsmouth 12.1807 – 1.1808. BU there 1.1816.

***ALFRED* Class**. Design by Sir John Williams, 1772, slightly enlarged from his *Royal Oak* Class, but with significantly greater beam, and hence slightly slower ships.

Dimensions & tons: 169ft 0in, 138ft 5¼in x 46ft 11in x 20ft 0in. $1{,}620^{82}/_{94}$ bm.



This modern diorama at the Royal Naval Museum represents the scene on 18 October 1781 as preparations are made in the Royal Dockyard at Portsmouth to launch the *Warrior*. Seven ships of this *Alfred* Class were ordered in the 1770s to a draught by John Williams, but the design proved deficient, with – according to Kempenfelt in 1779 – 'neither the *Alexander* or *Alfred* [sailing] well nor [carrying full] sail. The faults … are that the extreme breadth is too low; … the after body is too clean near the water edge … which tends to make her crank, and prevents her ballast being stowed near the centre.' The last three orders for this design were replaced by orders to other designs, and after 1777 no further ships of the line were begun to Williams's draughts. Nevertheless, all four ships completed served throughout the 1793-1814 wars.

Men: 550. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

[*Alfred* by 1810 fitted with an all-24pdr ordnance: LD 28 x 24pdrs; UD 28 x 24pdrs; QD 2 x 24pdrs + 10 x 24pdr carronades; Fc 2 x 24pdrs + 4 x 24pdr carronades.]

Alfred Chatham Dyd (M/Shipwright Joseph Harris to 3.1773, then William Gray to 2.1775, completed by Israel Pownoll).

As built: 169ft 0in, 138ft $5^{1}/_{8}$in x 47ft 2in x 20ft 0in. $1{,}638^{37}/_{94}$ bm. Draught 11ft 3in / 16ft 6in.

Ord: 13.8.1772 (named 9.1772). K: 11.1772. L: 22.10.1778. C: 1.1779.

First cost: £39,170.14.2d (including fitting).

Commissioned: 10.1778. Refitted and coppered at Portsmouth (for £6,134.12.9d) 5.1780. Paid off after wartime service 7.1783. Small Repair at Chatham (for £15,063.12.0d) 7.1783 – 4.1785. Fitted for sea at Chatham 7.1790; recommissioned 7.1790 under Capt. Henry Harvey for the Spanish Armament; under Capt. John Inglefield for the Russian Armament. Recommissioned 8.1791 under Capt. Thomas West as guardship in the Medway; in 1792-94 under Capt. John Bazely, in the Evolutionary Squadron; at Glorious First of June off Ushant 1.6.1794, lost 0 killed, 8 wounded; paid off 11.1794. Recommissioned 5.1795. Made good defects at Plymouth (for £18,105) 1 – 2.1796; in 2.1796 under Capt. Thomas Drury; sailed for the Leeward Islands 24.2.1796; took 22-gun *La Favorite* off Finisterre 3.1796; took 36-gun *La Renommée* off San Domingo 12.7.1796; took French 10-gun privateer *La Décidée* off Martinique ?16.12.1796. In 1.1797 under (temp.) Capt. Thomas Totty. 1797-98 at Jamaica; took 6-gun privateer *La Rencontre* off Dominica 20.1.1798; took 20-gun *Le Scipion* at Basse Terre 16.2.1798; paid off 8.1798. Hospital ship at Plymouth in 1800. Fitted at Plymouth (for £32,444) 1 – 4.1807; recommissioned 3.1807 under Capt. John Bligh, for Copenhagen expedition; sailed for Portugal 4.2.1808. In 3.1809 under (temp.) Capt. Joshua Watson, later Capt. John Hayes; at Scheldt operations in 1809; sailed for the Leeward Islands 8.11.1809; at destruction of French *La Loire* and *La Seine* 18.12.1809; sailed for the Mediterranean 25.9.1810. In 8.1811 under Capt. Joshua Horten, in the Mediterranean. Paid off to Ordinary 11.1812. BU at Portsmouth 5.1814.

Warrior Portsmouth Dyd (M/Shipwright Edward Hunt to 12.1777, Nicholas Phillips to 4.1779, completed by George White).

As built: 169ft 0in, 138ft 2¾in x 47ft 3in x 20ft 0in. 1,642 bm. Draught 11ft 6in / 17ft 0in.

Ord: 13 & 21.7.1773. K: 11.1773. L: 18.10.1781. C: 16.12.1781

First cost: ?

Commissioned: 10.1781; paid off after wartime service 1783. Small Repair at Portsmouth 3 – 7.1784, then laid up there until sailed 4.11.1795. Small to Middling Repair at Chatham 9.1796 – 3.1797; recommissioned 3.1797 under Capt. Henry Trollope.; in 4.1797 under Capt. Henry Savage (-1799); sailed for the Mediterranean 4.4.1797. In 5.1799 under Capt. Charles Tyler (-1802), in Channel Fleet; to Baltic 1801; at Jamaica 2 – 6.1802. Large Repair and fitted at Plymouth (for £64,006) 1.1803 – 7.1804; recommissioned 5.1804 under Capt. William Bligh, for blockade of Brest. In 5.1805 under Capt. Samuel Hood Linzee; at Battle of Finisterre 22.7.1805. In 4.1806 under Capt. John Spranger (-1811); flagship in Channel 12.1806; in Mediterranean 1809-11; at occupation of Zante and Cephalonia 10.1809. Fitted at Chatham 8 – 11.1811; recommissioned 10.1811 under Capt. George Byng, for North Sea. Under Capt. John Rodd in 9.1814, at Jamaica; flagship of Rear-Adm. John Erskine Douglas in 1815. Laid up at Chatham 9.1815. Fitted as receiving

ship at Chatham 8.1819. Fitted as temporary quarantine ship at Chatham 7.1831. Receiving ship at Woolwich 12.1832. Fitted as convict ship there 6.1839 - 2.1840. BU completed at Woolwich 11.12.1857.

Alexander Deptford Dyd (M/Shipwright Adam Hayes).

As built: 169ft 0in, 138ft $5^{1}/_{8}$in x 46ft 11in x 20ft 0in. 1,621 bm. Draught 11ft 8in / 16ft 9½in.

Ord: 13 & 21.7.1773. K: 6.4.1774. L: 8.10.1778. C: 6.12.1778.

First cost: £38,895.18.3d (including fitting).

Commissioned: 10.1778. Fitted and coppered at Portsmouth (for £6,607.15.9d) 12.1779. Refitted and raised copper on each side at Chatham (for £8,509.12.2d) 12.1782. Paid off after wartime service 4.1783. Small Repair at Chatham (for £11,064.18.3d) 8 – 12.1784. Fitted at Chatham for Channel service 8.1791. Commissioned 8.1793 under Capt. Thomas West; in 5.1794 under Capt. Richard Bligh in Montagu's squadron; captured by the French (Neilly's squadron) having just finished convoy duty off the Scillies 6.11.1794, lost 40 killed and wounded; added to French Navy as *L'Alexandre*. Retaken off Lorient in Bridport's action 23.6.1795; under (acting) Alexander Wilson. Re-registered by AO 10.9.1795. Middling to Great Repair at Plymouth (for £28,847) 10.1795 – 4.1796. In 1796 recommissioned under Capt. Arthur Philip, for the Channel Fleet. In 1.1797 under Capt. Alexander Ball (-1800); sailed for the Mediterranean 18.3.1797; towed the dismasted *Vanguard* in a gale off Sardinia 21.5.1798; at Battle of the Nile 1.8.1798; blockade of Malta 1799. In 2.1800 under (acting) Lieut. William Harrington; *Genereux*'s convoy 18.2.1800. In 2.1801 under Capt. Manley Dixon. Fitted at Portsmouth (by AO 25.4.1806) as a lazarette 6 – 10.1805, for the Motherbank. BU at Portsmouth 11.1819.

Montagu Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

As built: 169ft 0in, 138ft 4in x 47ft 1in x 19ft 11½in. $1,631^{16}/_{94}$ bm. Draught 11ft 10in / 16ft 11in.

Ord: 16.7.1774 (named 23.8.1774). K: 30.1.1775. L: 28.8.1779. C: 23.9.1779

First cost: £42,331.12.10d including fitting and coppering.

Commissioned: 8.1779; paid off 11.1782 after wartime service. Small Repair at Portsmouth (for £11,507.10.9d) 11.1782 – 6.1783. Small Repair at Portsmouth (for £7,086) 3 – 12.1790. Recommissioned 2.1793 under Capt. James Montagu, for Howe's fleet; at Glorious First of June off Ushant 1.6.1794, lost 4 killed (including Montagu), 13 wounded; Lieut Ross Donnelly acting Cmdr. Later in 1794 under Capt. William Fooks; sailed for the Leeward Islands 25.10.1794; took (with *Ganges*) 24-gun *Le Jacobin* 30.10.1794; paid off 11.1795. Small Repair and fitted (for £13,482) 11.1795 – 8.1796; recommissioned 4.1796 under Capt. John Knight (-1799); at Battle of Camperdown 11.10.1797; sailed for the Mediterranean 2.6.1798; in Mediterranean 1799. In 12.1799 under Capt. Charles Paterson; in 1801 under Capt. Robert Cuthbert, sailed for Jamaica. In 3.1801 under Capt. Sir Edmund Nagle, in Calder's squadron; in pursuit of Ganteaume's squadron 2.1801. Large Repair at Portsmouth (for £41,200) 1.1802 – 12.1805; recommissioned 3.1803 under Capt. Robert Otway (-1808), for blockade of Brest; in attempt on French fleet 21.8.1803; off Cadiz 1805; in Strachan's squadron 5 – 9.1806. Refitted at Portsmouth (for £7,810) 4 – 5.1807; flagship of Rear-Adm. George Martin, sailed for the Mediterranean 3.6.1807. In 1809 under Capt. Richard Moubray, in the Mediterranean, then in 1811 Capt. John Halliday. Small Repair and fitted for foreign service at Chatham (for £29,294) 12.1811 – 4.1812; in 1812 under Capt. Manley Hall Dixon, as flagship of Rear-Adm. Manley Dixon; sailed for South America 15.5.1812; in Brazil 1812-13. Under Capt. Peter Heywood in 7.1813; in North Sea 1814. Defects made good at Portsmouth (for £9,217) 9.1814 – 4.1815, then to Mediterranean. Paid off and laid up at Chatham 7.1816 and BU there 9.1818.

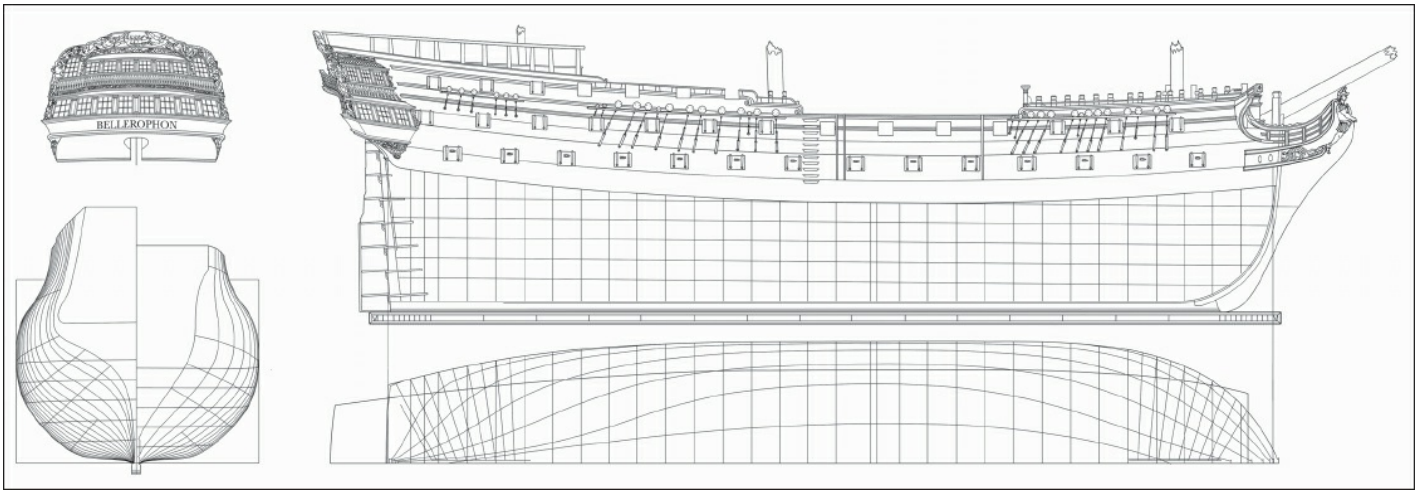
NOTES: A fifth ship (*Edgar*) was also ordered 16.7.1774 to this design but on 25.8.1774 was altered to the following group (*qv*). A sixth ship proposed on 16.7.1774 to be built at Woolwich Dyd to this design was never ordered. Two more ordered 5.2.1777 (*Caesar* from Plymouth Dyd and *Bulwark* from Portsmouth Dyd) were never begun; both orders had their design modified on 11.6.1778 and were finally cancelled 4.3.1783.

***EDGAR* (or Modified *ARROGANT*) Class**. Revived design of 1774, slightly modified from Slade's (Seven Years War) original *Arrogant* design and approved 25.8.1774. Of ten ships, the *Illustrious* was a wartime loss, and *Goliath* (cut down to a 58-gun Fourth Rate in 1812) was BU in June 1815.

Dimensions & tons: 168ft 0in, 138ft 0in x 46ft 9in x 19ft 9in. $1,604^{27}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Goliath and *Vanguard* re-established 29.12.1806 with all-24pdr armament of LD 28 x 24pdrs; UD 28 x 24pdrs (Govers), QD 2 x 24pdrs (Govers) + 10 x 24pdr carronades; Fc 2 x 24pdrs (Govers) + 4 x 24pdr carronades. [*Goliath*, *Saturn* and *Elephant* as 'frigates' (actually razéed two-deckers) each had LD 28 x 32pdrs; UD 28 x 42pdr carronades + 2 x 12pdrs; 495 men.]



Bellerophon, 74 guns, as completed. The designs of the contemporary Surveyor John Williams proved disappointing for 74s, so during the American Revolutionary War the Admiralty concentrated on reviving the proven designs of his predecessor, Sir Thomas Slade. The most popular of these was the *Edgar*, itself a modification deriving from the highly successful *Bellona* Class of the late 1750s.

Edgar Woolwich Dyd (M/Shipwright Nicholas Phillips to 12.1777, completed by George White).

As built: 168ft 0in, 138ft 0in x 46ft 10in x 19ft 9in. $1,609^{93}/_{94}$ bm. Draught 12ft 4in / 17ft 9in.

Ord: 16.7.1774. K: 26.8.1776. L: 30.6.1779. C: 6.9.1779.

First cost: £42,362.0.11d (including fitting and coppering)

Commissioned: 5.1779. Refitted at Portsmouth (for £8,027.1.9) 2.1782. Fitted as a guardship at Portsmouth (for £6,028.4.9d) 4.1783. Refitted (with copper bolts) at Portsmouth for £14,243.4.7d) 9.1786 – 6.1787. Refitted as a guardship at Portsmouth (for £2,601), and again in 5.1790. Refitted at Portsmouth (for £5,980) 12.1792, having recommissioned 8.1791 under Capt. Albemarle Bertie as a guardship; then joined Howe's fleet 1793; captured privateer *Le Demourier*. Recommissioned 8.1794 under Capt. Sir Charles Knowles. Refitted at Chatham 4.1795 (for £10,791) and 9.1796 (for £11,356); recommissioned 8.1796 under Capt. John McDougall (- 1799), for Channel service; under Capt. Edward Buller from 11.1799 (- 1801), still in Channel. In 3.1801 under (acting) Capt. George Murray, in the Baltic; took part in Battle of Copenhagen. Under Capt. Robert Otway from 8.1801; paid off 7.1802. Refitted at Chatham 3 – 8.1805 (for £19,605). Recommissioned 7.1805 under Capt. John Clarke Searle; in 2.1806 under Capt. Robert Jackson, in the Downs; by 1807 flagship of Adm. Viscount (George) Keith. From 5/6.1807 under Capt. James Macnamara. Made good defects at Plymouth (for £11,439) 1 – 3.1808; in the Baltic 1808-09; her boats captured 18-gun *Fama* and 12-gun *Søormen* at Nyborg 11.8.1808. Refitted at Portsmouth (for £8,667) 4 – 6.1809. In ?3.1810 under Capt. Stephen Poyntz; by 1812 in Ordinary at Chatham. Fitted as prison ship for convicts at Chatham (for £9,179) 10 - 12.1813. Renamed *Retribution* 19.8.1814, as convict hulk at Sheerness to 1833. BU at Deptford 2.1835.

Goliath Deptford Dyd (M/Shipwright Adam Hayes).

As built: 168ft 0in, 138ft 0in x 46ft 9in x 19ft 9in. $1,604^{27}/_{94}$ bm. Draught 12ft 5in / 17ft 9in.

Ord: 21.2.1778 (named AO 19.5.1778). K: 10.4.1779. L: 19.10.1781. C: 31.10.1781 – 2.1.1782 at Woolwich.

First cost: £38,583.11.10 at Deptford, plus £1,992.10.5d (including coppering) at Woolwich.

Commissioned: 10.1781. Fitted as guardship at Sheerness 7.1783. Under Capt. Andrew Snape Douglas from 1790. Re-bolted at Portsmouth (for £8,254.10.5d) 6.1786 – 9.1787. Middling Repair at Chatham (for £21,495) 1.1795 – 1.1796. Under Sir Charles Knowles 2.1796; in Jervis's fleet at Battle of St Vincent 14.2.1797, with 0 killed, 8 wounded. Under Capt. Thomas Foley 3.1797; at Battle of the Nile 1.8.1798, with 21 killed, 41 wounded; with Hood's squadron at Alexandia, her boats took ketch *La Torride* 25.8.1798. Blockade of Malta in 1799; paid off 12.1799. Middling Repair and fitted at Portsmouth 9.1800 – 8.1801. Recommissioned 6.1801 under Capt. William Essington; sailed for Jamaica 10.1801. Under Capt. Charles Brisbane 7.1802; took 18-gun *La Mignonne* off west end of San Domingo 28.6.1803; returned to UK 8.1803; boats attacked convoy off Sables d'Olonne 9.12.1803. Under Capt. Robert Barton 1805; took (with *Camille*) 16-gun *La Faune* in the Channel 15.8.1805; took 18-gun *La Torche* 16.8.1805. Under Capt. Matthew Scott in 12.1805; paid off 1806. Fitted at Plymouth 1 – 3.1807; recommissioned 2.1807 under Capt. Peter Paget; on Copenhagen expedition in 8.1807, then in Baltic in 1808. Laid up at Chatham 11.1808, then at Portsmouth 1812. Cut down to a Fourth Rate (58-gun) 'frigate' and fitted at Chatham 3 – 7.1813. Recommissioned 1813 under Capt. Frederick Maitland, for the West Indies. BU at Chatham 6.1815.

Vanguard Deptford Dyd (M/Shipwright Adam Hayes to 12.1785 [died], completed by Henry Peake).

As built: 168ft 0in, 137ft 8½in x 46ft 10½in x 19ft 9in. $1{,}609^{41}/_{94}$ bm.

Ord: 9.12.1779 (named AO 17.4.1780). K: 16.10.1782. L: 6.3.1787. C: 16.3 – 11.5.1787 Woolwich.

First cost: £39,116.12.10 (£33,066 for hull, masts & spars), plus £2,185 fitting and coppering.

Commissioned: 6.1790 under Capt. Sir Andrew Snape Hamond; fitted at Portsmouth (for £4,339) 8.1790; paid off 9.1791. Fitted (for £6,218) at Portsmouth 6.1793. Recommissioned 2.1793 under Capt. John Stanhope, for Howe's fleet; under Capt. Isaac Schomberg from 12.1793; sailed for Leedward Islands 8.3.1794. Under Capt. Charles Sawyer from 5.1794, as flagship of Commodore Charles Thompson; joined Jervis 7.6.1794. Under Capt. Simon Miller 11.1794 (-97); took 24-gun *La Perdrix* off Antigua 6.1796, and 24-gun *La Surprise* 10.10.1796; paid off 8.1797. Fitted at Chatham (for £19,121) 8.1797 - 2.1798. Recommissioned 12.1797 under Capt. Edward Berry, as flagship of Rear-Adm. Horatio Nelson; sailed for the Mediterranean 9.4.1798; at Battle of the Nile 1.8.1798, with 30 dead, 76 wounded; under Capt. Thomas Hardy from 4.8.1798. Under Capt. William Brown 6.1799; paid off at Portsmouth 2.1800. Fitted at Portsmouth 1 – 4.1801. Recommissioned 2.1801 under Capt. Sir Thomas Williams; under (temp.) Capt. Charles Inglis from 11.1801, in the Baltic. Under Capt. James Walker 4.1802; took (with others) 40-gun *La Creole* 1.7.1803, 74-gun *Le Duquesne* and 16-gun *L'Oiseau* 25.7.1803, off San Domingo, 6-gun *Le Papillon* 4.9.1803, off San Domingo, and schooner *Le Courier de Nantes* 5.9.1803. Under Capt. Lord William Fitzroy 3.1804, then Capt. Andrew Evans 4.1804, then Capt. James Newman 7.1805, off Jamaica. Paid off 11.1805. Fitted at Plymouth 1 – 3.1807. Recommissioned 2.1807 under Capt. Alexander Frazer; in Copenhagen expedition 8.1807. In 2.1808 under Capt. Thomas Mainwaring, then 5.1808 under Capt. Thomas Baker, as ?flagship of Vice-Adm. Albemarle Bertie. From 1.1809 under Capt. Henry Glynn in the Baltic. Paid off 11.1811 at Plymouth. Fitted as prison ship at Plymouth 12.1812. Fitted as a powder hulk at Plymouth 7 - 9.1814. BU completed there 29.9.1821.

Excellent Joseph Graham, Harwich.

As built: 168ft 0in, 138ft 0in x 46ft 11in x 19ft 9in. $1{,}615^{71}/_{94}$ bm.

Ord: 9.8.1781. K: 3.1782. L: 27.11.1787. C: 12.1787 at Chatham.

First cost: £29,746.16.11d to build, plus £210.6.3d & £8,513.9.6d. for fitting & coppering.

Commissioned: 7.1790 under Capt. John Gell, for Spanish Armament. Fitted at Chatham (for £5,432.1.7d) 9.1790. Recommissioned 9.1793 under Capt. William Clement Finch. Fitted at Portsmouth (for £7,053) 6.1794; from 5.1794 under Capt. John Samuel Smith; in 6.1794 under Capt. John Whitby, as flagship of Vice-Adm. William Cornwallis in the Channel; under Capt. William Mitchell (acting) in 10.1794, then Capt. Cuthbert Collingwood from 12.1794; to the Mediterranean 7.1795. At Battle of St Vincent 14.2.1797. Flagship 9.1797 – 2.1798, at blockade of Cadiz; returned to UK 11.1798 and paid off. Fitted at Portsmouth (for £13,685) 6 – 8.1799; recommissioned 7.1799 under Capt. Robert Stopford; took 18-gun *L'Arethuse* near Lorient 11.10.1799; cut out cutter *L'Arc* from Quiberon 20.2.1801. Under Capt. J(ohn or James) Nash, sailed for Leeward Islands 4.1802; Capt. Robert Tucker (acting) in 5.1802. Fitted at Portsmouth (for £14,898) 6 – 8.1803; recommissioned 7.1803 under Capt. Frank Sotheron (-1806); joined fleet off Toulon 11.1803; operations in the Bay of Naples 1806. Refitted at Chatham (for £16,267) 9.1806 – 3.1807; recommissioned 2.1807 under Capt. John West (-1809); sailed for the Mediterranean 6.6.1807, via Cadiz; at seizure of Fort Trinidad, Rosas Bay 1808, and destruction of convoy at Duino 28.7.1809. Between Middling and Large Repair at Portsmouth (for £54,416) 1.1812 – 1.1814, then to Ordinary. Ordered (by AO 11.5.1820) to be cut down to a 58-gun Fourth Rate frigate, which began 12.1825, but seemingly this conversion was never completed. Receiving ship at Portsmouth 6.1825. Gunnery training hulk there 1830. BU at Deptford 10.1835.

Saturn Thomas Raymond, Northam.

As built: 168ft 2in, 138ft 1in x 46ft 11in x 19ft 10in. $1{,}616^{68}/_{94}$ bm.

Ord: 27.12.1781. K: 8.1782. L: 22.11.1786. C: 18.12.1786 – 5.2.1787 (for Ordinary), 12.6.1790 (for sea) at Portsmouth.

First cost: £29,422.12.10d to build, plus £10,126.12.6 (1787 fitting) & £4,935 (fitting for sea).

Commissioned: 5.1790 under Capt. Robert Linzee; paid off 9.1791. Recommissioned 10.1793 under Capt. Thomas Newnham; in 8.1794 under Capt. William Lechmere, as flagship of Rear-Adm. George Vanderput in the Downs. Under Capt. James Douglas, as flagship of Vice-Adm. Sir John Laforey; sailed for the Mediterranean 23.5.1795; in action off the Hyères 13.7.1796; in Man's squadron in 10.1795, in pursuit of de Richery. Made good defects at Plymouth (for £12,475) 2 – 4.1797. Under Capt. Herbert Sawyer in 8.1797, in the Channel; under Capt. Jacob Waller in 10.1797 (died 10.1798). Made good defects at Portsmouth (for £9,158) ?10.1798 - 1.1799; under Capt. Thomas Totty from 11.1798 (-1800). Under Capt. Charles Boyles in 1.1801, and Capt. Robert Lambert 2.1801, in Hyde Parker's fleet in the Baltic. From 8.1801 under Capt. James Brisbane, as flagship of the now Rear-Adm. Totty (died 6.1802); to the Leeward Islands in 1.1802, paid off later in 1802. Fitted at Portsmouth (for £9,135) 5 – 8.1805. Recommissioned 7.1805 under Capt. Lord Amelius Beauclerk (-1808), for the Mediterranean. In 1808 under Capt. Thomas Boys (acting) for blockade of Lorient; in 5.1809 under Capt. William Cumberland, in the Baltic to 1810. In Ordinary at Plymouth 1812-13. Repaired and cut down to a 58-gun Fourth Rate frigate at Plymouth (for £50,423) 4 - 12.1813. Recommissioned 8.1813 under Capt. James Nash; took US 10-gun privateer *Hussar* 28.5.1814. Under Capt. Thomas Brown in 11.1814; paid off into Ordinary 4.1815. Small Repair and altered at Plymouth (for £14,210) 10 – 12.1817, then laid up. Fitted at Plymouth as a lazarette for Milford 8 – 9.1825. Gunnery training ship 1830. Fitted as Harbour flag and receiving ship at Pembroke (for £2,925) 7 – 11.1845. By AO 1.7.1845 it was ordered to convert this very old vessel to a screw blockship, but this was cancelled 30.8.1845, and she remained a receiving ship. Fitted as a guardship at Pembroke 10.1849 - 3.1850. BU (under AO 1.8.1867) completed at Pembroke 1.2.1868.

Elephant George Parsons, Bursledon.

As built: 168ft 0in, 137ft $9^{7}/_{8}$in x 46ft 11½in x 19ft 9½in. $1{,}616^{49}/_{94}$ bm. Draught 12ft 6in / 17ft 8in.

Ord: 27.12.1781. K: 2.1783. L: 24.8.1786. C: 26.8 – 7.11.1786 at Portsmouth.

First cost: £30,772.2.4d, plus £10,108 coppering and fitting.

Commissioned: 6.1790 under Capt. Charles Thompson, for Spanish Armament. Sailed after fitting at Portsmouth (for £4,157) 3.8.1790. Fitted for Ordinary at Portsmouth (for £190) 10.1793 (and recorded need for Middling Repair which may have occupied her for next few years, but went unrecorded). Fitted at Portsmouth (for £21,521) 8.1799 – 3.1800; recommissioned 12.1799 under Capt. Thomas Foley (-1801), as flagship of Rear-Adm. Sir Charles Cotton; then as flagship of Vice-Adm. Horatio Nelson 27.3 – 4.4.1801 for the Battle of Copenhagen, with 9 killed, 13 wounded. From 6.1801 under Capt. George Dundas; sailed for Jamaica 10.1801. Paid off 1.1805. Fitted at Chatham (for £17,695) 11.1804 – 7.1805. Recommissioned (still under Dundas) 5.1805, for North Sea; sailed for Leeward Islands 4.5.1806; encounter with 24-gun *Le Duguay-Trouin* 25.7.1807. Under (temp.) Cmdr. George Morris in 1807, in Leeward Islands; to UK by 9.1807. Between Middling and Large Repair, and fitted at Portsmouth (for £51,290) 4.1809 – 9.1811. Recommissioned 7.1811 under Capt. Francis Austen; took (with *Hermes*) US 12-gun privateer *Swordfish* 28.12.1812. Cut down to a 58-gun Fourth Rate frigate at Portsmouth (for £39,407) 2.1817 - 3.1818, but never recommissioned. BU at Portsmouth 11.1830.

Illustrious Henry Adams, Bucklers Hard.

As built: 168ft 2in, 138ft 1in x 46ft 11in x 19ft 9in. $1{,}615^{51}/_{94}$ bm. Draught 12ft 6in / 17ft 6in.

Ord: 31.12.1781. K: 9.1784. L: 7.7.1789 (after a week's delay in the vain hope that King George III, staying at nearby Lyndhurst, would be present). C: 18.6.1790 at Portsmouth.



Known to the lower deck as the 'Billy Ruffian', the *Bellerophon*'s career was so active that it inspired at least two book-length 'biographies' of the ship. Perhaps the moment of greatest peril came in 1798 at the Battle of the Nile when she fought the huge French flagship *L'Orient* at close range and was entirely dismasted (to the right of the blazing *L'Orient*, in this contemporary print). However, she survived to fight at Trafalgar, where her captain was killed, and played out the last act of the long wars when Napoleon surrendered to the ship off Rochefort in 1815.

First cost: ? to build, plus £10,318 dyd expenses, plus £4,257 fitting.

Commissioned: 5.1790 under Capt. Alexander Edgar, for Spanish Armament. Recommissioned 3.1791 under Capt. Charles Pole, for Russian Armament; paid off 9.1791. Fitted at Plymouth (for £6,962) 3.1793; recommissioned 1.1793 under Capt. Thomas Frederick; sailed for the Mediterranean 22.4.1793; in action off Genoa 13.3.1795, lost 20 killed, 70 wounded; still disabled she was grounded in a gale near Livorno 18.3.1795 and was abandoned and burnt 28.3.1795.

Bellerophon Edward Greaves & Co, Frindsbury.

As built: 168ft 0in, 138ft 0in x 46ft 10½in x 19ft 9in. $1{,}612^{78}/_{94}$ bm.

Ord: 11.1.1782. K: 5.1782. L: 17.10.1786. C: 3.1787 for Ordinary at Chatham.

First cost: £30,232.14.4d to builder, plus £8,376.15.2d fitting.

Fitted for sea at Chatham (for £4,620.8.4d) 15.8.1790.

Commissioned: 7.1790 under Capt. Thomas Pasley for Spanish Armament, then Russian Armament; paid off 9.1791. Fitted at Chatham (for £4,164) 26.4.1793, still under Pasley. Under Capt. William Hope in ?4.1794, as flagship of the now Rear-Adm. Pasley; at Glorious First of June off Ushant 1.6.1794, lost 4 killed, 27 wounded (including Pasley, who was knighted). In 1795 under Capt. Lord (James) Cranstoun; in Cornwallis's retreat 16/17.6.1795. Made good defects at Portsmouth (for £8,103) 10 – 11.1795. In ?5.1796 under (acting) Capt. John Loring, then 1-.1796 under Capt. Henry d'Esterre Darby (-1799); sailed for the Mediterranean 18.3.1797; at Battle of the Nile 1.8.1798, lost 49 killed, 148 wounded. Middling Repair and fitted at Portsmouth (for £32,608) 9.1800 – 8.1801; under Capt. Lord (George) Garlies in 1.1801, then Loring again 12.1801; sailed for Jamaica 4.1802; flagship of Rear-Adm. Sir John Duckworth. Under Commodore Loring in 7.1803, squadron took 74-gun *Le Duquesne* and 16-gun *L'Oiseau* off San Domingo 25.7.1803; at surrender of French squadron at Cap François (frigates *La Surveillante*, *La Clorinde* and *La Vertu*, plus smaller) 30.11.1803. Refitted at Portsmouth (for £11,914) 9 – 11.1804. Under Capt. John Cooke in 4.1805; in Lee column at Battle of Trafalgar 21.10.1805, lost 27 killed (including Cooke), 123 wounded. Defects made good at Plymouth (for £18,082) 12.1805 – 2.1806. Under Capt. Richard Thomas 1806, in Channel Fleet. Under Capt. Edward Rotheram 1807-08; flagship of Rear-Adm. Albemarle Bertie in 1807. Under Capt. Samuel Warren 6.1808, as flagship of Rear-Adm. Alan Gardner in the Baltic. Under Capts. Lucius Hardyman in 8.1810 and John Halstead in 6.1811; flagship of Rear-Adm. John Ferrier 1812, in North Sea. In 2.1813 under Capt. Augustus Brine, then Capt. Edward Hawker in 3.1813, as flagship of Vice-Adm. Sir Richard Keats; sailed for Newfoundland 22.4.1813; took 16-gun privateer *Le Génie*. Under Capt. Frederick Maitland 3.1814; sailed for Newfoundland again 26.4.1814; surrender of Napoleon 15.7.1815. Fitted as a convict hulk at Sheerness 12.1815 – 12.1816. Renamed *Captivity* 5.10.1824. Fitted to navigate to Plymouth 4 – 6.1826; convict hulk there to 1834. Sold at Plymouth (for £4,030) 21.1.1836.

Zealous William Barnard, Deptford Green.

As built: 168ft 4in, 138ft 0in x 47ft 1in x 19ft 9in. $1{,}627^{24}/_{94}$ bm. Draught 11ft 9in / 18ft 3in.

Ord: 19.6.1782. K: 12.1782. L: 25.6.1785. C: 1.7 – 21.8.1785 at Woolwich (after Deptford Dyd.).

First cost: £?30,157.8.1d to builder, plus £7,608 fitting.

Small Repair and fitted at Chatham (for £7,779) 8.1793 – 7.1794.

Commissioned: 5.1794 under Capt. Christopher Mason. In ?6.1795 under Cmdr. (Capt. 10.1795) James Young, as flagship of the now Rear-Adm. Mason; sailed for the Mediterranean 23.5.1795; later Capt. Lord (John) Hervey, then 1796 Capt. Charles Tyler then Capt. Samuel Hood (-1800); damaged by grounding at Tangier 12.1796; at Santa Cruz 25.7.1797; at Battle of the Nile; later at blockade of Alexandria; took French 16-gun *Le Courier* 3.1799; at Naples 4 – 6.1799. Fitted at Chatham (for £14,998) 1 – 3.1801. In 1801 under Capt. Samuel Hood Linzee, as flagship of Rear-Adm. Thomas Totty in the Baltic; in ?8.1801 to the Mediterranean. In 6.1802 under Capt. Richard Dacres; paid off 1802. Middling Repair and fitted at Portsmouth 6.1804 – 6.1805; recommissioned 6.1805 under Capt. John Oakes Hardy; detached with Louis's Division 2.10.1805. In 9.1806 under Capt. John Giffard; off Cadiz 1807. In 1807 under Capt. William Pierrepont, then 11.1808 Capt. Thomas Boys (-1814); flagship of Rear-Adm. Sir Samuel Hood 12.1808; at Corunna 1.1809; sailed for Portugal 21.2.1809; in Baltic 1812-13. In 8.1814 under Capt. James Anderson; to North America in 1814 with stores for the Lakes Flotilla. Paid off into Ordinary at Portsmouth 1/2.1815. BU at Portsmouth 12.1816.

Audacious John Randall & Brent, Rotherhithe.

As built: 168ft 2in, 137ft 9in x 47ft 1in x 19ft 10in. $1{,}624^{27}/_{94}$ bm. Draught 12ft 6in / 17ft 9½in.

Ord: 22.10.1782. K: 8.1783. L: 23.7.1785. C: 10.1785 at Deptford & Woolwich.

First cost: £??,?35.12.3d to build, plus £11,850 fitting.

Small Repair and fitted at Chatham (for £10,026~) 8.1791 – 23.2.1793.

Commissioned: 2.1792 under Capt. William Parker, for Channel Fleet; brush with Vanstable's squadron 18.11.1793; action of 28.5.1794. Under Capt. Alexander Hood, sailed for the

Mediterranean 23.5.1795. Under Capt. William Shield in 1795; action off Hyères 13.7.1795; pursuit of de Richery's fleet 9.1795. Made good defects at Plymouth (for £9,199) 1 – 3.1797. Under Capt. Davidge Gould 1798 (-1800); at Battle of the Nile 1.8.1798. Flagship of Vice-Adm. Lord (George) Keith in 1800 (after the burning of the *Queen Charlotte*); blockade of Genoa 1800, then of Malta 1800. Recommissioned 4.1801 under Capt. Henry Curzon, for Channel fleet; in 6.1801 under Capt. Sir Robert Barlow, then Capt. Shuldham Peard; in Saumarez's squadron for action at Algeciras 6.7.1801, then at Gut of Gibraltar 12.7.1801; sailed for the Leeward Islands 1.4.1802. Fitted at Plymouth (for £27,429) 4 – 8.1805; recommissioned 6.1805 under Capt. John Lawford; in 1.1806 under Capt. John Larmour, then under Capt. Matthew Scott in Strachan's squadron. In 1807 under Capt. Thomas le Marchant Gosselin (-1809), in Channel Fleet; in Baltic 1808; at Corunna 1.1809, then in Scheldt operations. Under Capt. Donald Campbell in 3.1810; in Texel operation; sailed for Portugal 24.9.1810. Laid up at Chatham 11.1811 in Ordinary, then BU there 8.1815.

Modified *ALBION* Class. These two ships were produced to a slightly modified version of Slade's 1760 design, with breadth reduced by 3in.

Dimensions & tons: 168ft 0in, 139ft 1in x 47ft 0in x 18ft 10in. $1{,}634^{21}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Fortitude John Randall & Co, Rotherhithe.

As built: 168ft 6in, 138ft $6^{3}/_{8}$in x 47ft 3in x 18ft 9½in. $1{,}645^{10}/_{94}$ bm. Draught 11ft 11in / 17ft 1in.

Ord: 2.2.1778. K: 4.3.1778. L: 22.3.1780. C: 3.4.1780 at Woolwich.

First cost: £44,405.10.4d (including fitting).

Commissioned: 3.1780. Refitted at Plymouth (for £8,027.1.9d) 1 – 2.1782. Paid off 4.1783 after wartime service. Fitted for Ordinary at Plymouth 5.1783. Small Repair at Plymouth (for £10,261.10.7d) 3 – 7.1784. Recommissioned 10.1787 under Capt. Anthony Molloy; paid off 12.1787. Small Repair at Plymouth (for £8,523.2.10d) 10.1790 – 5.1791. Commissioned 1.1793 under Capt. William Young, for Hood's fleet in the Mediterranean; sailed for the Mediterranean 11.5.1793; attack on Mortella Tower 8.1.1794. Under Capt. Thomas Taylor, action off Genoa 13.3.1795, then action off Hyères 13.7.1795; encounter with de Richery's squadron 7.10.1795 (recapture of the *Censeur*); paid off 11.1795. Prison ship at Portsmouth 10.1795, under (acting) Capt. Thomas Boys; recommissioned in same role 6.1798 under Lieut. John Gourly. Powder hulk at Portsmouth 5.1802. BU at Portsmouth 3.1820.

Irresistible John Barnard, Harwich.

As built: 168ft 0in, 138ft 10in x 47ft 2in x 18ft 10in. $1{,}642^{82}/_{94}$ bm. Draught 11ft 9in / 15ft 9in.

Ord: 5.2.1777. K: 10.1778. L: 6.12.1782. [note John Barnard became Bankrupt in 3.1781, and this, his final naval vessel, was completed by his assignees, Wm Barnard & Co.] C: 26.9.1787 (as guardship) at Chatham.

First cost: £ 30,570.12.3d to build, plus £14,824.11.6d fitting.

Commissioned: 3.1783 as guardship at Chatham. Small Repair at Chatham (for £7,994.17.9d) 11.1789 – 10.1791. Fitted at Sheerness (for £2,574) 8.1793; recommissioned 4.1793 under Capt. John Henry; sailed for the Leeward Islands 24.11.1793; at Martinique 2.2.1794; in Ford's squadron at Port-au-Prince 6.1794; in late 1794 under Capt. John Leigh Douglas; paid off 12.1794. Recommissioned 12.1794 under Capt. Richard Grindall. Refitted at Plymouth (for £10,297) 6.1795; at Bridport's Action 23.6.1795, with 3 killed, 11 wounded (including Grindall); from 6.1795 under Capt. George Martin; sailed for the Mediterranean 4.1.1797 (joined Jervis's fleet 6.2.1797); at Battle of St. Vincent 14.2.1797 (temp. flagship of Commodore Horatio Nelson 15.2 – mid 3.1797); captured (with *Emerald*) 34-gun *La Ninfa* and destroyed *Santa Elena* 26.4.1797. Under Capt. Robert Plampin in 3.1798; later under Capt. William Owen; paid off 8.1798. Repaired at Chatham (for £18,271) 3 – 5.1801. Recommissioned 4.1801 under Capt. William Bligh, for North Sea; Capt. Christopher Parker in 7.1801. Fitted at Chatham 9.1803. BU at Chatham 9.1806.

Revived *ELIZABETH* Class. Revival of 1765 design by Sir Thomas Slade. The *Bombay Castle* (together with the larger *Carnatic* and *Ganges* – see below) were funded by the East India Company as a contribution to the war effort.

Dimensions & tons: 168ft 6in, 138ft $3^{1}/_{8}$in x 46ft 10in x 19ft 9in. $1{,}612^{88}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

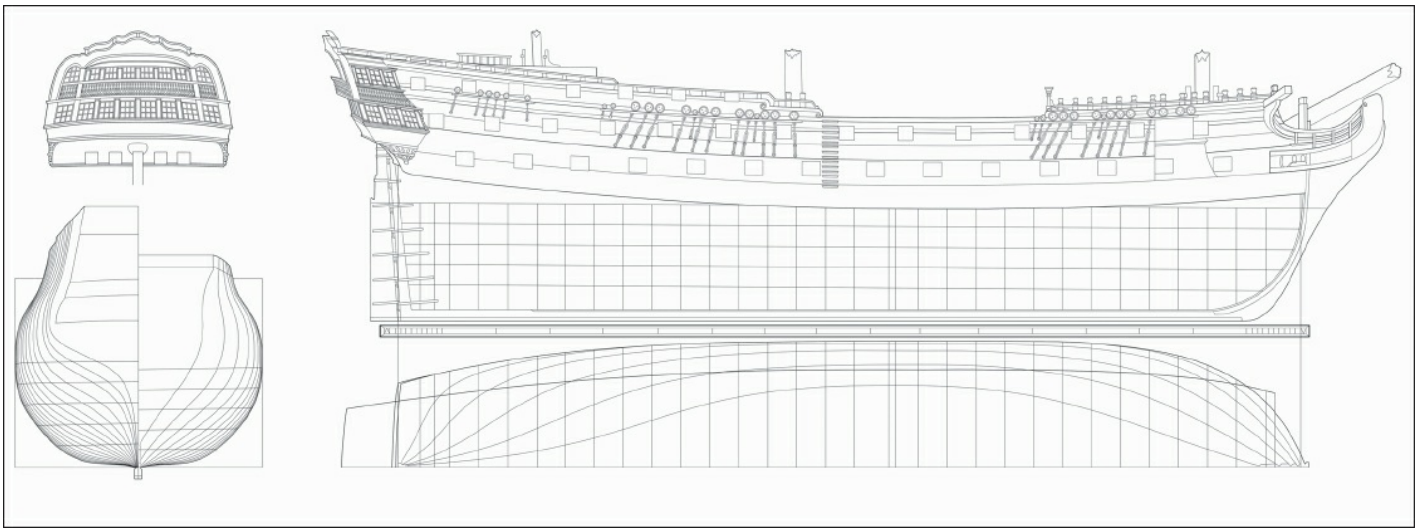
Bombay Castle (ex *Bombay*, renamed 17.2.1780) Perry & Co, Blackwall.

As built: 168ft 6in, 138ft 1in x 47ft 1in x 19ft 9in. $1{,}628^{19}/_{94}$ bm. Draught 12ft 6in / 18ft 6in.

Ord: 14.7.1779. K: 6.1780. L: 14.6.1782. C: 19.6 – 19.9.1782 at Woolwich.

First cost: £13,139.9.2d for fitting and coppering (building cost contributed by East India Co.)

Commissioned: 5.1782 under Capt. James Cranston, but paid off in same year. Recommissioned 4.1783 under Capt. Herbert Sawyer as guardship at Plymouth; fitted as such 8.1783; from 1785 under Capt. Robert Fanshaw (-1788); paid off 1787. Refitted as a guardship and re-bolted (with copper bolts) at Plymouth (for £13,113.16.6d) 10.1786 – 10.1787. Recommissioned 2.1787. Under Capt. Anthony Molloy in 1789. Fitted for sea at Plymouth (for £6,540.19.3d) 5.1790. Under Capt. John Duckworth for Spanish Armament 1790; paid off 9.1791. Repaired at Plymouth (for £32,608) 7.1792 – 1.1795. Recommissioned 8.1794 under Capt. Thomas Sotheby; sailed for the Mediterranean 2.1795. Wrecked near the bar of the River Tagus 21.12.1796 (abandoned 6 days later).



Defiance, 74 guns, as designed. Altogether eight ships were built to Slade's design for the *Elizabeth*, this being one of the second group of four ordered during the American Revolutionary War.

Powerful Perry & Co, Blackwall.

As built: 168ft 6in, 138ft 1in x 47ft 0¾in x 19ft 8½in. $1{,}626^{24}/_{94}$ bm. Draught 12ft 8in / 18ft 7in.

Ord: 8.7.1780. K: K: 4.1781. L: 3.4.1783. C: 11.8.1783 at Woolwich.

First cost: £12,587.18.2d for fitting and coppering.

Commissioned: 4.1783 under Capt. Thomas Fitzherbert; paid off 1785. Recommissioned 5.1786 under Capt. Andrew Sutherland, as flagship of Rear-Adm. Thomas Graves. Small Repair at Plymouth (for £12,229.5.2d) 5.1788 – 3.1789. Recommissioned 12.1792 under Capt. Thomas Hicks. Fitted at Plymouth (for £9,959) 3.1793 – 1.1794. Under Capt. William Otway, sailed for Jamaica 15.1.1794; paid off 8.1794. Recommissioned 4.1795 under Capt. Richard Fisher. Fitted at Portsmouth (for £10,381) 7.1795. Under Capt. William O'Bryen Drury from 8.1795 (-1799). Refitted at Plymouth (for £8,924) 5.1797. In Lee column at Battle of Camperdown 11.10.1797; had 10 killed, 78 wounded. Refitted at Plymouth (for £7,061) 2.1798. Sailed for the Mediterranean 2.6.1798. Refitted at Chatham (for £11,235) 3.1801. Recommissioned 2.1801 under Capt. Sir Francis

Laforey. Repaired by Perry & Co (for £30,065) 3 – 8.1805, then fitted at Woolwich. Recommissioned 8.1805 under Capt. Robert Plampin (-1808); in 11.1805 with Duckworth's squadron off Cadiz. In 1806 in Mediterranean and later East Indies; took 20-gun privateer *L'Henriette* 13.6.1806; took (with *Rattlesnake*) 30-gun privateer *La Bellone* off Ceylon 9.7.1806. In Pellew's squadron off Java 27.11.1806. In 12.1807 under Lieut. Fleetwood Pellew (acting), at Sourabaya. In 1808 at Cape of Good Hope. In 2.1809 under Capt. Charles Johnson, in North Sea and at Walcheren operations, then paid off. BU at Chatham 5.1812.

Defiance John Randall & John Brent, Rotherhithe.

As built: 169ft 0in, 138ft 0in x 47ft 4in x 19ft 9in. $1{,}644^{54}/_{94}$ bm. Draught 12ft 2in / 18ft 3in.

Ord: 11.7.1780. K: 4.1782. L: 10.12.1783. C: 4.3.1784 at Deptford, then 6.1784 at Woolwich.

First cost: £30,757.15.10d to build, plus fitting £8,878.

Commissioned: 8.1794 under Capt. George Keppel. Middling Repair and fitted at Chatham (for £14,925) 11.1793 – 4.1795. In 1795 under Capt. Sir George Home. In 3.1796 under Capt. Theophilus Jones (-1798), in the Channel. Mutiny at Spithead 1787; also?in 1798 mutiny. Refitted at Portsmouth (for £10,270) 9 – 12.1798. In 1799 under Capt. Thomas Shivers, with Rear-Adm. James Whitshed's squadron to the Mediterranean; sailed 6.5.1799 in pursuit of de Bruix's squadron. In 12.1800 under Capt. Richard Retalick, as flagship of Rear-Adm. Sir Thomas Graves; at Battle of Copenhagen 24.4.1801; paid off late 1801. Recommissioned 5.1803 under Capt. Philip Durham, for Channel Fleet; in Calder's Action off Finisterre 22.7.1805, lost 1 killed, 7 wounded; in Lee column at Trafalgar 21.10.1805, lost 17 killed, 53 wounded. Refitted at Portsmouth (for £24,311) 12.1805 – 4.1806. Recommissioned 3.1806 under Capt. Henry Hotham (-1810); with Rear-Adm. Robert Stopford's squadron off Rochefort 1809; at destruction of three French 40-gun frigates (*La Cybele*, *Le Calypso* and *L'Italienne*) at Sables d'Olonne 24.2.1809. In early 1809 in the Basque roads operations. Made good defects at Plymouth (for £10,440) 3.1809 – 4.1810. From 8.1810 under Capt. Richard Raggett (-1813). In 1811 flagship of Rear-Adm. John Ferrier, in North Sea; in 1813 flagship of Rear-Adm. George Hope, in the Baltic. Fitted as a temporary prison ship at Chatham (for £386) 11 - 12.1813. In Ordinary 1814-15. BU there 5.1817.

Swiftsure John & Wm Wells, Deptford (or Rotherhithe?).

As built: 168ft 9½in, 137ft 11¾in x 47ft 0in x 19ft 9½in. $1{,}621^{23}/_{94}$ bm. Draught 12ft 3in / 16ft 2in.

Ord: 19.6.1782. K: 5.1784. L: 4.4.1787. C: 22.5.1787 (at Deptford) and 21.8.1787 (at Woolwich)

First cost: £30,241.3.5 to build, plus £10,643 fitting and £1,635 coppering.

Commissioned: 6.1790 under Capt. Sir James Wallace. Refitted at Plymouth (for £6.456) for Channel service 8.1790. Paid off 9.1791. Refitted at Plymouth (for £11,413) 2 – 3.1791. Refitted at Plymouth (for £9,676) 6 – 10.1793. Recommissioned 7.1793 under Capt. Charles Boyles, as flagship of Rear-Adm. Sir Robert Kingsmill on Irish station in 1794; took 36-gun *L'Atalante* 5.5.1794; sailed for Jamaica 14.5.1795. Refitted at Portsmouth (for £9,265) 9 – 11.1796. Captured by French squadron under Ganteaume in the Mediterranean 24.6.1801, retaken 21.10.1805 at Trafalgar, then renamed *Irresistible*; fitted at Chatham (for £2,738) 6 – 8.1806 and laid up. Commissioned 3.1808 under Capt. George Fowke as prison ship there, from 1812 under ?Robert Mansell (-1813). BU at Chatham 1.1816.

***CARNATIC* Class**. 'Middling Class', built to the lines of the *Courageux* (ex French prize, taken 1761), and thus noticeably larger than the standard 74-gun ships then building.

Dimensions & tons: 172ft 3in, 140ft 5¼in x 47ft 9in x 20ft 9in. $1{,}703^{21}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Carnatic Henry Adams & William Barnard, Deptford.

As built: 172ft 4½in, 140ft 3½in x 48ft 0in x 20ft 9½in. $1{,}719^{30}/_{94}$ bm. Draught 12ft 9½in / 18ft 3½in.

Ord: 14.7.1779. K: 3.1780. L: 21.1.1783. C: 2.2.1783 (at Deptford Dyd), then 7.1783 (at Woolwich).

First cost: Fitting £13,803.19.5d (at Deptford) + £2,929.13.10d (at Wooolwich, including coppering). This ship was 'presented' (*ie* paid for) by the East India Company, the only cost to the RN being 'extra works' amounting to £112.6.7d.

Commissioned: 3.1783 under Capt. Anthony Molloy (-1785) as guardship at Chatham, from 1785 at Plymouth. From 4.1786 under Capt. Peregrine Bertie (-1788). Fitted at Plymouth (for £8,743.11.3d) 2 – 10.1787. From 1789 under Capt. John Ford (-1792). Fitted for Channel service at Plymouth (for £5,054.11.10d) 6.1790, for Spanish Armament, from 8.1790 at flagship of Rear-Adm. John Jervis. Recommissioned 8.1791 as guardship at Plymouth. Middling Repair and fitted at Plymouth (for £39,229) 11.1792 – 3.1796; recommissioned 11.1795 under Capt. Richard Grindall. From 3.1796 under Capt. Henry Jenkins (-1797), as flagship of Rear-Adm. Charles Pole; sailed for the Leeward Islands 4.1796. In 1798 under Capt. George Bowen, then 1799 under Capt. John Loring (-1800), all at Jamaica; later under Capt. Edward T. Smith. From 1.1801 under Capt. Charles Brisbane, then 6.1802 under Capt. Charles Penrose, as flagship of Rear-Adm. Robert Montagu. Fitted as temporary receiving ship at Plymouth 6 – 7.1805. In Ordinary there from 1812-15. Renamed *Captain* 14.7.1815. BU completed at Plymouth 30.9.1825.

Leviathan Chatham Dyd (M/Shipwright Nicholas Phillips to 7.1790, completed by John Nelson).

As built: 172ft 3in, 140ft 4in x 47ft 10in x 20ft 9in. $1{,}707^{85}/_{94}$ bm. Draught 11ft 9in / 17ft 6in.

Ord: 9.12.1779. K: 5.1782. L. 9.10.1790. C: 27.8.1791 (partly fitted).

First cost: £40,810.19.8d to build, plus £2,064.16.5d fitting at Chatham.

Commissioned: 1.1793 under Capt. Hugh Conway (-1794); fitted at Sheerness to 4.1793; sailed for the Mediterranean 22.5.1793; took (with *Colossus*) privateer *Le Vrai Patriot* 7.1793; in 10.1793 under Capt. Benjamin Hallowell (acting), at Toulon; refitted at Portsmouth (for £11,673) 4.1794; in Battle of Glorious First of June off Ushant 1.6.1794, losing 10 killed and 33 wounded. In 1795 under Capt. John Duckworth (-1797); sailed for Jamaica 14.5.1795; at Leogane 21.3.1796. Refitted at Plymouth (for £10,624) to 8.1797; in 8.1797 under Capt. Joseph Bingham, on Irish station when Duckworth flew broad pennant aboard; later under Capt. Henry Digby; sailed for the Mediterranean 2.6.1798; at capture of Minorca 11.1798. In 2.1799 under Capt. James May, as flagship of the now Rear-Adm. Duckworth (-1803). In 1800 under Capt. James Carpenter, at blockade of Cadiz; took (with *Emerald*) 36-gun *Carmen* and *Florentina* 7.4.1800; in 6.1800 under Cmdr. Edward D. King; sailed for the Leeward Islands; then 1801 under Cmdr. Christopher Cole and 1802 Capt. Richard Dunn (-1803), still Duckworth's flagship in the Leeward Islands; paid off 12.1803. Refitted at Portsmouth (for £22,261) 10.1803 – 1.1804; recommissioned 1.1804 under Capt. Henry Bayntun; sailed for the Mediterranean 26.4.1804; later at blockade of Toulon, then in chase (of Gantheaume) to the West Indies; in Weather column at Battle of Trafalgar, losing 4 killed and 22 wounded. Between Small and Middling Repair at Plymouth (for £39,026) 11.1807 – 8.1808; recommissioned 6.1808 under Capt. John Harvey (-1811); sailed for the Mediterranean 7.2.1809; with Martin's squadron in attack on Baudin's convoy 23.10.1809 (80-gun *La Robuste* and 74-gun *Le Lion*, run ashore and burnt near Frontignan 25.10.1809);. In 8.1811 under Capt. Patrick Campbell, in the Mediterranean; boats in attack on shipping near Frejus 29.4.1812; destruction (with *America* and *Éclair*) of convoy near Laigueglia 9.5.1812, and (with *Imperieuse* and *Curacao*) similar convoy 27.6.1812. Made good defects at Portsmouth (for £13,396) 8 – 11.1813. In 10.1813 under Capt. Adam Drummond; at Jamaica 1814. In 4.1814 under Capt. Thomas Briggs, at Lisbon, Cork and then the Mediterranean again; paid off 1816. Fitted as a convict ship at Portsmouth 10.1816. Scuttled as a target ship there 10.1846. Sold to Mr. Burns (for £805) 7.8.1848.

Colossus William Cleverley, Gravesend.

As built: 172ft 3in, 140ft 1in x 48ft 0in x 20ft 8¾in. $1{,}716^{71}/_{94}$ bm. Draught 12ft 1in / 17ft 6in.

Ord: 13.12.1781. K: K: 10.1782. L: 4.4.1787. C: 5.4 – 16.9.1787 at Woolwich.

First cost: £32,101.0.11d to build, plus fitting £8,480.0.0d.

Commissioned: 6.1787 under Capt. Hugh Christian, as guardship at Portsmouth; from 1791 under Capt. Henry Harvey; paid off 9.1791. Fitted at Portsmouth (for £8,886) to 4.1793; recommissioned 2.1793 under Capt. Charles Pole; sailed for the Mediterranean 4.5.1793; took 6-gun *Le Vanneau* in the Bay of Toulon 6.6.1793; took (with *Leviathan*) privateer *Le Vrai Patriot* 7.1793. Refitted at Portsmouth (for £6,999) to 4.1794; in Montagu's squadron 6.1794; in Bridport's Action off Île Groix 23.6.1794; in ?7.1794 under Cmdr. John Monkton (acting). Made good defects at Plymouth (for £8,525) to 7.1796. In 1796 under Capt. Richard Grindall, then 1797 under Capt. George Murray; part of Parker's reinforcement to Jervis, sailed 4.1.1797 and joined off Cape St Vincent 6.2.1797; in Battle of Cape St Vincent 14.2.1797 (losing 5 wounded); at blockade of Malta 1798; wrecked on the Scilly Isles 10.12.1798 (1 drowned).

Minotaur Woolwich Dyd (M/Shipwright John Nelson to 8.1790, completed by William Rule).

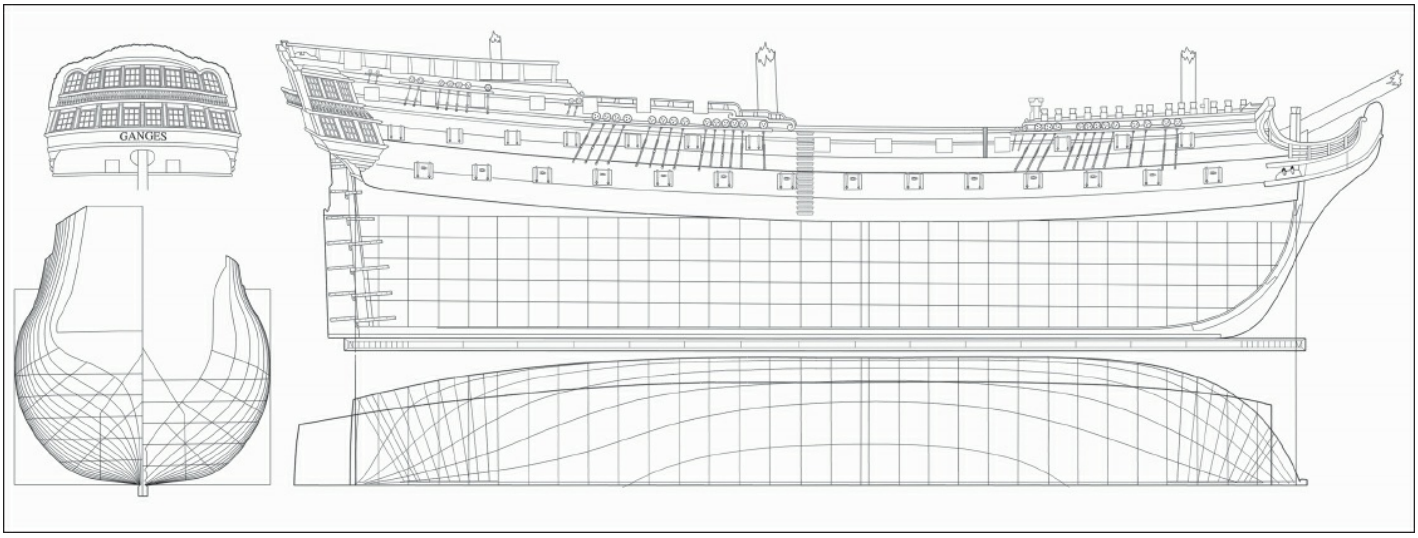
As built: 172ft 1½in, 140ft 2in x 48ft 0in x 20ft 7in. $1{,}717^{74}/_{94}$ bm. Draught 12ft 1in / 17ft 7in.

Ord: 3.12.1782. K: 1.1788. L: 6.11.1793. C: 13.3.1794.

First cost: £50,842 including fitting.

Commissioned: 2.1794 under Capt. Thomas Louis (-1801), as flagship of Rear-Adm. John Macbride; in Montagu's squadron 6.1794; under Capt. Charles Jones (temp.) in 8.1795; flagship of Vice-Adm. William Waldegrave in 1795; in the West Indies 4 – 7.1796; mutiny at Spithead 4 – 5.1797; sailed for the Mediterranean 6.1797; in Battle of the Nile 1.8.1798, losing 23 killed and 64 wounded; at blockade of Malta in 1798; at Naples in 9.1799; flagship of Vice-Adm. Lord (George) Keith 6.1800, at blockade of Genoa; her boats (with *Niger*'s) at cutting-out of *Esmeralda* and *Paz* at Barcelona 3.9.1800; in Egypt operations 1801. Small Repair at Chatham 3 – 11.1802, then fitted at Sheerness 11.1802 – 4.1803; recommissioned 3.1803 under Capt. Charles Mansfield (-1807), for the Channel; took 40-gun *La Franchise* 20.5.1803; in Weather column at Battle of Trafalgar 21.10.1805, losing 3 killed and 22 wounded; in 1806 flagship of Rear-Adm. John Child Purvis, in the Mediterranean; in 1807 flagship of Rear-Adm. William Essington, on the Lisbon station; on Copenhagen expedition 8.1807. At end 1807 under Capt. Norborn Thompson (then temp. under Capt. Robert Neve). In 12.1807 under Thompson again

(-1808), as flagship of Vice-Adm. Sir Charles Cotton, in the North Sea. In 1809 under Capt. John Barrett, in the Baltic; in attack on Russian gunboats at Frederikshaven 25.7.1809; wrecked on the Haak Sands (off Texel) 22.12.1810; about 400 drowned including Barrett.



Ganges, 74 guns, as designed, the first 74 to be built to a new design by Hunt. This was one of three ships funded by the East India Company as their contribution to the war effort (hence her name). The Admiralty possibly took advantage of this goodwill by specifying a larger design than usual, 170ft on the gun deck. There is some evidence that this ship had been initially ordered by HEICo on 6 February 1778 under the name *Bengal*.

***GANGES* Class.** Edward Hunt's only 74-gun design, to which three ships were ordered (it was revived for a further pair of ships in 1801, and in modified form for a sixth vessel in 1811). Fast and weatherly ships, if somewhat unstable.

Dimensions & tons: 169ft 6in, 138ft 11¼in x 47ft 4in x 20ft 3in. 1,656$^{64}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Ganges John Randall, Rotherhithe.

As built: 169ft 6in, 138ft 7¾in x 47ft 8½in x 20ft 3in. 1,678$^{53}/_{94}$ bm. Draught 12ft 6in / 18ft 4in.

Ord: 14.7.1779. K: 4.1780. L: 30.3.1782. C: 30.3 – 20.4.1782 (at Deptford Dyd), - 26.6.1782 (at Woolwich).

First cost: Fitting £11,238.5.9d (at Deptford Dyd) + £3,042.6.9d (at Woolwich, including coppering). This ship was 'presented' (*ie* paid for) by the East India Company, the only cost to the RN being 'extra works' amounting to £279.14.3d.

Commissioned: 2.1782 under Capt. Charles Feilding, for Howe's fleet; paid off 3.1783 after wartime service, recommissioned same month under Capt. J Lutterell, as guardship at Portsmouth. Fitted as this (for £5,154.13.5d) to 8.1783. In 1784 under Capt. Sir Roger Curtis (- 1787), as flagship of Rear-Adm. Sir Francis Drake in 10.1787. Middling to Great Repair at Portsmouth (for £30,023) 11.1790 – 12.1791. Recommissioned 12.1792 under Capt. Anthony Molloy; in chase of Vanstabel's squadron 18.11.1793. Recommissioned 1.1794 under Capt. William Truscott; in Montagu's squadron 6.1794; sailed for the Leeward Islands 25.10.1794; took (with *Montagu*) 24-gun *Le Jacobin* 30.10.1794. In 7.1795 under Capt. Benjamin Archer, in the Leeward Islands. In 1796 under Capt. Lancelot Skynner; sailed for Leeward Islands again 25.2.1796. In 4.1796 under Capt. Robert M'Dougall, in Sir Hugh Christian's operations in the West Indies – St Lucia 4 – 5.1796, and Grenada 6.1796. Refitted at Portsmouth (for £13,899) 1.1797; still under M'Dougall, on North Sea station to 1799; from 9.1799 under Capt. Colin Campbell. Small Repair at Portsmouth (for £14,133) 6 – 9.1800; recommissioned 8.1800 under Capt. Thomas Fremantle; at Battle of Copenhagen 2.4.1801; under Capt. James Brisbane (acting) in 6.1801. In 10.1801 sailed for Jamaica under Capt. Joseph Baker, then 9.1802 under Capt. George M'Kinley; paid off 7.1803 and recommissioned under Fremantle again; paid off 11.1804. Fitted at Portsmouth 5 – 6.1806; recommissioned 4.1806 under Capt. Peter Halkett; joined Stopford's squadron in 1.1807; later in 1807 flagship of Rear-Adm. Richard Keats (-1809), for Copenhagen expedition in 8.1807; sailed for Portugal 1.1.1808; in North Sea station 1809. In 11.1809 under Capt. Thomas Dundas, for the Baltic; paid off 1811. Fitted for Ordinary at Plymouth 3 – 4.1811. Fitted as a prison ship at Plymouth 10.1811 (possibly lent to the Transport Board 12.1814); under Lieut. Frederick Leroux 1812-14 then Lieut. James Spratt 12.1814. BU at Plymouth 3.1816.

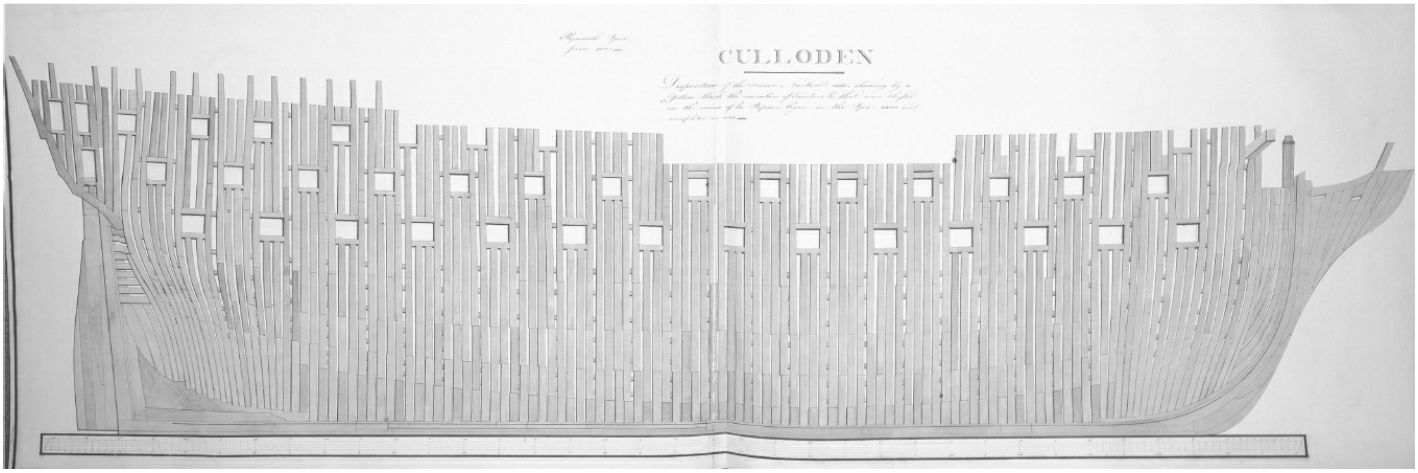
Culloden John Randall, Rotherhithe.

As built: 170ft 0in, 138ft 11in x 47ft 8¾in x 20ft 3$^{7}/_{8}$in. 1,683$^{29}/_{94}$ bm. Draught 13ft 6in / 18ft 6in.

Ord: 12.7.1781. K: 2.1782. L: 16.6.1783. C: 16.6 – 5.7.1783 (at Deptford Dyd), - 4.1784 (at Woolwich).

First cost: Fitting £2,438.3.2d (at Deptford Dyd) + £11,372.6.6d (at Woolwich, including coppering).

Commissioned: ?8.1783 under Capt. Rowland Cotton, as guardship at Plymouth; paid off 1786. Recommissioned 6.1786 under Capt. Sir Thomas Rich as guardship at Plymouth; from 1789 under Capt. Henry Colins (died 3.1791), then 1791 Capt. Thomas Mackenzie; paid off 9.1791; refitted for Channel service at Plymouth 5.1790. Small Repair and fitted at Plymouth (for £24,139) 10.1791 – 2.1793; recommissioned 12.1792 under Rich again; sailed for the Leeward Islands 24.3.1793. In 4.1794 under Capt. Richard Burgess, as flagship of now Rear-Adm. Rich, with Howe's fleet. Later in 1794 under Capt. Isaac Schomberg; at Battle of Glorious First of June off Ushant 1.6.1794, losing 2 killed and 5 wounded. In 12.1794 under Capt. Thomas Troubridge (-1800); mutiny in 12.1794; sailed for the Mediterranean 23.5.1795; in Hotham's Action off Hyères 13.7.1795, losing 2 killed and 5 wounded; led the column at Battle of Cape St Vincent 14.2.1797, losing 10 killed and 47 wounded; in attack on Santa Cruz 25.7.1797; at Battle of the Nile 1.8.1798 (but grounded on Aboukir Island and failed to get into action); later to Naples, then at blockade of Malta; in 2.1799 at Alexandria, then 1800 at blockade of Malta again; in 6.1800 under Cmdr. John Richards (acting) for passage home. Large Repair and fitted at Plymouth 8.1800 – 3.1803; recommissioned 11.1802 under Capt. Charles Lane, for the Channel; in 3.1803 flagship of Adm. Sir George Keith, then 4.1803 under Capt. Robert Otway, as flagship of Rear-Adm. George Campbell; in 5.1803 under Capt. Barrington Dacres; recommissioned 7.1803; in chase of *Le Duguay-Trouin* and *La Guerrière* to Corunna 2.9.1803. In 2.1804 under Capt. George Reynolds, as flagship of Vice-Adm. Cuthbert Collingwood. In 6.1804 under Capt. Christopher Cole, as flagship of Rear-Adm. Sir Edward Pellew; sailed for the East Indies 9.7.1804; took 18-gun *L'Emilien* (ex sloop *Trincomalee*) 25.9.1806; at destruction of Dutch ships in Batavia roads 27.11.1806; in ?10.1807 under Cmdr. George Bell (acting); at Surabaya (Griessee) 12.1807; took 8-gun privateer *L'Union* in East Indies 10.6.1808. In 12.1808 under Capt. Pownoll Pellew, for voyage home. Laid up at Plymouth 7.1809, then BU there 2.1813.



The apparent longevity of wooden warships can be misleading, because long life was often achieved by regular repairs and occasionally the virtual rebuilding of the vessel. This framing plan for *Culloden* shows how little of the original timber (the darker colour) survived what was technically called a 'Large Repair' in 1800-1803. Much of the driving force behind Seppings's structural innovations was not a desire to increase strength, but a desperate search for more economical methods of keeping ageing hulls at sea.

Tremendous William Barnard, Deptford Green.

As built (originally): 170ft 4in, 139ft 3¼in x 47ft 7½in x 20ft 4in. $1{,}680^{22}/_{94}$ bm.

Ord: 1.1.1782. K: 13.8.1782. L: 30.10.1784. C: 28.1.1785 (at Deptford Dyd), - 4.1785 (coppered & fitted).

First cost: £32,366.14.7d to build, plus fitting £6,443 (to 28.1.1785) + £4,955 (later, including coppering).

Fitted at Chatham (for £3,976.12.4d) to 10.1790, then laid up.

Commissioned: 3.1793 under Capt. James Pigot, for Howe's fleet; fitted at Sheerness (for £1,704) to 6.6.1793; refitted at Plymouth (for £6,917) to 1.1794; in Battle of Glorious First of June off Ushant 1.6.1794, losing 3 killed and 8 wounded. Later in 1794 under Capt. Capt. William Bentinck, then 3.1795 under Capt. William Hope and 6.1795 under Capt. Samuel Ballard. In 1796 under Capt. John Aylmer, as flagship of Rear-Adm. Thomas Pringle; sailed for Cape of Good Hope 1.5.1796. In ?7.1796 under Capt. Charles Brisbane; capture of Lucas's squadron in Saldanha Bay 17.8.1796; in 1797 under Capt. George Stephens (temp.), later Cmdr. Askew Hollis (acting); in 1797 Mutiny. In 1798 under Capt. John Osborm, later Capt. John Searle, as flagship of Rear-Adm. Sir Hugh Christian, on Cape of Good Hope station. Bu 1799 under Osborn again (-1806); destroyed (with *Adamant*) 36-gun *La Preneuse* off Mauritius 11.12.1809; in East Indies 1803; action against 40-gun *La Canonnière* 21.4.1806. In 1807 in Ordinary at Chatham. Large Repair (actually reconstruction) in 1807-11 at Chatham with Seppings's diagonal frames – see separate entry below for post-1807 history.

Modified *CULLODEN* Class. The prototype *Culloden* (wrecked 1781) having been built in a Royal Dockyard, Slade's 1769 design was altered for seven slightly smaller ships built by three Thames-side contractors. Although all were completed during the American War, only *Hannibal* was brought into service before 1792.

Dimensions & tons: 170ft 0in, 139ft 8in x 46ft 6in x 19ft 11in. $1{,}652^{65}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 14 x 9pdr; Fc 4 x 9pdr.

Thunderer John & William Wells, Deptford.

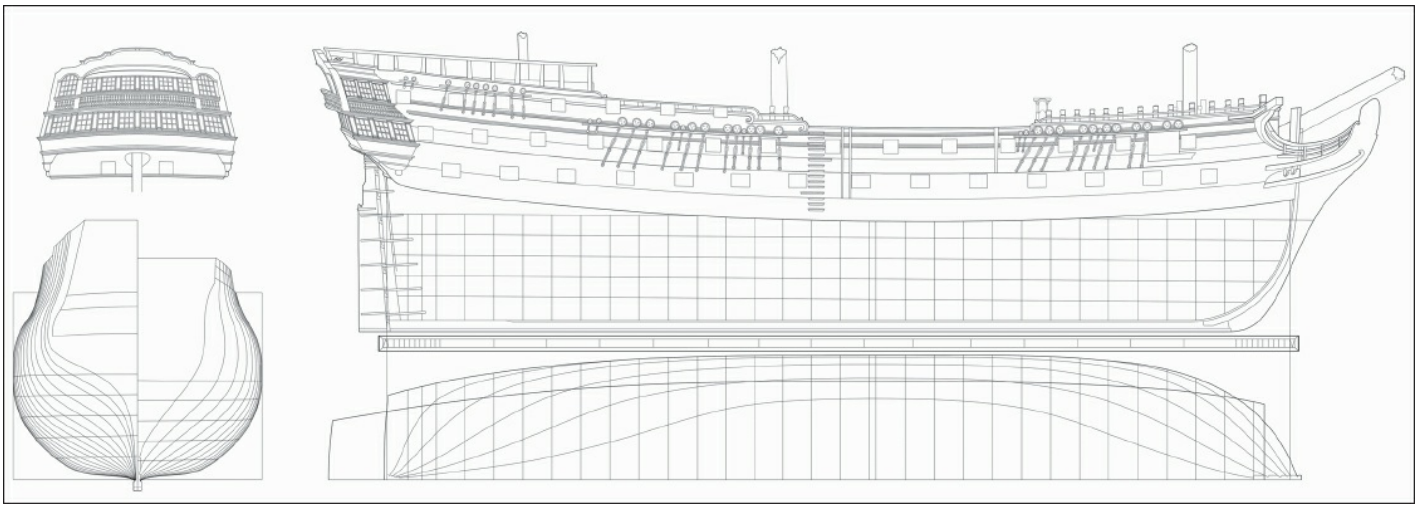
As built: 170ft 8in, 139ft 5in x 47ft 7in x 19ft 11in. $1{,}679^{1}/_{94}$ bm. Draught 13ft 0in / 18ft 4in.

Ord: 23.7.1781. K: 3.1782. L: 13.11.1782. C: 7.12.1783 at Deptford, then 4.5.1784 at Woolwich.

First cost: Fitting £2,191.12.9d (at Deptford) + £3,938 (at Woolwich, including coppering).

Middling Repair at Chatham (for £21,529) 10.1792 – 2.1794.

Commissioned: 1.1793 under Capt. Albemarle Bertie, for the Channel; in Battle of Glorious First of June off Ushant 1.6.1794, no casualties. In 1796 under Capt. James Bowen, as flagship of Rear-Adm. Sir Hugh Christian; sailed for Jamaica 3.1796. In 1797 under Cmdr. (Capt. 7.1797) William Ogilvy; destroyed (with *Valiant*) 44-gun *L'Harmonie* at San Domingo 14.4.1797. In 1799 under Capt. John Crawley, then ?C. Cocket, then in 5.1799 Capt. Temple Hardy. In 9.1800 under Capt. Robert Mends, then Capt. Henry Bayntun in 3.1801. Fitted at Chatham (for £17,821) 6 – 8.1801. In 6.1801 under Capt. Henry Vansittart, then Capt. Solomon Ferris in 9.1801. Recommissioned 3.1803 under Capt. William Bedford, for the Channel; took (with *Minotaur* and *Albion*) 20-gun *Le Franchise* 28.5.1803; took privateer *La Vénus* 26.7.1803. In 1.1804 under Cmdr. Richard Thomas (acting). Fitted at Plymouth 3 – 6.1805. In 1805 under Capt. William Lechmere; in Calder's Action on 22.6.1805, losing 7 killed and 11 wounded. In 10.1805 under Lieut. John Stockham (acting); in Lee column at Trafalgar 21.10.1805, losing 4 killed and 12 wounded. Later under Cmdr. Thomas Searle (acting), then in 3.1806 Capt. William Lukin; took 14-gun privateer *San Christo del Paldo* off Cadiz 12.3.1806. Later in 1806 under Capt. John Talbot (-1808), for the Mediterranean; in the Dardanelles 2.1807; with Strachan's squadron off Rochefort 1808; laid up in Ordinary at Chatham 11.1808. BU there 3.1814.



Thunderer, 74 guns, as designed. The seven ships of the Modified *Culloden* Class derived from the *Culloden* of 1776, a Slade design, and not from the following ship of that name, launched in 1783. *Thunderer* did not enter service until 1793.

Venerable Perry & Co, Blackwall.

As built: 170ft 0in, 139ft 8in x 47ft 2in x 19ft 11in. $1{,}652^{65}/_{94}$ bm. Draught 12ft 8in / 17ft 11in.

Ord: 23.7.1781. K: 4.1782. L: 19.4.1784. C: 29.8.1784 at Woolwich.

First cost: £32,263.2.1d to build, plus fitting £6,588.11.4d.

Small Repair at Chatham (for £14,977) 10.1793 – 6.1794.

Commissioned: 5.1794 under Capt. Sir John Orde; joined Howe's fleet in 9.1794. In ?6.1795 under Capt. William Hope, as flagship of Adm. Adam Duncan, for the North Sea; in 9.1795 under James Bisset (temp?). In 11.1796 under Capt. William Fairfax still Duncan's flagship (-1797); at Battle of Camperdown 11.10.1797, losing 15 killed, 62 wounded; paid off 11/12.1797. Fitted at Chatham (for £24,714) 6.1798 – 3.1799; recommissioned 1.1799 under (now Sir Wm) Fairfax, for the Channel; in attempt on Spanish squadron in Basque roads 2.7.1799. In 1.1801 under Capt. Samuel Hood; in action at Algeciras 6.7.1801 and 12.7.1801. In 1802 under Capt. John Searle, then 1803 under Capt. George Reynolds, as flagship of Rear-Adm. Cuthbert Collingwood, for blockade of Brest. In 2.1804 under Capt. Barrington Dacres, then 8.1804 under Capt. John Hunter; wrecked in Torbay 24.11.1804 (8 drowned).

Terrible John & William Wells, Deptford.

As built: 170ft 7in, 139ft 11in x 47ft 6in x 19ft 11in. $1{,}679^{17}/_{94}$ bm. Draught 12ft 5½in / 18ft 2½in.

Ord: 13.12.1781. K: 1.1783. L: 28.3.1785. C: 28.3 – 12.4.1785 at Deptford, then 2.7.1785 at Woolwich.

First cost: Coppering (at Woolwich) £1,434.

Small Repair and fitted at Chatham (for £11,449) 5.1792 – 2.1793.

Commissioned: 12.1792 under Capt. Skeffington Lutwidge; sailed for the Mediterranean 22.4.1793; joined Hood's Fleet there. In 1794 under Capt. George Campbell (-1797); in Hotham's Action off Genoa 13.3.1795 (0 killed, 6 wounded); in Hotham's Action off Hyères 13.7.1795; in Man's squadron 10.1795, for pursuit of de Richery. Made good defects at Plymouth (for £12,537) 2 – 4.1797. In 6.1797 under Capt. John Miller; in mutiny at Spithead 1797. In 10.1797 under Capt. Sir Richard Bickerton; chase of Bompart's fleet 28 – 30.10.1798. Made good defects at Plymouth (for £9,655) 12.1798 – 4.1799; in 4.1799 under Capt. Jonathan Faulknor, for the Channel. In 1799 under Capt. William Wolseley; sailed for the Mediterranean 1.6.1799; in Quiberon operations 1800. In 1.1801 under Capt. Francis Fayerman. Small to Middling Repair at Plymouth 4.1802 – 12.1803; in 1803 under Cmdr. (Capt. 1.1804) Lord Henry Powlett (-1809), for the Channel; recommissioned 9.1804; in Strachan's squadron 1806, for pursuit of Leissègues and Willaumez; sailed for the Mediterranean 1.1.1807, via Cadiz and Ferrol. Small Repair at Woolwich (for £31,312) 3 – 12.1813; then laid up at Sheerness. Fitted as a receiving ship at Sheerness 8.1822 - 5.1823. Used as Coal depot at Sheerness (by AO 5.3.1829) 4.1829. BU at Deptford 3.1836.

Victorious Perry & Co, Blackwall.

As built: 170ft 6in, 139ft 10in x 47ft 6¾in x 19ft 11½in. $1{,}682^{56}/_{94}$ bm. Draught 12ft 5in / 17ft 9in.

Ord: 31.12.1781. K: 11.1782. L: 27.4.1785. C: 5.5.1785 – 7.1785 at Woolwich.

First cost: £32,105.4.5d to build, plus fitting £8,824.

Small Repair and refitted at Chatham (for £15,810) 10.1793 – 9.1794.

Commissioned: 12.1793 under Capt. Sir John Orde; paid off 6.1794. Recommissioned 7.1794 under Capt. John Brown. In 4.1794 under Capt. William Clark (-1799 or 1800); sailed for the East Indies 4.1794; with Elphinstone's squadron at the Cape of Good Hope 1795; in action (with *Arrogant*) against Sercey's squadron off Sumatra 9.9.1795. In 1801 under Capt. Pulteney Malcolm (-1803), as flagship of Vice-Adm. Peter Rainier; sailed for Home 1802/03; ran ashore in the Tagus and BU at Lisbon 8.1803.

Ramillies Randall & Brent, Rotherhithe.

As built: 170ft 4in, 139ft 9in x 47ft 6in x 19ft 11½in. $1{,}677^{17}/_{94}$ bm. Draught 12ft 9½in / 17ft 7in.

Ord: 19.2.1782. K: 12.1782. L: 12.7.1785. C: 18.7 – 31.7.1785 (at Deptford), then 22.9.1785 at Woolwich.

First cost: Fitting (total) £9,323.3.8d.

Small Repair at Chatham (for £11,907) 8 – 12.1791.

Commissioned: 2.1793 under Capt. Henry Harvey; in Battle of the Glorious First of June off Ushant 1.6.1794, losing 2 killed, 7 wounded. In 8.1794 under Capt. Sir Richard Bickerton (-1797); sailed for the Leeward Islands 20.10.1794. Refitted at Portsmouth (for £8,671) 2.1796, for North Sea; sank lugger *Spider* by collision 4.4.1796; mutiny at Spithead 4 – 5.1797. In 7.1797 under Capt. Bartholomew Rowley, for Channel and Irish station. Made good defects at Plymouth (for £10,832) 3.1798. In 10.1798 under Cmdr. Henry Inman, then 2.1799 under Capt. Richard Grindall; in Quiberon operations 1799. In 1.1801 under Capt. John W. T. Dixon, for Parker's fleet in the Baltic; sent to reinforce Nelson's fleet 2.4.1801. In 6.1801 under Capt. Sir Robert Barlow, then 8.1801 Capt. Samuel Osborn; to Channel and Spanish coast later in year, then paid off. Fitted at Chatham (for £17,285) 7.1804 – 2.1805; recommissioned 12.1804 under Capt. Francis Pickmore; took (with *Illustrious*) 2-gun privateer *La Joséphine* 7.7.1805; sailed for the Leeward Islands 10.1.1807. In 4.1808 under Capt. Robert Yarker. Large Repair at Chatham (for £66,244) 7.1810 – 11.1812; recommissioned 10.1812 under Capt. Sir Thomas Hardy (-1814); sailed for North America; flagship of Rear-Adm. George Cockburn 1813. In 6.1815 under Capt. Chales Ogle, then 11.1815 Capt. Thomas Boys, as flagship of Rear-Adm. Sir William Hope at Leith. Fitted as a guardship at Sheerness 6.1816. In 9.1818 under Capt. Askew Hollis, as guardship at Portsmouth, then 8.1821 under Capt. Edward Brace, in the Downs for the Coast Blockade. Between Small and Middling Repair and fitted as a guardship at Portsmouth (for £19,161) 5.1822 – 6.1823; in 5.1823 under Capt. William M'Cullock, then 11.1825 under Capt. Hugh Pigot. To Reserve for the Harbour Service by AO 3.8.1830. Fitted as a lazarette at Chatham 6.1831, for Sheerness. BU at Deptford 2.1850.

Hannibal Perry & Co, Blackwall.

As built: 170ft 10in, 140ft 0in x 47ft 6¾in x 20ft 0in. $1{,}684^{57}/_{94}$ bm.

Ord: 19.6.1782. K: 4.1783. L: 15.4.1786. C: 28.4.1786 – 8.1786 (at Woolwich, including coppering).

First cost: £31,132.16.2d to build, plus fitting £8,075.

Commissioned: 10.1787 under Capt. Richard Boger; paid off 12.1787. Fitted for Channel service at Plymouth (for £5,936) 5 – 7.1790; recommissioned 5.1790 under Capt. John Colpoys (-1793), for Spanish Armament. Recommissioned 8.1791 as guardship at Plymouth; sailed for the Leeward Islands 24.3.1793; returned early 1794. Fitted at Plymouth (for £9,111) 3 – 12.1794; recommissioned 8.1794 under Capt. John Markham; took 40-gun *La Gentille* off Brest 11.4.1795; sailed for Jamaica 14.5.1795; took privateer schooners in West Indies – *Le Grand Voltigeur* 21.10.1795, 12-gun *La Convention* 24.10.1795, and *Le Petit Tonnure* 13.11.1795. In 1.1796 under Capt. Thomas Lewie (died 16.7.1796), at Jamaica, later under Capt. Joseph Bingham. In 4.1798 under Capt. Robert Campbell, then 9.1798 under Capt. John Elphinston, then 10.1798 under Capt. Edward Tyrrel Smith (-1800). In 1800 under Capt. John Loring; paid off same year. Recommissioned 3.1801 under Capt. Solomon Ferris; taken 5.7.1801 by Linois's squadron at Algeciras 5.7.1801, losing 75 dead, 62 wounded and 6 missing; served in French Navy as *L'Annibal* until BU 1824.

Theseus Perry & Co, Blackwall.

As built: 170ft 8in, 139ft 11in x 47ft 6in x 20ft 0in. $1{,}680^{17}/_{94}$ bm. Draught 12ft 3in / 17ft 7½in.

Ord: 1.11.1782. K: 9.1783. L: 25.9.1786. C: 28.9.1786 (at Woolwich, including coppering, then Deptford).

First cost: Fitting & coppering £9,388.

Fitted at Chatham (for £6,314) 10.1793 – 30.1.1794.

Commissioned: 11.1793 under Capt. Robert Calder, for Montagu's squadron in 6.1794; sailed for the Leeward Islands 13.10.1794. In 9.1795 under Capt. Herbert Browell, then 5.1796 under Capt. Augustus Montgomery (died 2.1797), for the Channel. In 2.1797 under Capt. John Aylmer; sailed for the Mediterranean 18.3.1797. In 5.1797 under Capt. Ralph Miller (killed 14.5.1799), as flagship of Rear-Adm. Horatio Nelson; in attack on Santa Cruz 25.7.1797 (46 killed and 25 wounded including Nelson, invalided home on 18.8.1797); took (with *Swiftsure* and others) privateers *L'Heureux*, *La Harmonie* and *Le Hypomene* 18.1.1798; at Battle of the Nile 1.8.1798 (5 killed, 30 wounded); with Troubridge's squadron at Alexandria 2.1799; at defence of Acre 18.3 – 20.5.1799 (40 killed including Miller and 47 wounded in accidental explosion 14.5.1799). In 5.1799 under Cmdr. Edward Canes (acting), then 9.1799 Capt. John Stiles; paid off 12.1800. Fitted at Chatham (for £19,386) 4 – 6.1801; recommissioned 5.1801 under Capt. John Bligh (-1804), as flagship of Vice-Adm. Lord Radstock (William Waldegrave) for the East Indies; sailed for Jamaica 2.1802; with Loring's squadron at Cape François (San Domingo) 7.1803; took 28-gun *La Sagesse* off Port Dauphin 8.9.1803; in Curacao operations 2.1804. In 7.1804 under Capt. Edward Hawker, then 12.1804 Capt. Francis Temple and 1.1805 Capt. Barrington Dacres, then Temple again 3.1805; paid off 9.1805. Small to Middling Repair and fitted at Chatham 11.1805 – 6.1806; recommissioned 3.1806 under Capt George Hope, then 6.1807 Capt. Richard Hancock and 7.1807 Capt. John Poo Beresford. In 3.1808 under Capt. George Reynolds (acting), then Capt. James Johnstone (acting) in 4.1808, Capt. Thomas Briggs (acting) in 11.1808, and Capt. Charles Jones (acting) 7.1809, all with Beresford as Commodore aboard; with King's squadron off Ferrol 2.1808, then off Lorient 21.2.1809; at Blockade of Rochefort, then at Basque roads 4.1809 and in Scheldt operations later in 1809. In 3.1810 under Capt. William Prowse (-1813), off Texel; paid off into Ordinary at Chatham 12.1813. BU at Chatham 5.1814.

Modified *CANADA* Class. Revival in 1781 of the 1760 design by William Bately.

Dimensions & tons: 170ft 0in, 140ft 5in x 46ft 7in x 20ft 6in. $1{,}632^{35}/_{94}$ bm.

Men: 550. Guns: LD 28 x 32pdrs; UD 30 x 18pdrs; QD 6 x 9pdrs + 8 x 32pdr carronades; Fc 4 x 9pdrs.

[as 'frigate', *Majestic* carried LD 28 x 32pdrs; UD 28 x 42pdr carronades + 2 x 12pdr chase guns.]

Majestic William Barnard, Deptford.

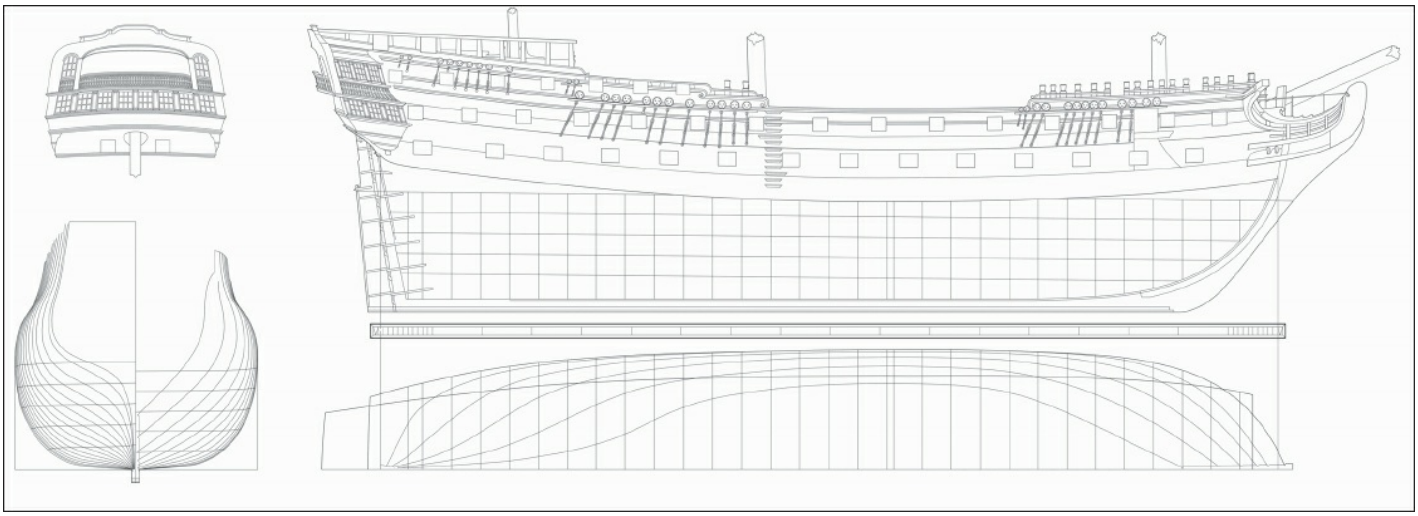
As built: 170ft 6in, 141ft 0in x 46ft 9½in x 20ft 6in. 1,642$^{8}/_{94}$ bm. Draught 12ft 2in / 18ft 3in.

Ord: 23.7.1781. K: 7.1782. L: 11.2.1785. C: 11.2 – 28.5.1785 at Deptford & Woolwich Dyds.

First cost: £31,543.16.4d to builder, plus £5,924 at Deptford & £4,867 at Woolwich.

Under Capt. William Waldegrave in 1790. Partly fitted and Very Small Repair at Chatham (for £4,581.8.5d) 9.1790 – 10.1791.

Commissioned: 3.1793 under Capt. Charles Cotton, for Howe's fleet; at Glorious First of June off Ushant 1.6.1794, lost 3 killed and 18 wounded. In 1.1795 under Capt. George Westcott (killed 8.1798), as flagship of Vice-Adm. Benjamin Caldwell, in the Leeward Islands; later of Adm. Sir John Laforey (died 6.1796); returned from West Indies 3.1796; sank (with others) storeship *Le Suffren* off Brest 8.1.1797. Made good defects at Plymouth (for £7,467) 4.1797; sailed for the Mediterranean 6.1797; took 16-gun *El Bolador* 14.11.1797; at Battle of the Nile 1.8.1798, 50 killed (including Westcott) and 143 wounded; under Lieut. (Capt. 11.1798) Robert Cuthbert (acting) from 1.8.1798. Under Capt. George Hope 7.1799, at Naples; paid off 12.1799. Recommissioned 3.1801 under Capt. Davidge Gould, in the Channel; sailed for the West Indies 11.2.1802; paid off 10.1802. In 6.1803 under Capt. Lord Amelius Beauclerk; in 6.1804 under Capt. (temp.) Edward Hawker, then in 1805 Capt. Joseph Hanwell (-1806), as flagship of Vice-Adm. Thomas Russell in the North Sea. In 1807-08 under Capt. George Hart, still Russell's flagship; at surrender of Heligoland 31.8.1807; in 11.1807 under Capt. Valentine Collard (temp.), then Capt. Matthew Forster in 10.1808 and Capt. Frederick Watkins 1.1809, in the Baltic. Later in 1809 under Capt. Thomas Harvey; her boats took 2-gun *Spider* in 5.1809; paid off and laid up at Chatham 1.1810. Cut down to a 58-gun Fourth Rate and fitted for sea at Chatham 1 – 5.1813; recommissioned 1.1813 under Capt. John Hayes; sailed for North America 2.6.1813; took 44-gun *La Terpsichore* 3.2.1814; took 4-gun privateer *Dominica* 22.5.1814; took (with *Endymion* and others) USS *President* 15.1.1815; paid off 7.1815. BU at Pembroke after stranding 4.1816.



Majestic, 74 guns, as designed. The *Majestic* and her sister the *Orion* were built by William Barnard at his Grove Street Yard. With the ending of the American War of Independence, the shipbuilder was pressured to delay the launch of *Majestic*, originally scheduled for 27 November 1784. Initially a partnership between William Barnard, William Dudman and Henry Adams, by 1780 the management of this yard devolved solely upon Barnard, and Barnard required the slipway to be freed up for future shipbuilding; in the event, the launch was delayed until the following February.

Orion William Barnard, Deptford.

As built: 170ft 5in, 140ft 9½in x 46ft 10½in x 20ft 6½in. 1,645$^{48}/_{94}$ bm. Draught 12ft 3in / 18ft 6in.

Ord: 2.10.1782. K: 2.1783. L: 1.6.1787. C: 1.6 – 1.11.1787 at Deptford and Woolwich Dyds..

First cost: £?32,114.11.1d to build, plus fitting £3,449 at Deptford Dyd + £7,052 at Woolwich.

Fitted as a guardship at Plymouth (for £4,114) 7 – 8.1788.

Commissioned: 7.1788 under Capt. Andrew Sutherland, as guardship at Plymouth. In 1789 under Capt. Charles Chamberlayne (-1791), as guardship, and for Spanish Armament. Recommissioned 9.1791 under Capt. John Duckworth (-1794), still guardship at Plymouth; sailed for the Leeward Islands 24.3.1793; took privateer *Le Sans-Culotte* on the American coast 25.8.1793; in Howe's fleet 1794; at Glorious First of June off Ushant 1.6.1794, lost 5 killed and 24 wounded. Refitted at Plymouth (for £6,232) 6 – 7.1794. In 1795 under Capt. James Saumarez (-1799); in Bridport's action 23.6.1795; at blockades of Brest and Rochefort. Refitted at Portsmouth (for £9,874) 3 – 4.1796; sailed for the Mediterranean 4.1.1797; at Battle of St Vincent 14.2.1797, losing 9 wounded; at Battle of the Nile 1.8.1798, losing 13 killed and 29 wounded; paid off early 1799. Fitted at Plymouth 2 – 4.1801; recommissioned 3.1801 under Capt. Robert Reynolds, for Channel service. In 12.1801 under Capt. Robert Cuthbert; paid off 1802. Fitted at Portsmouth 4 – 7.1805; recommissioned 5.1805 under Capt. Edward Codrington; in Weather column at Battle of Trafalgar 21.10.1805, lost 1 killed and 23 wounded. In 12.1806 under Capt. Sir Archibald Dickson (-1813); at Copenhagen 8.1807; in Baltic and North Sea 1808-09; flagship of Rear-Adm. Thomas Bertie 1809; paid off 1.1814. BU at Plymouth 7.1814.

Captain Robert Batson, Limehouse.

As built: 170ft 0in, 140ft 5½in x 46ft 10in x 20ft 6in. 1,638$^{63}/_{94}$ bm. Draught 12ft 4in / 18ft 10in.

Ord: 14.11.1782. K: 5.1784. L: 26.11.1787. C: 26.11.1787 - 22.5.1788 at Deptford & Woolwich Dyds.

First cost: £??,?90.6.0d to build, plus fitting £4,183 at Deptford + £7,386 at Woolwich.

Fitted at Plymouth (for £5,551) 24.9.1790.

Commissioned: 6.1790 under Capt. Archibald Dickson, for Spanish Armament. Fitted at Plymouth (for £5,173) 2 – 3.1793. In 1.1793 under Capt. Samuel Reeve (-1795); sailed for the Mediterranean 22.5.1793; with Hood's fleet in the Mediterranean 1793; with Man's squadron at Genoa 5.10.1793; at capture of French 36-gun *La Modeste* 17.10.1793; action off Genoa 15.3.1795; action off Hyères 13.7.1795. In 7.1795 under Capt. Thomas Seccombe, then 8.1795 Capt. John Samuel Smith. In 6.1796 under Capt. (Commodore 8.1796) Horatio Nelson; from 8.1796 Capt. Edward Berry (acting), then 9.1796 Capt. Charles Stuart; evacuation of Corsica 10.1796. In 12.1796 under Capt. Ralph Miller; at Battle of St Vincent 14.2.1797. In 5.1797 under Capt. John Aylmer, for Channel service. Made good defects at Plymouth (for £18,167) 11.1797 – 5.1798. In 12.1798 under Capt. George Bowen, then 3.1799 Capt. Sir Richard Strachan (-1801); sailed for the Mediterranean 6.5.1799; joined Markham's squadron; at capture of French *Le Junon*, *L'Alceste*, *La Courageuse*, *La Salamine* and *L'Alerte* off Cape Sicié 18.6.1799; in Quiberon operations 1800, then in Warren's squadron at Ferrol 8.1800. In 9.1801 under Capt. Charles Boyles; sailed for Jamaica 10.1801; paid off 7.1802. Fitted at Plymouth (for £27,505) 4 – 8.1805; recommissioned 6.1805 under Capt. George Stephens; paid off 3.1806. Fitted at Portsmouth (for £13,902) 2 – 6.1806; recommissioned 5.1806 under Capt. William Lobb, then 7.1806 Capt. George Cockburn; at blockade of Brest 1806. In 7.1807 under Capt. Isaac Wooley; in Copenhagen expedition 8.1807; occupation of Madeira 26.12.1807; sailed for the Leeward Islands 20.11.1807; in ?9.1808 under Capt. Edward Rushworth (acting), then 11.1808 Capt. James Wood; capture of Martinique 2.1809. In 7.1809 under Capt. Christopher Nesham; paid off 12.1809. Fitted as a receiving ship at Plymouth (diagonal braces removed) 12.1809. Accidentally burnt and sunk at Plymouth 22.3.1813 (2 men died). Wreck raised 7.1813 and BU at Plymouth.



The *Captain* brought celebrity status to Commodore Horatio Nelson after he took her across the bows of the Spanish fleet at the Battle of Cape St Vincent. In the melée which followed, the 80-gun *San Nicholas* became entangled with the 112-gun *San Jose*, and the *Captain* fouled the 80's other side. Nelson personally led a boarding party to seize the *San Nicholas*, from whose deck he then led his party further to board the *San Jose*, both Spanish ships being simultaneously under fire from the 98-gun *Prince George*. Both ships were surrendered to Nelson, for the loss of 24 men killed and 56 wounded from the *Captain*'s complement.

Ex FRENCH PRIZE. Rated as 'Middling Class'. One of six sisters built 1781-82 to this Antoine Groignard design – Lorient-built *Le Puissant* would be taken at Toulon in 8.1793 (see below) and Toulon-built *La Liberté* (ex *Le Dictateur*) and *Le Suffisant* – taken at the same date – were burnt there in 12.1793, while of the Rochefort-built pair *L'Alcide* was burnt 7.1795 and *Le Censeur* (taken in 3.1795 but recaptured 10.1795) was sold to Spain in 1799.

Pegase (French *Le Pégase*, built at Brest 6.1781 – 2.1782. L: 15.10.1781. Antoine Groignard design.)

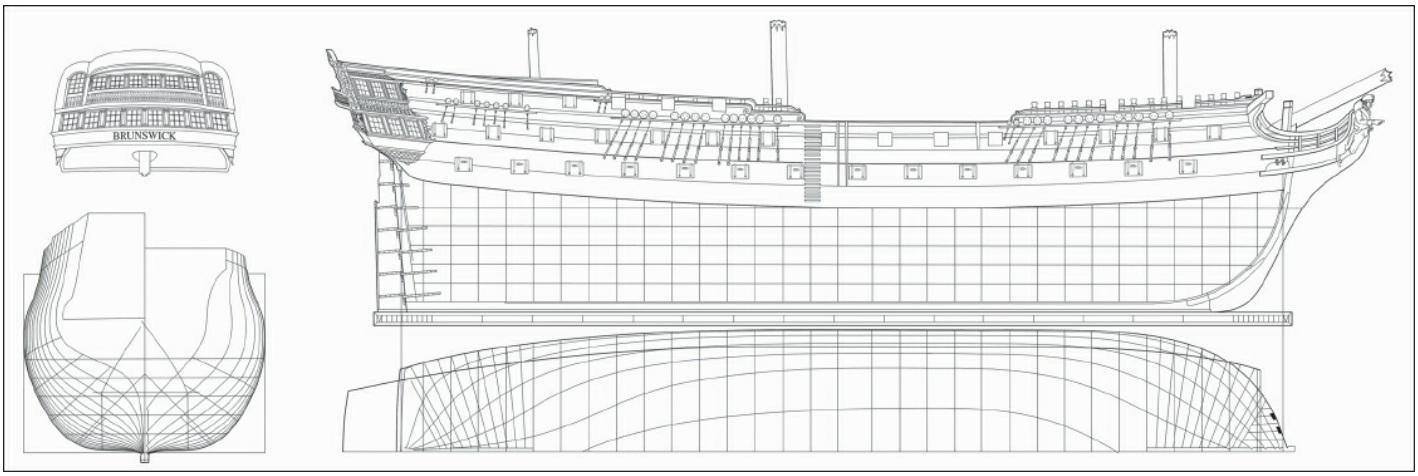
Dimensions & tons: 178ft 1¾in, 145ft 3¾in x 47ft 11½in x 21ft 7in. 1,777$^{68}/_{94}$ bm.

Guns: 600. Guns: (original) LD 28 x 32pdrs; UD 28 x 18pdrs; QD 14 x 9pdrs; Fc 4 x 9pdrs.

Taken in single combat by *Foudroyant* off Ushant 21.4.1782. Fitted at Portsmouth 8.5 – 11.9.1782 (for £19,332.4.0d).

Commissioned: 4.1783 under Capt. Samuel Marshall (-1787). Fitted as guardship at Portsmouth (for £4,870.3.11d) 7.1783. From 10.1787 under Capt. Richard Rodney Bligh; paid off into Ordinary 2.1788. Fitted as a prison ship at Portsmouth (for £1,494) 2 – 3.1794. Recommissioned 2.1794 under Lieut. Hugh Drake, as hospital ship; from 2.1795 under Lieut. Samuel Blow, and 5.1797 under Lieut. George Morey. Fitted as a prison hospital ship 8.1801; in 11.1801 under Lieut. John Atkins; paid off 5.1802. Recommissioned 9.1803 under Lieut. Joseph Crouch, as prison ship at Portsmouth (-1807). In 6.1809 under Lieut. George Descourdoux. Lent to the Transport Board 1810-14; in 12.1812 under Lieut. Grant Allan. Paid off 1814 and BU at Portsmouth 12.1815.

***BRUNSWICK* Class**. The first 74 to be designed and built after the end of the American War showed a significant increase in dimensions over the wartime vessels, and carried an extra pair of 18pdrs on the UD, the first departure from the standard armament that the 'Common' Class had carried since 1755. This 'Admiralty' design was approved 10.1.1785.



Brunswick, 74 guns, as designed. At 176ft on the gun deck, the *Brunswick* was significantly larger than any previous 74 built in Britain, and marked the start of a programme of large two-deckers which continued until the end of the 1790s.

Dimensions & tons: 176ft 0in, 145ft 2in x 48ft 8in x 19ft 6in. 1,828$^{72}/_{94}$ bm.

Men: 650. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 12 x 9pdr; Fc 4 x 9pdr.

[re-established 12.1806 with an all-24pdr armament of LD 28 x 24pdrs, UD 28 x 24pdrs (Govers), QD 2 x 24pdrs (Govers) + 10 x 24pdr carronades. Fc 2 x 24pdrs (Govers) + 4 x

24pdr carronades.]

Brunswick Deptford Dyd (M/Shipwright Henry Peake to 3.1787; completed by Martin Ware).

As built: 176ft 2½in, 145ft 3in x 48ft 9in x 19ft 6in. $1{,}836^{13}/_{94}$ bm. Draught 13ft 0in / 16ft 7in.

Ord: 7.1.1785. K: 5.1786 (named AO 14.6.1786). L: 30.4.1790. C: 17.5 – 18.6.1790 at Woolwich.

First cost: £43,024, plus £4,757 fitting at Woolwich.

Commissioned: 5.1790 under Sir Capt. Hyde Parker, for Spanish Armament, then again under Capt. Sir Roger Curtis, for Russian Armament. Recommissioned 8.1791 as guardship at Portsmouth. Recommissioned 7.1793 under Capt. John Harvey as flagship of Rear-Adm. George Bowyer; in duel with 74-gun *Le Vengeur du Peuple* in Battle of Glorious First of June off Ushant 1.6.1794, with 41 killed (including Harvey) and 114 wounded; paid off and recommissioned 9.1794 under Capt. Lord Charles Fitzgerald; in Cornwallis's 'Retreat' 16/17.6.1795. In 6.1795 under Capt. William Browell (but Capt. Thomas Gosselin acting 7 – 9.1795), as flagship of Rear-Adm. Richard Bligh. In 1797 under Capt. William Rutherford, in the Leeward Islands. In 1798 under Lieut. Hugh Cook (acting), at Jamaica. In 4.1799 under Cmdr. William Chilcott, then 6.1800 under Capt. James Wallis, still at Jamaica; paid off 9.1800. Fitted at Portsmouth 2 – 4.1801; in 3.1801 under Capt. George Stephens. Fitted at Portsmouth, round house taken off (for £18,818) 12.1806 – 3.1807; recommissioned 2.1807 under Capt. Thomas Graves; joined Gambier's fleet at Copenhagen expedition 8.1807, then Saumarez's fleet in the Baltic 1808. In Ordinary at Gillingham to 1812. Fitted as prison ship at Chatham 5 - 6.1812; as prison ship under Lieut. John H. Sparkes 1813-14. Fitted as a powder hulk at Chatham 7.1814 – 8.1815. Lazarette at Stangate Creek 10.1825. BU at Sheerness completed 8.1826.

Up until the *Brunswick* in the mid 1780s, all 74s built for the British Navy – except for the French-derived *Carnatic* design - were all of the Small or 'Common Class' type, with similar armament and complement, and differing only fractionally in dimensions since the *Dublin* Class of 1755 (the exceptions being the *Triumph* and *Valiant* of 1757, completed to carry 24pdrs on the UD).

(B) Vessels acquired from 1 February 1793

Following criticism of the length of Common Class 74s (as well as other Rates), the Board directed both Surveyors in 11.1794 to produce new draughts for 74-gun ships of 186ft length. The main aim was to increase the spacing between ports, but the new designs allowed for an extra port on each gun deck. Altogether, the Navy Board on 6.11.1794 placed orders with the Royal Dockyards for three 74-gun ships – the *Scipio* (renamed *Bulwark* in 1806 before launching) was to carry 24pdrs on her UD (see earlier section), while two 'Middling Class' designs were produced, one by each Surveyor. The competitive designs - one ship to each Surveyor's draught - were slightly reduced in scale on 6.6.1796, but still substantially exceeded the 175ft length of Common Class 74s.

***COURAGEUX* Class**. 'Middling Class' 74. Sir John Henslow design, approved as modified 9.9.1796. A sister-ship ordered from Portsmouth on the same date was never built or named. A third ship to this design was ordered 15.11.1799 but was likewise not built.

Dimensions & tons: 181ft 0in, 150ft $10^{1}/_{8}$in x 47ft 0in x 19ft 8in. $1{,}772^{38}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD (orig. 14 x 9pdrs) 2 x 18pdrs + 12 x 32pdr carronades; Fc (orig. 4 x 9pdrs) 2 x 9pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

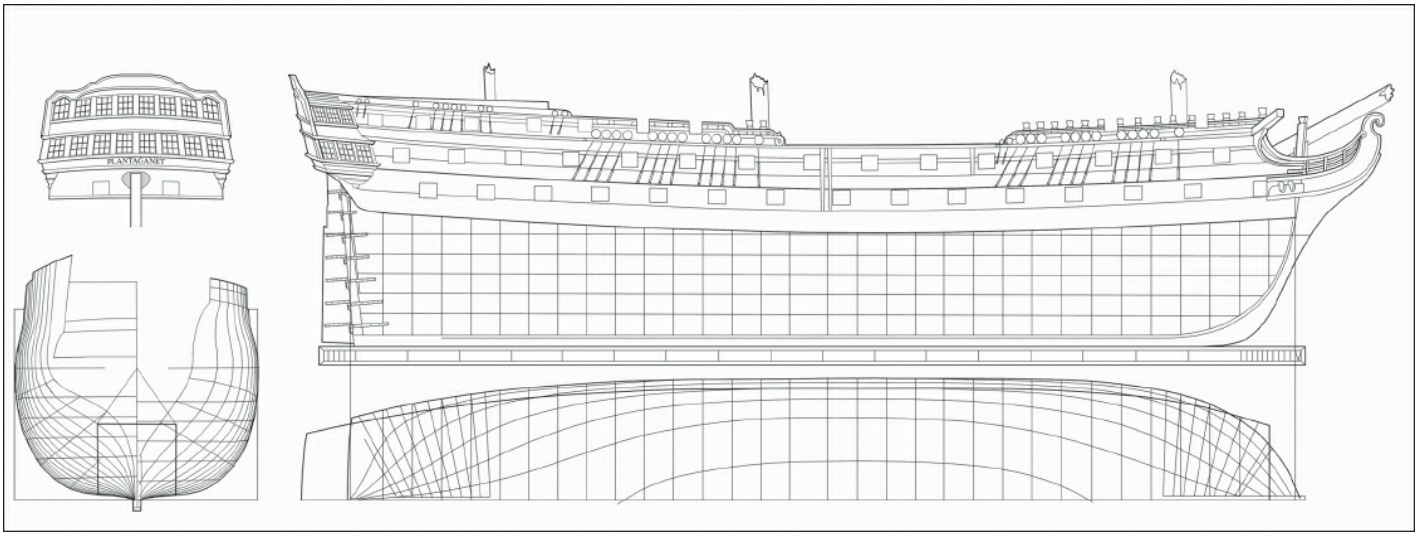
Courageux Deptford Dyd (M/Shipwright Thomas Pollard to late 1799; completed by Edward Tippett).

As built: 181ft 0in, 150ft 9¼in x 47ft 1½in x 19ft 10in. $1{,}780^{93}/_{94}$ bm. Draught 13ft 1in / 18ft 3in.

Ord: 6.11.1794 (named 22.5.1797). K: 10.1797. L: 26.3.1800. C: 5.4 – 30.5.1800 at Woolwich.

First cost: £60,701 to build, plus £3,543 fitting.

Commissioned: 4.1800 under Capt. Samuel Hood; attack on Ferrol 26.8.1800. In 1801 under Capt. George Duff; in Rear-Adm. Sir Robert Calder's squadron to the West Indies 2.1801; later under Capt. Thomas Sotheby, in the Channel. Recommissioned 4.1802 under Capt. Robert Plampin, and again in 4.1803 under Capt. J(ohn or James) Hardy. In 11.1803 under Capt. Thomas Bertie, as flagship of Rear-Adm. James Dacres; sailed 4.1.1804 with convoy for West Indies, but driven back by weather. Defects made good at Plymouth (for £17,468) 2 – 4.1804. Under Capt. Charles Boyles in 3.1804, then under Capt. Richard Lee 1805, in the Channel. Under Capt. James Bissett 1806-07; at blockade of Cadiz 1807. Very Small Repair at Chatham (for £20,095) 3 – 7.1809. Recommissioned 5.1809 under Capt. Robert Plampin again; in Scheldt operations 1809. Under Capt. Adam Drummond in ?5.1810, then Capt. William Butterfield (acting) in 8.1810. Under Capt. Philip Wilkinson in 11.1810; grounded on Skerries Rocks 21.1.1811, and on Anholt Reef 13.11.1812. Fitted as a Lazarette at Chatham 12.1813 - 2.1814. BU there 10.1832.



Plantagenet, 74 guns, as originally designed (before the decision to remove the poop). Although designed by William Rule with thirty UD gunports, the *Plantagenet* (like the *Courageux*, ordered on the same date to a Henslow design) was established with the complement of men and guns of a Common Class 74, and appears never to have carried more than 28 x 18pdrs on her UD.

***PLANTAGENET* Class**. 'Middling Class' 74. Sir William Rule design (but heavily influenced by Adm. James Gambier), approved as modified 13.8.1796 and 9.9.1796. Unusually for a large 74, built without a poop.

Dimensions & tons: 181ft 0in, 151ft $3^{1}/_{8}$in x 47ft 0in x 19ft 11in. $1{,}777^{28}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD (orig. 14 x 9pdrs) 2 x 18pdrs + 12 x 32pdr carronades; Fc (orig. 4 x 9pdrs) 2 x 18pdrs + 2 x 32pdr carronades.

Plantagenet Woolwich Dyd (M/Shipwright John Tovery to 7.1801; completed by Edward Sison).

As built: 181ft 0in, 151ft $3^{3}/_{8}$in x 47ft 0in x 19ft 11in. $1{,}777^{52}/_{94}$ bm. Draught 13ft 4in / 16ft 11in.

Ord: 6.11.1794 (named 15.2.1796). K: 11.1798. L: 22.10.1801. C: 7.11.1801 (partial), then 10.4.1803.

First cost: £56,848 (including fitting)

Commissioned: 3.1803 under Capt. George Hamond, for the Channel; took 4-gun privateer *Le Coureur de Terre Neuve* 24.7.1803; took (with *Rosario*) 14-gun privateer *L'Atalante* 27.7.1803, in 'the Bay' (?Biscay). In 8.1803 under Capt. Michael de Courcy. Fitted for foreign service at Plymouth 1 – 2.1804. In 10.1804 under Capt. Francis Pender, in the Channel. In ?3.1805 under Capt. William Bradley (-1809); took 2-gun privateer *L'Incomparable* 29.8.1807; sailed for Portugal 15.11.1807. With Sidney Smith's squadron at Lisbon, and at blockade of the Tagus ; at Corunna 1.1809, then in the Baltic 1809. Under Capt. Thomas Eyles 1810-12. Under Capt. Robert Lloyd 2.1812; sailed for North America 10.3.1813. Her boats (with others) in unsuccessful attack on US privateer *General Armstrong* at Fayal 26.9.1814. To Ordinary 1814. BU at Portsmouth 5.1817.

Earl Spencer's Board, coming into office in December 1794, decided on a programme of new 74s, and placed orders on 30.4.1795 with commercial yards for eight new ships. Two of these were to be built to the draught of the *Triumph* Class, but with 6in higher decks, and similarly were to carry 24pdrs on the UD (*Ajax* and *Kent* - see previous section), while the other six were to be of the 'Middling Class'. The draughts of all eight vessels were approved on 10.6.1795; all exceeded 175ft in length. A ninth vessel was ordered in September, to a design produced by the émigré French constructor, Jean-Louis Barrallier.

***DRAGON* Class**. 'Middling Class' 74. Sir William Rule design, approved 10.6.1795. One of eight 74s to five varying designs, all ordered on 30.4.1795, for which designs were approved on this date.

Dimensions & tons: 178ft 0in, 146ft 9in x 48ft 0in x 20ft 6in. $1{,}798^{44}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 12 x 9pdr; Fc 4 x 9pdr.

[later UD 28 x 18pdrs + 2 x 32pdr carronades, QD 4 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.]

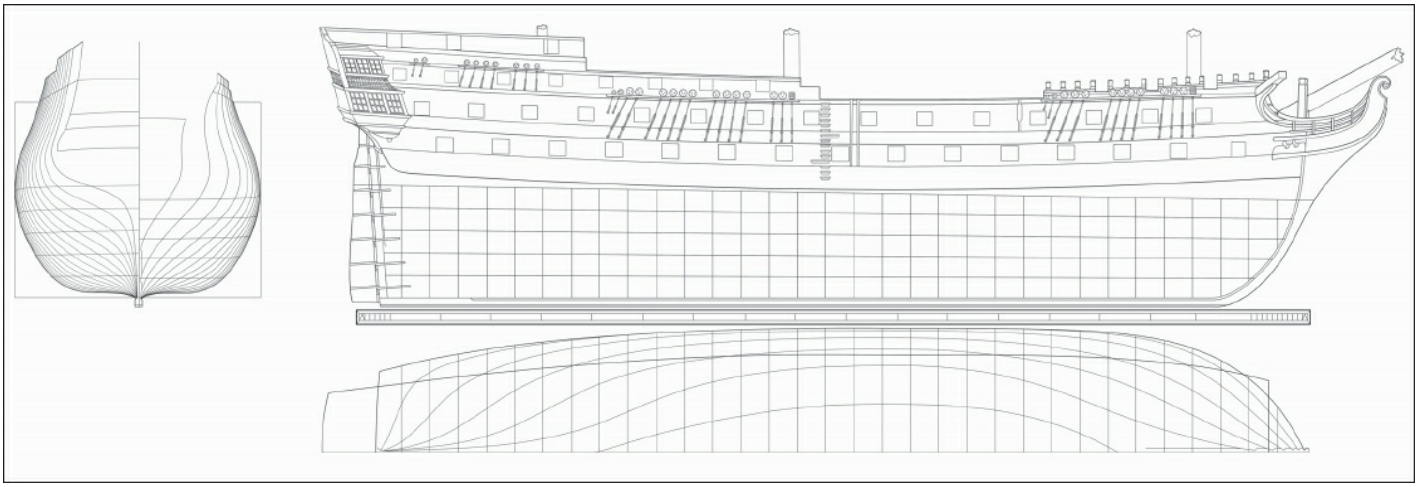
Dragon (John & William) Wells & Co, Deptford.

As built: 178ft 0in, 146ft $6^{5}/_{8}$in x 48ft 3in x 20ft 6in. $1{,}814^{75}/_{94}$ bm. Draught 12ft 9in / 18ft 9in.

Ord: 30.4.1795. K: 8.1795. L. 2.4.1798. C: 2.4 – 11.5.1798 at Deptford Dyd.

First cost: £36,181 to build, plus £17,329 fitting.

Commissioned: 6.1798 under Capt. George Campbell. In Lord Bridport's fleet 1799; part of Sir Charles Cotton's reinforcement to the Mediterranean, sailed 1.6.1799. In 1.1801 under Capt. John Aylmer, with Warren's squadron off Cadiz; took (with *Endymion*) 16-gun *La Colombe* 18.6.1803. In 7.1803 under Capt. Edward Griffith; refitted at Portsmouth (for £12,263) 8 – 11.1804; escort to Craig's Force 1805; at Calder's Action off Finisterre 22.7.1805, had 4 wounded. Under Capt. Matthew Scott in the Channel 1806; off Rochefort 1.1807. Refitted at Portsmouth (for £14,370) 2 – 6.1807. Between Small and Middling Repair at Plymouth (for £51,887!) 4.1809 – 10.1810. Recommissioned 9.1810 under Capt. Thomas Forrest, as flagship of Sir Francis Laforey; sailed for Leeward Islands 30.10.1810. Under Capt. Francis Collier from ?5.1812, then Capt. Robert Barrie in 10.1812; took part in destruction of 28-gun USS *Adams* at Hampden 3.9.1814; operations on American coast to 1815. Laid up at Plymouth 8.1815. At Portsmouth 1817, later returned to Plymouth. Fitted as a lazarette at Plymouth 8 - 9.1824, for Milford (-1829). Receiving ship and marine barracks 1829-42; hauled ashore and fitted as marine barracks at Pembroke (for £1,149). Hulked and renamed *Fame* 15.7.1842. BU completed at Pembroke 23.8.1850.



Achille, 74 guns, as designed. Based on the Sané-designed *Le Pompée* taken at Toulon in 1793, the *Achille* Class had 30 LD and 30 UD gunports. However the *Achille* was armed with only 28 long 32pdrs, and had a pair of 32pdr carronades in the remaining LD ports. Her sister *Superb* was actually armed as a Large Class 74, with 30 x 24pdrs on the UD, and a mixed (and varying) array of long 9pdrs and 32pdr and 24pdr carronades on her upperworks.

***ACHILLE* Class.** 'Middling Class' 74s. Derived from draught of *Le Pompée*, a French prize taken 1793 at Toulon.

Dimensions & tons: 182ft 2in, 149ft 9in x 49ft 0½in x 21ft 10½in. $1{,}915^{70}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 4 x 18pdrs+ 10 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades. *Superb* seemingly carried 24pdrs on UD. *Achille* later had 2 x 32pdr carronades replace a pair of long 32pdrs on LD.

Superb Thomas Pitcher, Northfleet.

As built: 182ft 4in, 149ft 10in x 49ft 2in x 21ft 10in. $1{,}926^{56}/_{94}$ bm.

Ord: 30.4.1795. K: 8.1795. L: 19.3.1798. C: 30.6.1798 at Chatham.

First cost: £ to build, plus £14,842 fitting.

Commissioned: 5.1798 under Capt. John Sutton; sailed for the Mediterranean ?7.1799. Under Capt. Richard Keats in 1801 (-1806); sailed for the Mediterranean 6.1801. With Saumarez's squadron off Cadiz; in action of 12.7.1801 took part in destruction of 112-gun *San Carlos* and *San Hermenegildo*, and capture of 74-gun *San Antonio*. Joined Toulon squadron in 8.1804. As flagship of Vice-Adm. John Duckworth, involved in chase to the West Indies in 1805; at battle of San Domingo 6.2.1806. Keats appointed Commodore 7.1806 off Rochefort. In 10.1807 under Capt. Donald M'Leod, as flagship of Rear-Adm. Sir Richard Keats; in Copenhagen expedition 1807. In 2.1808 under (acting) Lieut. Thomas Alexander, with Strachan's squadron to the Mediterranean. In 12.1809 under Capt. Samuel Jackson in the Baltic, again Keats's flagship. Between Middling and Large Repair at Portsmouth 9.1811 – 11.1812. Recommissioned 9.1812 under Capt. Charles Paget, for the Channel.; at Bermuda 1813; took US 6-gun privateer *Star* 9.2.1813, and took (with *Pyramus*) 6-gun privateer *Viper* 15.4.1813. Under Capt. Alexander Gordon 1814 in North America, as flagship of Rear-Adm. Henry Hotham. In 4.1815 under Capt. Humphrey Senhouse, and 9.1815 Capt. Charles Ekins. Fitted for foreign service at Plymouth 7.1816; took part in Bombardment of Algiers 27.8.1816, losing 8 killed and 84 wounded. Fitted as a guardship at Plymouth 5.1818. Recommissioned 11.1818 under Capt. Thomas Hardy, for South American station. Under Capt. Thomas White in 8.1818 (when Hardy made Commodore); then Capt. Adam McKenzie 6.1821 (-death in 11.1823); guardship at Plymouth 1.1822. From 10.1823 under Capt. Sir Thomas Staines, on Jamaica station; at Lisbon 1825; paid off 12.1825. BU at Portsmouth completed 17.4.1826.

Achille (note retained French spelling of name) William Cleverley, Gravesend.

As built: 182ft 2in, 149ft 7in x 49ft 3in x 21ft 11in. $1{,}929^{85}/_{94}$ bm.

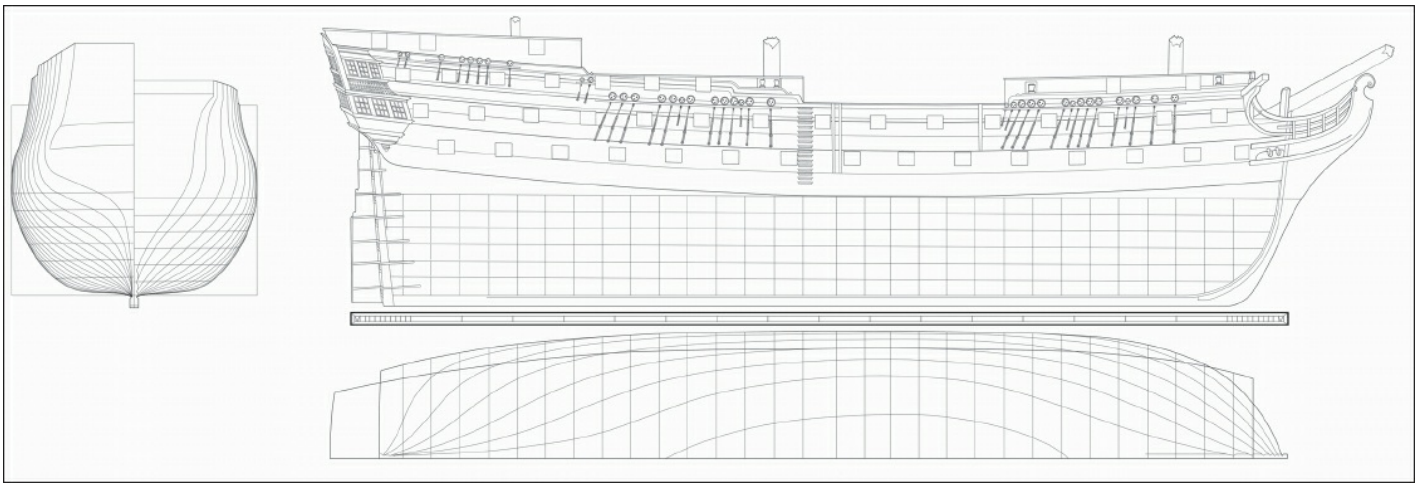
[as rebuilt 1822: 182ft 2¾in, 150ft 11¾in x 49ft 8in x 21ft 3in. $1{,}981^{2}/_{94}$ bm.]

Ord: 30.4.1795. K: 10.1795. L: 16.4.1798. C: 25.8.1798 at Chatham.

First cost: £38,450 to build, plus £15,165 fitting.

Commissioned: 6.1798 under Capt. Henry Stanhope, for the Channel. In 4.1799 under Capt. George Murray (-1801); blockade of Cadiz. Refitted (for £6,881) 2.1800. In 4.1801 under Capt. Edward Buller (-1802). In 11.1801 under Capt. (acting) James Wallis; in 5.1802 under Capt. John Hardy. Recommissioned 4.1805 under Capt. Richard King (-1811), for the Channel. In Lee column at Trafalgar, lost 13 killed, 59 wounded. In Hood's action off Rochefort 24-25.9.1806. At blockade of Ferrol 1807. In Walcheren operation 1809. In 7.1809 under Capt. (temp.) John Hayes; sailed for the Mediterranean 18.2.1810. At blockade of Cadiz 1810. In 1.1811 under Capt. Askew Hollis (-1815), in the Adriatic; in 4.1811 under Capt. (temp.) George Dundas, then back to Hollis. Sailed for East Indies early 1814. Paid off 1815. Rebuilt with circular stern at Chatham 1817-22, then to Ordinary there; at Sheerness 1829-47. Re-rated 76 guns 1839. Sold to Castle & Beech 1.11.1865 to BU at Charlton.

***CONQUEROR* Class**. 'Middling Class' 74. Sir John Henslow design, approved 10.6.1795.



Conqueror, 74 guns, as designed. The *Conqueror* was based by Henslow on his earlier *Mars* Class of 1788 with minimal design alterations, but was established with 18pdrs on the UD instead of the 24pdrs on the Large Class *Mars* and *Centaur*.

Dimensions & tons: 176ft 0in, 144ft 3in x 49ft 0in x 20ft 9in. 1,842$^{24}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 30 x 18pdrs; QD 4 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Conqueror Joseph Graham, Harwich.

As built: 176ft 0in, 144ft 2in x 49ft 2in x 20ft 9in. 1,853$^{69}/_{94}$ bm. Draught 11ft 10in / 19ft 0in.

Ord: 30.4.1795. K: 10.1795. L: 23.11.1801. C: 8.5.1803 at Plymouth.

First cost: ?

Commissioned: 3.1803 under Capt. Sir Thomas Louis. In 5.1804 under Capt. Israel Pellew (-1807), in the Channel.; by 1805 in the Mediterranean, then chase to West Indies. In Weather column at Trafalgar 21.10.1805, lost 3 killed, 9 wounded, but captured Villeneuve's flagship *Le Bucentaure*. In Sir Samuel Hood's squadron off Rochefort in 1806; her boats (among others) cut out 16-gun *Le César* of the Gironde 15.7.1806. Defects made good at Plymouth (for £13,091) 4 – 6.1807. In Rear-Adm. Sir Sidney Smith's squadron sailing for the Tagus 15.11.1807. Later in 1807 under Capt. Edward Fellowes (-1811), in the Mediterranean 1809; with Sir Charles Cotton's squadron off Toulon 1810; action off Cape Sicié with French 40-gun frigates *L'Amélie* and *L'Adrienne* 19.7.1811. Between Small and Middling Repair at Chatham (for £23,708) 10.1812 – 2.1814. In 1813 under Capt. Richard Raggett (-1815); in Ordinary at Chatham. From 1816 flagship of Rear-Adm. Robert Plampin, at St Helena, under Capts. Robert Fowler (1816) and John Davie (1816-18). Fitted for sea at Sheerness (for £20,120) 1.1817. Under Capt. James Wallis (3.1818, temp.) and Capt. Francis Stanfell (1818-1820). Paid off at Chatham 10.1820. BU at Chatham 7.1822, completed 2.8.1822.

***NORTHUMBERLAND* Class**. 'Middling Class' 74s. Derived from draught of *Impetueux* (ex *L'América*), a French prize taken 1794. Design approved 10.6.1795.

Dimensions & tons: 182ft 0in, 150ft 1¼in x 48ft 7½in x 21ft 7in. 1,887$^{74}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 24pdrs; QD 4 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Northumberland Mrs. Frances Barnard, Deptford Green.

As built: 182ft 2¼in, 150ft 3¾in x 48ft 10in x 21ft 7in. 1,907 bm. Draught 13ft 6in / 19ft 3in.

Ord: 30.4.1795. K: 10.1795. L: 2.2.1798. C: 15.3.1798 at Deptford Dyd, 18.5.1798 at Woolwich.

First cost: £37,456 to build, plus £13,233 fitting at Deptford and £5,414 at Woolwich..

Commissioned: 4.1798 under Capt. Edward Owen; by 8.1798 under Capt. George Martin (-1802), as flagship of Vice-Adm. Sir John Colpoys; sailed for the Mediterranean 10.1798. In Rear-Adm. Sir John Duckworth's squadron in 6.1799; blockade of Malta 1800; capture of *Le Généreux* 18.2.1800; took (with *Genereux* and *Success*) 42-gun *La Diane* off Malta 24.8.1800. Egypt operations 1801. Recommissioned 6.1803 under Capt. Alexander Cochrane, for the Channel. In 1805 under Capt. George Tobin, as flagship of now Rear-Adm. Cochrane, at blockade of Ferrol. In pursuit of Missiessy's squadron to West Indies 1805. Under Capt. (acting) John Morrison, at Battle of San Domingo 6.2.1806. Under Cmdr. Joseph Spear (temp.) 6.1806. Later in 1806 under Capt. Nathaniel Cochrane (still Rear-Adm. Cochrane's flagship) in the Leeward Islands; In ?8.1807 under Capt. George Losack, at Portsmouth. In 2.1808 under Capt. William Hargood; sailed for the Mediterranean (via Cadiz) 28.2.1808. In 1810 under Capt. Henry Hotham; took 14-gun privateer *La Glaneuse* 23.11.1810. Destruction of 40-gun *L'Ariane* and *L'Andromache*, plus 16-gun *Le Mamelouk*, near Le Graul Rocks (off Lorient) 22.5.1812. In Ordinary at Chatham 1813. Large Repair at Chatham (for £54,178 plus £3,297) 9.1813 – 4.1815. Fitted as flagship at Chatham 7.1815; recommissioned 5.1815 under Capt. Charles Ross, as flagship of Rear-Adm. Sir George Cockburn; sailed for St Helena 8.8.1815, transporting Napoleon Buonaparte. Under Capt. James Walker in 8.1816, as flagship of Rear-Adm. Sir Charles Rowley at Sheerness. Under Capt. Sir Michael Seymour 1818, as guardship in the Medway. Fitted as guardship at Sheerness 1.1819; recommissioned 8.1819 under Capt. Thomas Harvey. Paid off 7.1821, but recommissioned again same month under Capt. Thomas Maling. Refitted again 4.1822. Fitted as lazarette at Sheerness 9.1826 - 2.1827, for Stangate Creek. BU at Deptford 7.1850.

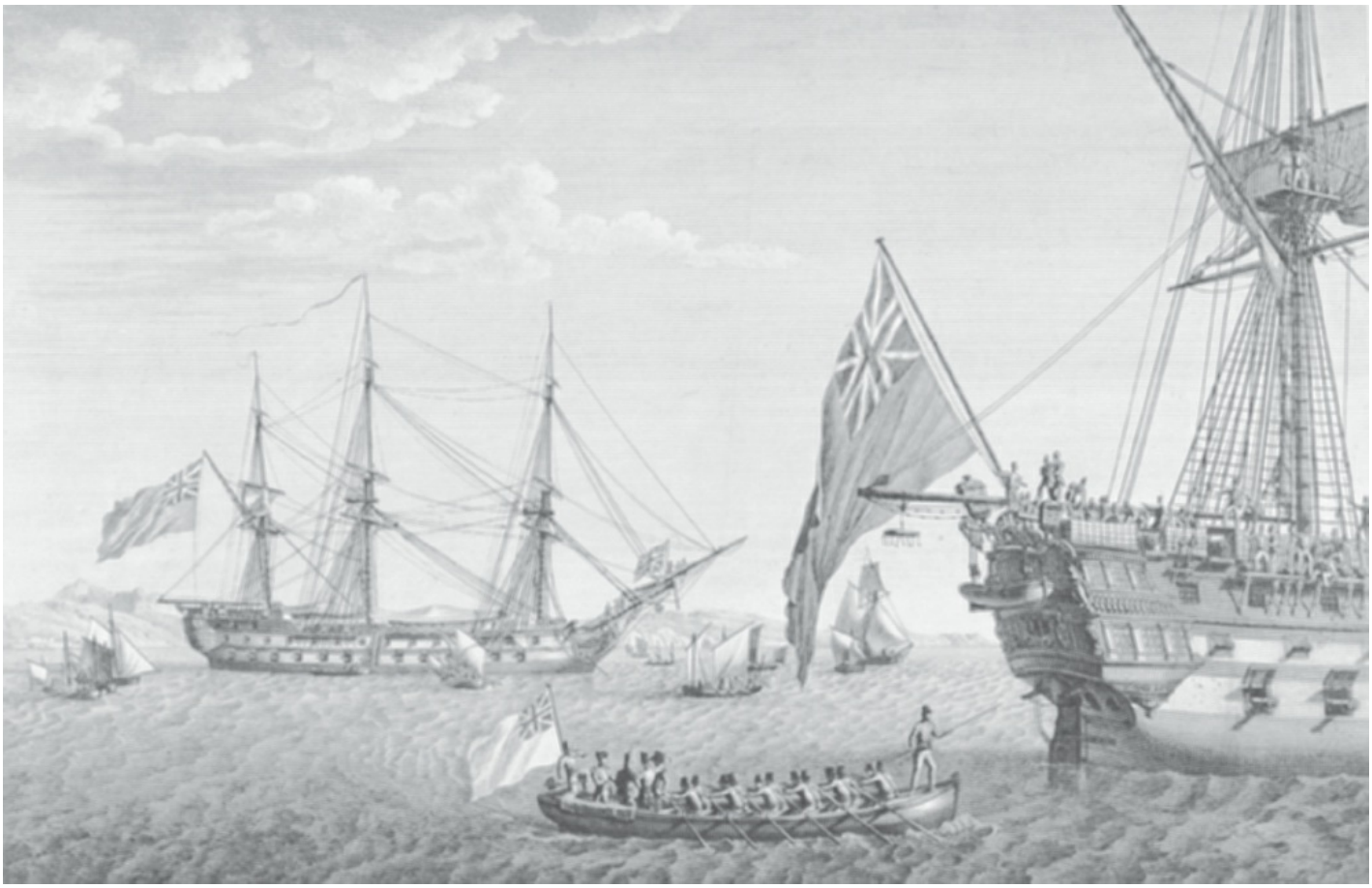
Renown (ex *Royal Oak*, renamed 15.2.1796) John Dudman, Deptford.

As built: 182ft 0in, 150ft 3in x 48ft 9in x 21ft 7in. 1,899$^{?33}/_{94}$ bm.

Ord: 30.4.1795. K: 11.1795. L: 2.5.1798. C: 19.6.1798 at Deptford.

First cost: £38,203 to build, plus £17,980 fitting.

Commissioned: 8.1798 under Capt. Albemarle Bertie, for the Channel; attack on Spanish squadron at the Basque roads 2.7.1799. Under Capt. Thomas Eyles 11.1799, as flagship of Rear-Adm. Sir John Borlase Warren; squadron's boats took 2-gun *La Nochette* and others, near Penmarcks 11.6.1800; destroyed 20-gun *La Therese* and convoy 2.7.1800; attack on Ferrol 26.8.1800. Under Capt. John Chambers White in 10.1800 (-1804); sailed for the Mediterranean 26.11.1800. Blockade of Cadiz 2.1801. Blockade of Toulon 1803-04. Under Capt. Pulteney Malcolm later in 1804, and Capt. Sir Richard Strachan in 3.1805. Paid off 1805; recommissioned 12.1805; under Cmdr. William Hellard (temp.) in 3.1806, in the Channel. Under Capt. Philip Durham 1806-09; sailed for Mediterranean 30.1.1808. Under Capt. Thomas Alexander (temp.) in ?7-10.1809, at blockade of Toulon; took 12-gun *Le Champenoite* off Toulon 4.5.1809. In Martin's squadron 10.1809, in chase of Baudin's convoy; destroyed *La Robuste* (80-gun) and *Le Lion* (74-gun) at Frontignan 26.10.1809. In Ordinary at Plymouth 1812-13. Became hospital ship at Plymouth 1.1814; later Deptford. BU at Deptford 5.1835.



On 15 July 1815 the defeated French Emperor had surrendered to the 74-gun *Bellerophon* in the Basque roads (off Rochefort) and had subsequently languished aboard that ship moored in Plymouth Sound. As depicted here, he was transferred on 8 August to the *Northumberland* from the *Bellerophon* (in the background) and transported to his final place of exile, arriving off St Helena on 15 October.

***SPENCER* Class**. 'Middling Class' 74. Jean-Louis Barrallier design, approved 21.9.1795.

Dimensions & tons: 181ft 0in, 148ft 10¼in x 49ft 0in x 21ft 10in. 1,901$^{5}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 4 x 18pdrs+ 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Spencer Balthazar & Edward Adams, Bucklers Hard.

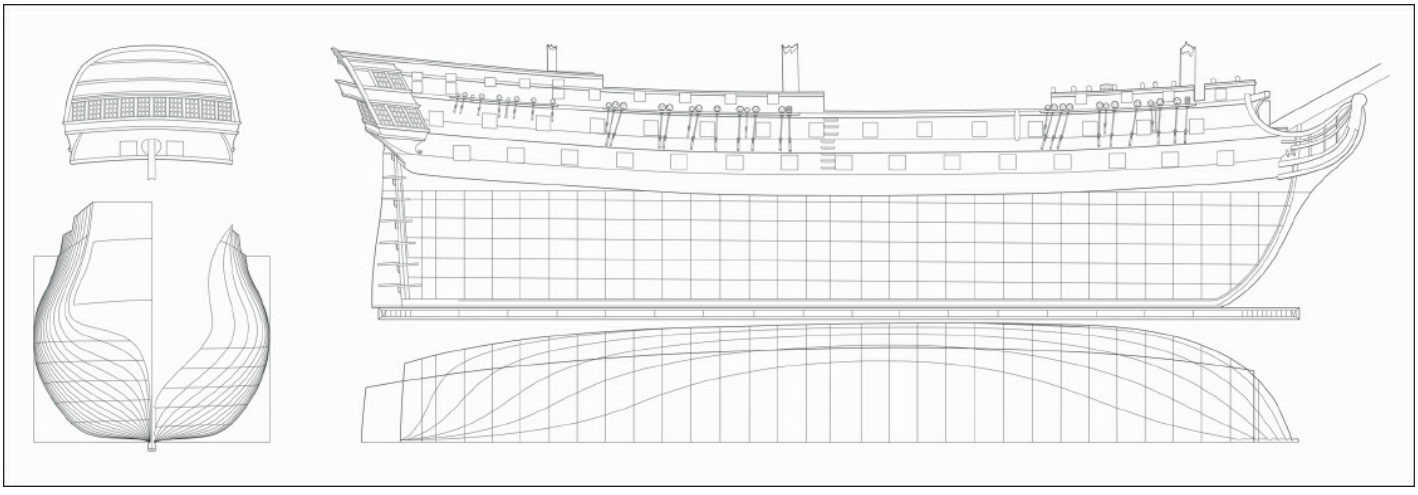
As built: 180ft 10in, 148ft 6¾in x 49ft 3in x 21ft 10in. 1,916$^{69}/_{94}$ bm. Draught 13ft 9in / 19ft 5in.

Ord: 19.9.1795. K: 9.1795. L: 10.5.1800. C: 12.8.1800 at Portsmouth.

First cost: £38,021.1.3d to build, plus £24,588 for fitting.

Commissioned: 6.1800 under Capt. Henry d'Esterre Darby (-1802); in Battle of Algeciras 6.7.1801, and in Gut of Gibraltar 12.7.1801. Joined Calder's squadron 10.1801; sailed in chase to West Indies 12.1801. Recommissioned 5.1803 under Capt. Robert Stopford (-1807), in the Channel; joined Nelson off Toulon 8.1804; in chase to the West Indies 1805. In Duckworth's squadron 1806; at Battle of San Domingo 6.2.1806. In Copenhagen expedition 1807. In 4.1808 under Capt. John Quillam in the Channel, as flagship of the now Rear-Adm. Stopford. Large Repair at Plymouth 10.1811 – 3.1814. Recommissioned 1.1814 under Capt. Richard Raggett (-1815), for North America. Under Capt. William Broughton in 8.1815, as guardship at Plymouth, from 1818 under Capt. Thomas Hardy; from 9.1818 under Capt. Samuel Rowley, as flagship of Rear-Adm. Sir Josias Rowley, at Cork. Under Capt. Sir Thomas Lavie in 12.1821. BU at Plymouth 4.1822.

Ex FRENCH PRIZES (1793-1801). Of twenty-five 74-gun ships surrendered to the British by French Royalist forces at Toulon in August 1793, eight were destroyed on 18.12.1793 during the subsequent evacuation of the town (*Le Destin*, *Le Centaure*, *Le Duguay Trouin*, *Le Héros*, *La Liberté*, *Le Suffisant*, *Le Thémistocle* and *Le Tricolore*), three were removed and added to the British forces (see below) and fourteen left to the Republican forces (*L'Heureux*, *Le Commerce de Bordeaux*, *Le Mercure*, *Le Conquérant*, *Le Barra*, *L'Alcide*, *Le Censeur*, *Le Guerrier*, *Le Peuple Souverain*, *Le Généreux*, *L'Entreprenant*, *L'Apollon*, *L'Orion* and *Le Patriote*). Five were captured by Howe's fleet in 1794, but the *Vengeur* sunk soon afterwards.



Impetueux ex *América*, 74 guns, as captured. Typical of nearly a hundred 74-gun ships built to a common design by Jacques-Noël Sané, France's Inspector General of Maritime Engineering; with 30 LD and 30 UD ports, the French 74s generally carried only 28 LD 36pdrs (see text). The French *livre* being about 8 per cent larger than the English pound, the actual weight of a French 36pdr shot was equivalent to 38lb 14oz, so that the nominal broadside of a standard 74, totalling exactly 1,000 *livres* (including *obusiers*), equated to 1,080 English pounds, compared with the 781 pounds broadside of the British Common Class 74.

***Le PEGASE* Class**. Built to Antoine Groignard design of 1781, these were sisters to the 1782-captured *Pegase* – see above.

Puissant (French *Le Puissant*, built 8.1781 – 6.1782 at Lorient. L: 13.3.1782).

Dimensions & tons: 178ft 9in, 146ft 5½in x 48ft 0¾in x 21ft 4in. 1,799$^{49}/_{94}$ bm.

Men: 640. Guns: not armed in RN.

Handed over by Royalists at Toulon 29.8.1793. Arrived at Portsmouth 3.5.1794.

Commissioned: 4.1796 under Cmdr. David Hotchkiss as receiving ship; fitted at Portsmouth (for £10,044) 2 - 3.1796; later under Lieut. R(ichard or Robert) Allen (3.1798), Lieut. John Baker (3.1799) and Cmdr. William Syme (10.1799 – 1801). Recommissioned 3.1803 under Lieut. James Bowen as receiving ship. Later in 1803 under Cmdr. James Irwin (-1810) as sheer hulk, then Capt. Charles Wm Paterson (1811-12). In 9.1812 under Capt. Benjamin Page, as flagship of Adm. Sir Richard Bickerton; paid off 10.1815. Sold (for £2,250) 11.7.1816.

Censeur (French *Le Censeur*, built Rochefort 8.1781 – 10.1782. L: 24.8.1782).

Dimensions & tons: (not measured) 1,820 bm.

Men: 640. Guns: not recorded.

Taken in Hotham's Action 14.3.1795.

Under (temp.) Cmdr. Thomas Boys immediately after capture, then Capt. Sir John Gore. Retaken by French squadron off Cape St Vincent 7.10.1795; re-added to French Navy as *La Révolution*; transferred by France to Spain 1799 but found to be rotten and BU.

***Le TÉMÉRAIRE* Class**. Built to Jacques-Noël Sané's design of 1782, the standard French 74-gun battleship design of the 1782-1814 era to which some 98 ships were commenced (six more ordered at Toulon were cancelled unstarted) and about 90 completed, making this numerically the largest class of battleships ever built to one design. The design dimensions (in French feet) were 172ft, 155ft x 44½ft x 22ft; compared to British-built 74s, they were rather long and were structurally weaker. Completed with 28 x 36pdr (LD) and 30 x 18pdrs (UD), they also had 16 x 8pdrs on the *gaillards* (12 QD, 4 Fc) in French service, to which 4 x 36pdr brass obusiers were later added.

Scipion (French *Le Scipion*, built 6.1789 – 11.1790 at Toulon. L: 30.7.1790)

Dimensions & tons: (dimensions unrecorded) 1,810 bm.

Handed over by Royalists at Toulon 29.8.1793.

Not Commissioned: Remained with French (Royalist) crew under Capt. de Vaisseau Degoy. Burnt by accident at Livorno 20.11.1793.

Pompee (French *Le Pompée*, built 1.1790 – 2.1793 at Toulon. L: 28.5.1791).

Dimensions & tons: 182ft 2in, 148ft 7¼in x 49ft 0½in x 21ft 10½in. 1,901$^{8}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 12 x 32pdr carronades; Fc 4 x 32pdr carronades; RH 8 x 18pdr carronades.

Handed over by Royalists at Toulon 29.8.1793.

Under Lieut. John Davie for passage to England. Arrived at Portsmouth 3.5.1794. Registered by AO 29.10.1794.

Commissioned: 5.1795 under Capt. Charles Edmund Nugent, for the Channel. Fitted at Portsmouth (for £17,774) 2 – 6.1795. In 8.1795 under Capt. James Vashon. Fitted at Portsmouth (for £17,283) 12.1796 – 2.1797. In Mutiny at Spithead 1797. Fitted at Plymouth (for £41,229) 5 – 12.1805. Fitted at Chatham (for £9,177) 1 – 5.1808. Fitted at Plymouth as a prison ship (for £24,599) 9.1810 – 1.1811. Defects made good at Portsmouth (for £15,672) 1812. Defects made good at Portsmouth (for £16,672) 9.1814 – 4.1815. BU at Woolwich 1.1817.

Impetueux (French *L'Impetueux*, built 7.1786 – 6.1790 at Rochefort. L: 25.10.1787)

Dimensions & tons: 182ft 0in, 149ft 7$^{1}/_{8}$in x 48ft 7¼in x 21ft 7in. 1,879$^{69}/_{94}$ bm.

Taken 1.6.1794 by Howe's Fleet off Ushant on Glorious First of June.

Not Commissioned: Burnt by accident at Portsmouth 24.8.1794 (name transferred to following ship).

America (French *L'América*, built 1786 – 1789 at Brest. L: 21.5.1788)

Dimensions & tons: 182ft 0in, 149ft 8¼in x 48ft 7¾in x 21ft 7in. 1,884$^{16}/_{94}$ bm.

Men: 640. Guns (8.1796) LD 30 x 32pdrs; UD 30 x 18pdrs; QD 2 x 18pdrs + 14 x 32pdr carronades; Fc 2 x 18pdrs + 4 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken 1.6.1794 by Howe's Fleet off Ushant on Glorious First of June. Arrived Portsmouth 19.6.1794. Registered by AO 25.9.1794.

Renamed *Impetueux* 14.7.1795. Underwent Large Repair and fitted at Portsmouth (for £42,030) 7.1795 – 11.1796.

Commissioned: 9.1796 under Capt. John Payne, for the Channel; (with others) took privateer cutter *Le Vautour* in the Channel 8.3.1797; in Spithead mutiny 4.1797; (with others) took 20-gun privateer *La Zoé* 11.6.1797; (with *Sylph*) took chasse-marée *La Sainte Famille* 5.4.1798. In 3.1799 under Capt. Sir Edward Pellew (-1802); sailed 1.6.1799 as Cotton's reinforcement to the Mediterranean; her boats burned 18-gun *L'Insolente* at Morbihan 6.6.1800; later in Quiberon operations 1800; took 4-gun privateer *La Petite Chérie* 23.7.100; cut out 7-gun *Le Célèbre* from Port Louis 29.7.1800; with Warren's squadron at Ferrol 8.1800. Paid off 4.1802. Small Repair and fitted at Plymouth 8.1802 – 8.1803. Recommissioned 5.1803 under Capt. Samuel Grove; under Capt. Thomas Byam Martin 7.1803 (-1805). In 1805 under Capt. (temp?) John Erskine Douglas. In 10.1806 under Capt. John Lawford (-1811), in the Channel; to North Sea 1809; sailed for Portugal 13.3.1810. In ?8.1811 under Capt. David Milne; sailed for Portugal 1.3.1812. In 6.1812 under Capt. Charles Inglis, as flagship of Vice-Adm. Sir George Martin. In Ordinary at Chatham 1813. BU there 12.1813.

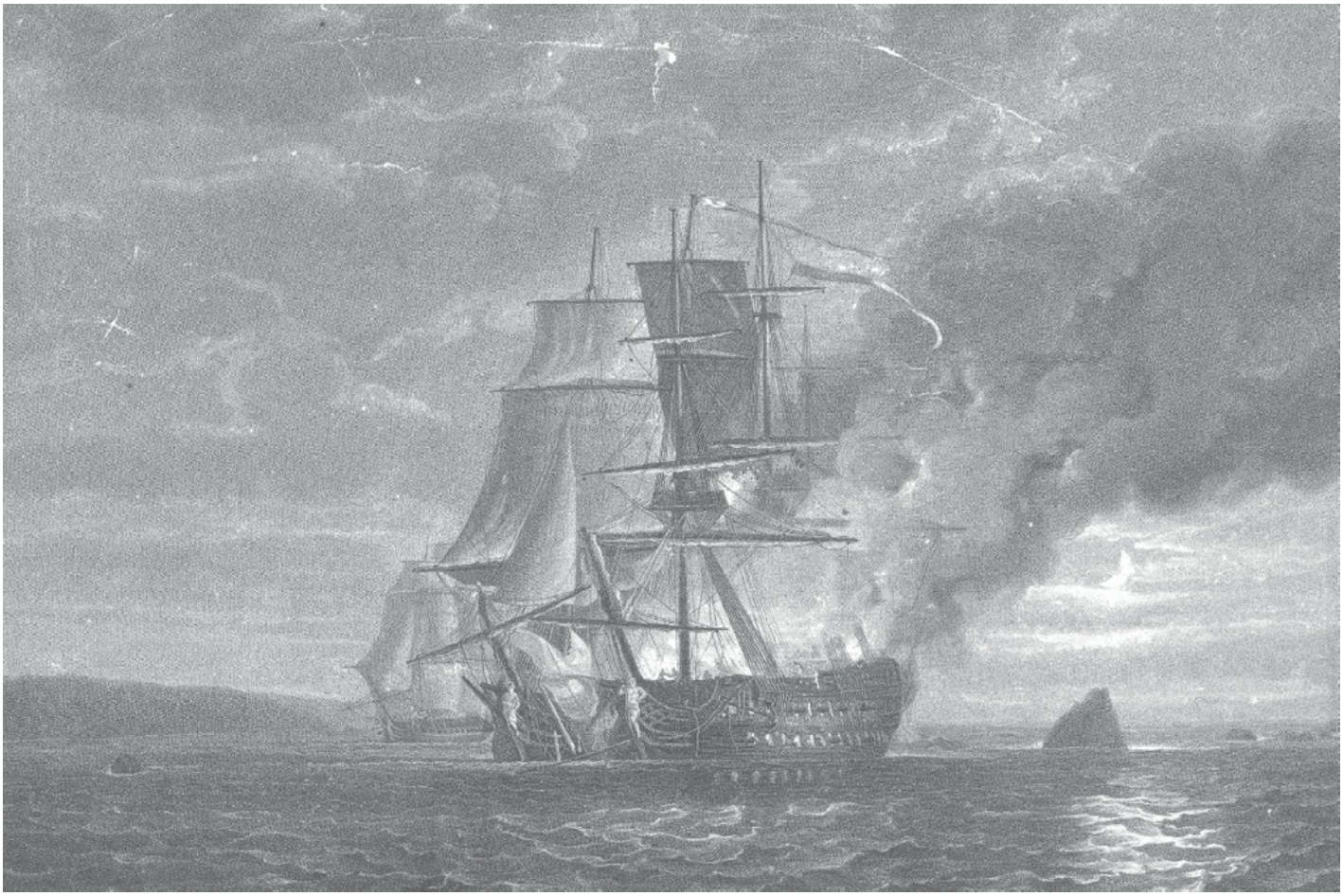
Belleisle (French *Le Formidable*, ex *Le Marat* 1795, ex *Le Lion* 1793, built 8.1791 – 6.1794 at Rochefort. L: 29.4.1794).

Dimensions & tons: 184ft 5in, 149ft 5¼in x 48ft 9in x 21ft 7½in. 1,889$^{7}/_{94}$ bm.

Men: 700. Guns: UD 30 x 32pdrs; UD 30 x 24pdrs; QD 2 x 9pdrs + 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades; RH 6 x 24pdr carronades.

Taken off Lorient by Lord Bridport 23.6.1795. Registered by AO 28.10.1795.

Commissioned: 10.1800 under Capt. William Domett, for Channel fleet; fitted at Portsmouth (for £35,842) 8.1799 – 12.1800. In 1.1801 under Capt. George Lumsdaine, in 2.1801 Capt. Charles Boyles, in 10.1801 (acting) Capt. Michael Seymour, and then Domett again, as flagship of Admiral Sir William Cornwallis in the Channel. In 4.1802 under Capt. William Ricketts; sailed for the Mediterranean 10.2.1803. Under Capt. William Hargood from 12.1803 (-1807); in chase to the West Indies 1805, then in Lee column at Trafalgar 21.10.1805, lost 33 dead, 93 wounded. Fitted at Plymouth (for £16,384) 12.1805 – 4.1806. In Strachan's squadron 1806, at destruction of *L'Impétueux* 10.9.1806. Sailed for Leeward Islands 20.1.1807; in ?9.1807 under Capt. William Maude, as flagship of Rear-Adm. Sir Alexander Cochrane. In ?9.1808 under Capt. Edward Woolcombe. In 2.1809 under Capt. William Fahie, at capture of Martinique. In 7.1809 under Capt. George Cockburn, in Walcheren operation. Laid up in Ordinary at Portsmouth 9.1809. Began Large Repair at Portsmouth 7.1814, but instead BU there 8.1814.



L'Hercule, a brand new 74-gun ship, just completed at Lorient in March 1798, was sailing under Capt. l'Héritier to join the French fleet at Brest when she was intercepted by two British 74s (*Mars* and *Ramillies*) and an 18pdr frigate (*Jason*). The two latter vessels fell out of the chase, but the *Mars* brought her to action in the Passage du Raz that night, and in little more than 75 minutes forced *l'Hercule* to surrender with 290 dead and wounded, although *Mars* herself lost 30 killed (including her captain) and 60 wounded.

Tigre (French *Le Tigre*, built 10.1790 – 8.1793 at Brest. L: 8.5.1793).

Dimensions & tons: 182ft 0in, 149ft 0in x 48ft 9½in x 21ft 7$^{3}/_{8}$in. 1,886$^{67}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdrs + 2 x 68pdr carronades; UD 28 x 18pdrs + 2 x 68pdr carronades; QD 4 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken 23.6.1795 off Île Groix by Lord Bridport. Registered by AO 2.10.1795. Fitted (for £2,340.10.11d)

Commissioned: 7.1798 under Capt. Sir William Sidney Smith (-1801); sailed for the Mediterranean 29.10.1798; broad pennant at Alexandria 3.1799; at defence of Acre 15.3 – 20.5.1799; her boats took seige train off Mt Carmel 18.3.1799. Under (acting) Cmdr. Edward Canes in early 1800. Egypt operations 1801. Under Capt. Richard Curry in 3.1802, later Capt. Robert Jackson. Large Repair and fitted at Plymouth (for £50,783) 10.1803 – 7.1804. Recommissioned 5.1804 under Capt. Benjamin Hallowell (-1811); under (temp.) Capt. Alexander Kerr 8.1808; with Martin's squadron in attack on Baudin's convoy 23.10.1809 (80-gun *La Robuste* and 74-gun *Le Lion*, run ashore and burnt near Frontignan 25.10.1809); at Rosas Bay 31.10.1809. Under Capt. John Halliday 8.1811 (-1815), in the Channel; sailed with convoy to St Helena 27.5.1813; paid off 8/9.1815. Powder hulk at Plymouth to 1817. BU at Plymouth 6.1817.

Note: a third 74 taken in Bridport's Action on 23.6.1795 was *L'Alexandre*, the former HMS *Alexander*, of which the details are recorded under her original building data.

Hercule (French *L'Hercule*, built 6.1794 – 3.1798 at Lorient. L: 5.12.1797).

Dimensions & tons: 181ft 3in, 149ft 8½in x 48ft 6½in x 21ft 9in. 1,876$^{33}/_{94}$ bm.

Men: 640. Guns: LD 28 x 24pdrs; UD 28 x 24pdrs; QD 2 x 24pdrs + 12 x 24pdr carronades; Fc 2 x 24pdrs + 2 x 24pdr carronades. The 24pdrs were all (except for the carronades) Gover's lightweight guns of 33cwt.

Taken 21.4.1798 by *Mars* off Bec du Raz, near Brest. Arrived Plymouth 26.4.1798. Registered by AO 30.8.1798. Fitted at Plymouth 4 – 8.1801 (under Capt. William Luke).

Commissioned: 2.1802 under Capt. Soloman Ferris. Fitted at Portsmouth (for £1,640?) 4 – 12.1802. Ferris died 27.5.1803, then under Lieut. Archibald Hills (acting). From 5.1803 under Capt. Frederick Cotterell. In 1.1804 under Capt. Richard Dunn (-1806), as flagship of Vice-Adm. Sir John Duckworth at attack on Curacoa. In 1805-6 as flagship of Rear-Adm. James Dacres, at Jamaica. Fitted at Chatham, (poop removed) 11.1806 – 6.1807. Recommissioned 3.1807 under Capt. John Colvill; in Copenhagen expedition 8.1807; sailed for Portugal 4.2.1808. Laid up at Portsmouth 10.1808. BU at Portsmouth 12.1810.

Spartiate (French *La Spartiate*, built 11.1794 – 3.1798 at Toulon. L: 24.11.1797).

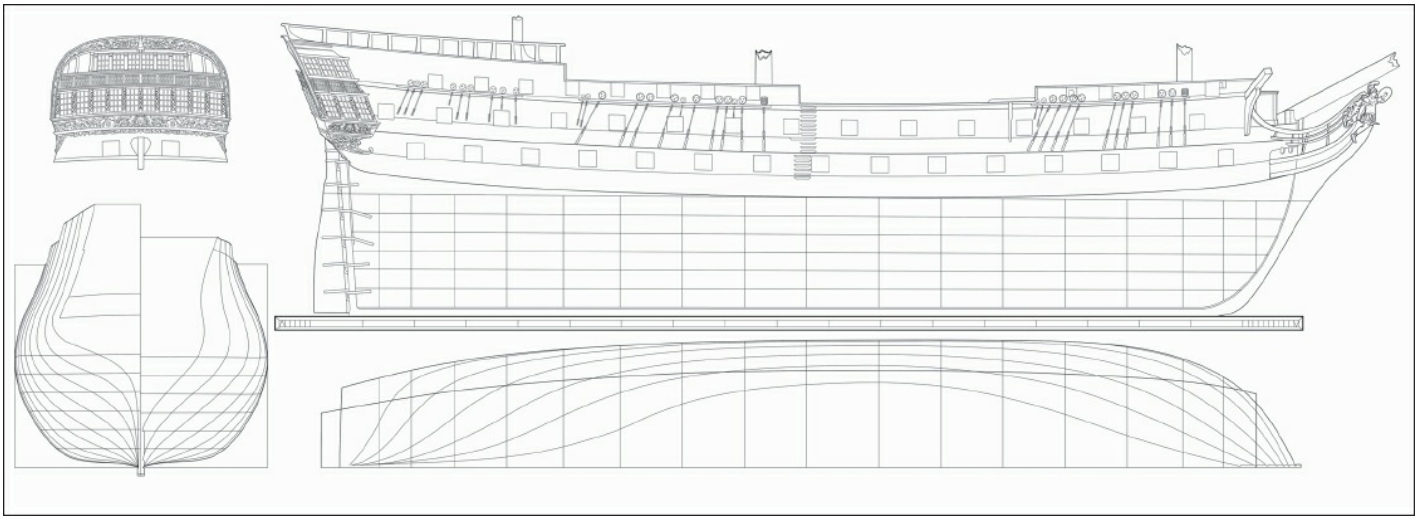
Dimensions & tons: 182ft 7in, 150ft 4in x 49ft 4½in x 21ft 7in. $1{,}949^{41}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdrs; UD 30 x 18pdrs; QD 2 x 18pdrs + 14 x 32pdr carronades; Fc 2 x 18pdrs + 6 x 32pdr carronades.

Taken 1.8.1798 by Nelson at Aboukir Bay (Battle of the Nile). Registered by AO 9.12.1798.

Under Capt. Charles Pierrepont for passage to UK. Arrived Plymouth 17.7.1799 and laid up. Fitted there 7 .1801 – 4.1803.

Commissioned: 3.1803 under Capt. George Murray; then under Capts. John Manley (5.1803), Edward Buller and Sir Francis Laforey (3.1804-1809). Defects made good at Plymouth (for £11,238) 12.1804 – 1.1805. Under Laforey, joined Nelson's fleet at Barbados 4.6.1805; in Weather column at Trafalgar 21.10.1805, had 3 killed, 20 wounded. Defects made good at Plymouth (for £17,201) 1 – 3.1806. Blockade of Rochefort 1807, then in Strachan's squadron for pursuit of Allemand's squadron 1 – 2.1808. In Mediterranean 1808-1809; operations in Naples Bay 6.1809; paid off 12.1809. In Ordinary at Portsmouth to 1813, then at Woolwich. Between Middling and Large Repair at Woolwich (for £59,787) 4.1814 – 5.1815, then laid up at Sheerness. Between Small and Middling Repair at Chatham, and fitted for a flagship for foreign service (for £36,753) 12.1822 – 8.1823. Recommissioned 6.1823 under Capt. Gordon Falcon as flagship of Rear-Adm. Sir George Eyre on South American station (-1825). Defects made good at Portsmouth (for £17,138) 12.1825 – 12.1826. Recommissioned 12.1825 under Capt. Frederick Warren (-1830); to Lisbon 1827-28, then defects made good at Portsmouth (for £14,684) 5 – 10.1828; to Mediterranean 1929-30; paid off 4.1830. Fitted for sea at Portsmouth 10 – 11.1832; recommissioned 5.10.1832 under Capt. Robert Tait, for blockade of Dutch coast; then as flagship on South American station; paid off 1836. Fitted at Plymouth as a temporary sheer hulk 8.1842. BU at Plymouth completed 30.5.1857.



Spartiate, 74 guns, as refitted 1803. Following her capture at the Nile in 1798, the *Spartiate* was sailed to Plymouth where she was repaired and refitted between 1801 and 1803. Besides re-equipping with lighter British guns, fitting for service meant adopting British standards of equipment and decoration, such as installing drumhead capstans – compare this draught of *Spartiate* as refitted with that of *Impetueux* when captured (as *L'América*) above. *Spartiate*'s sailing qualities were much admired: one British observer said 'she sailed like a witch'.

Aboukir (French *L'Aquilon*, built 5.1787 – 6.1790 at Rochefort. L: 8.6.1789)

Dimensions & tons: 185ft 5in, 150ft 5in x 48ft 4in x 21ft 0in. $1{,}869^{9}/_{94}$ bm.

Taken 1.8.1798 by Nelson at Aboukir Bay (Battle of the Nile).

Not Commissioned: Under Capt. William Bowen from Egypt to UK. Arrived at Plymouth 17.7.1799 and laid up. BU at Plymouth 3.1802.

Note: another sistership, *Le Timoléon*, was burnt by her crew at Aboukir Bay 2.8.1798 to avoid capture by the RN.

Donegal (French *Le Hoche*, ex *Le Pégase* 1797, ex *Le Barras* 1795, built 11.1791 – 2.1795 at Toulon. L: 23.3.1794).

Dimensions & tons: 182ft 0in, 150ft 5in x 48ft 9in x 21ft 10in. $1{,}901^{43}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 10 x 12pdrs; Fc 6 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken 12.10.1798 off Ireland by Warren's squadron. Arrived Plymouth 21.12.1798. Fitted there 4 – 8.1801, then at Portsmouth 4 – 11.1802.

Commissioned: 4.1802 under Capt. Sir Richard Strachan; sailed for the Mediterranean 26.1.1803. In Campbell's brush with the French off Cape Cepet 24.5.1804. Took 40-gun *L'Amfitrite* off Cadiz 25.11.1804. Under Capt. Pulteney Malcolm 3.1805 (-1811); chase of Willaumez's fleet in the Mediterranean and West Indies. Took the Spanish 100-gun *Rayo* 23.10.1805 (she was wrecked 26.10). Battle of San Domingo 6.2.1806. Refitted at Portsmouth (for £13,039) 5 – 7.1806. Sailed for Lisbon 1.5.1808 (with Sir Arthur Wellesley). Under (temp.) Capt. Peter Heywood (2.1809), at blockade of Rochefort; at destruction of three 40-gun frigates (*L'Italienne*, *Le Calypso* and *La Cybèle*) at Sables d'Olonne 27.2.1809. With Gambier's fleet at the Basque roads. Under (temp.) Capt. Edward Brenton 7 – 11.1809. Took 14-gun privateer *Le Surcouf* off Cape Bafleur 6.10.1810. With other ships, attempted destruction of 40-gun frigates *L'Amazone* and *L'Eliza* at Le Hogue 15.11.1810. Paid off 1811 into Ordinary at Portsmouth. Middling Repair at Chatham (for £50,686) 11.1813 – 7.1815, then laid up at Sheerness. Middling Repair at Chatham (for £24,322) 7.1823 – 11.1824, then laid up at Sheerness. Fitted at Sheerness as a guardship (for £21,206) 9.1829 – 7.1830, for the Nore; recommissioned 9.1829 under Capt. Sir Jahleel Brenton, then under Capt. John Dick 7.1830; flagship of Vice-Adm. Sir Pulteney Malcolm 5.1832, at blockade of Dutch coast. Fitted for flag officer at Plymouth 1.1836 – 10.1837; recommissioned under Capt. John Drake 9.1837, for Lisbon station. BU at Portsmouth 5.1845.

Genereux (French *Le Généreux*, built 7.1782 – 10.1785 at Rochefort. L: 21.6.1785).

Dimensions & tons: 185ft 7in, 147ft 10in x 49ft 2in x 20ft 9in. $1{,}925^{43}/_{94}$ bm.

Men: 640. Guns: believed similar to *Spartiate* (*qv*).

Taken 18.2.1800 by *Foudroyant* in the Mediterranean near Malta. Registered by AO 26.8.1800.

Commissioned: in the Mediterranean 7.1800 under Capt. Manley Dixon; took (with *Northumberland* and *Success*) 42-gun *La Diane* off Malta 24.8.1800. In 2.1801 under Capt. Velters Berkeley. Arrived at Plymouth 4.8.1802. Laid up from 1802 until 1805. Recommissioned 1.1805 under Lieut. Robert Brown, as prison ship at Plymouth; from 2.1805-1811 under Lieut. William Lanyon, from 1812-1813 Lieut. John Allen, and in 1814 Lieut. John Derby. BU at Plymouth 2.1816.

***L'ACHILLE* Class**. Two ships were built to Jacques-Noël Sané's original 74-gun design of 1777, both being captured by Howe's Fleet on the Glorious First of June, but neither was put into service by the British Navy.

Achille (French *L'Achille*, ex *L'Annibal* 1786, built 12.1777 – 1.1779 at Brest. L: 5.10.1778).

Dimensions & tons: 177ft 8in, 147ft $1^{3}/_{8}$in x 48ft 2½in x 21ft 1½in. 1,801 bm (by calc. $1{,}818^{58}/_{94}$ bm)

Taken 1.6.1794 off Ushant on Glorious First of June.

Not Commissioned: BU at Plymouth 2.1796.

Northumberland (French *Le Northumberland*, built 2.1779 – 7.1780 at Brest. L: 3.5.1780).

Dimensions & tons: 178ft 8in, 146ft 6in x 48ft 2½in x 21ft 1in. $1{,}811^{2}/_{94}$ bm.

[also measured as 178ft 8in, 147ft 1¼in x 48ft 4in x 21ft 2½in. $1{,}827^{87}/_{94}$ bm.]

Taken 1.6.1794 off Ushant on Glorious First of June. Arrived Portsmouth 6.1794.
Not Commissioned: To Plymouth 7.1795, and BU there (for £534.1.0d) 11.1795.

CONQUERANT. In 1792 *Le Conquérant* was France's oldest surviving 74-gun ship, originally one of the earliest batch of 74s, built to a François Coulomb design, but rebuilt 1.1765 – 1.1766 at Brest to a Joseph-Louis Ollivier design (re-launched 29.11.1765). This ship had been condemned at Toulon in 5.1796, but reprieved and brought back into service in 1798, carrying only LD 28 x 18pdrs, UD 30 x 12pdrs, and QD/Fc 16 x 6pdrs.

Conquerant (French *Le Conquérant*; built 2.1745 – 1.1747 at Toulon. L: 10.3.1746).
Dimensions & tons: 181ft 4in, 147ft 9in x 46ft 3in x 21ft 10in. $1{,}681^{9}/_{94}$ bm.
Taken 2.8.1798 by Nelson at Aboukir Bay (Battle of the Nile). Registered by AO 9.12.1798.
Not Commissioned:. Under Capt. George Clarke 12.1798 from Egypt to UK. Arrived at Plymouth 17.7.1799 and laid up. BU at Plymouth 1.1803.

GUERRIER. Nearly as old as *Le Conquérant*, this ship was built to a Noël Pomet design. In RN service, neither *Conquérant* nor *Guerrier* was armed or fitted for sea, and so no man/gunpower totals are quotable.

Guerrier (French *Le Peuple Souverain*, ex *Le Souverain* 1793; built 11.1755 – 11.1757 at Toulon. L: 6.6.1757).
Dimensions & tons: 174ft 9in, 140ft 5in x 47ft 6in x 21ft 10in. $1{,}685^{18}/_{94}$ bm.
Taken 2.8.1798 by Nelson at Aboukir Bay (Battle of the Nile). Registered by AO 9.12.1798.
Commissioned: 1.1799 under Capt. Thomas Stephens as a receiving ship at Gibraltar; in Ordinary 1.1800. In 10.1803 under Capt. Robert Lloyd (-11.1804), as flagship of Rear-Adm. John Knight; in 1806 under Lieut. Charles Tilly, then Lieut. Thomas Spence; in 1807 under Stephen Trounce (Master). BU 8.1810.

SAN ANTONIO. This 74 had been ceded to France by Spain in 1800.

San Antonio (French *Le Saint Antoine*, ex Spanish *San Antonio*, built Cartagena 1785)



In the action off Camperdown on 11 October 1797, two Dutch 74s (*Vrijheid* and *Jupiter*) were taken by Adm. Adam Duncan's fleet, as well as three 68-gun ships (*Gelikheid*, *Admiraal de Vries* and *Haarlem*) and two of 64 guns (*Hercules* and *Wassenaar*), plus the 56-gun *Alkmaar* and 54-gun *Delft*, and the frigates *Monnikendam* and *Embuscade*. Of these the *Embuscade* was retaken by the Dutch (but again captured in August 1799), the *Monnikendam* was wrecked and the *Delft* foundered on 14 October. This print shows the fleet and its prizes lying in the Medway after the battle. *Vrijheid* is on the far left, to port of Duncan's flagship *Venerable* (with the Union flag at the main).

Dimensions: 174ft 10in, 139ft 8in x 47ft 10in x … . 1,700 bm.
Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken 12.7.1801 by Saumarez off Gibraltar.
From 8.1801 under Capt. George Dundas for voyage to UK. Registered 16.9.1801. Arrived at Portsmouth 8.10.1801 and laid up.
Commissioned: 10.1807 under Lieut. Richard Heacock (-1812) as prison ship; from 1812 under Lieut. Henry Squire (-1814). Fitted as a powder magazine at Portsmouth 5 – 9.1814. Sold to Mr. Freake (for £2,990) 11.7.1827, then resold (Mr. Freake having been declared insane) to John Small Sedger (for 2,200) 26.3.1828.

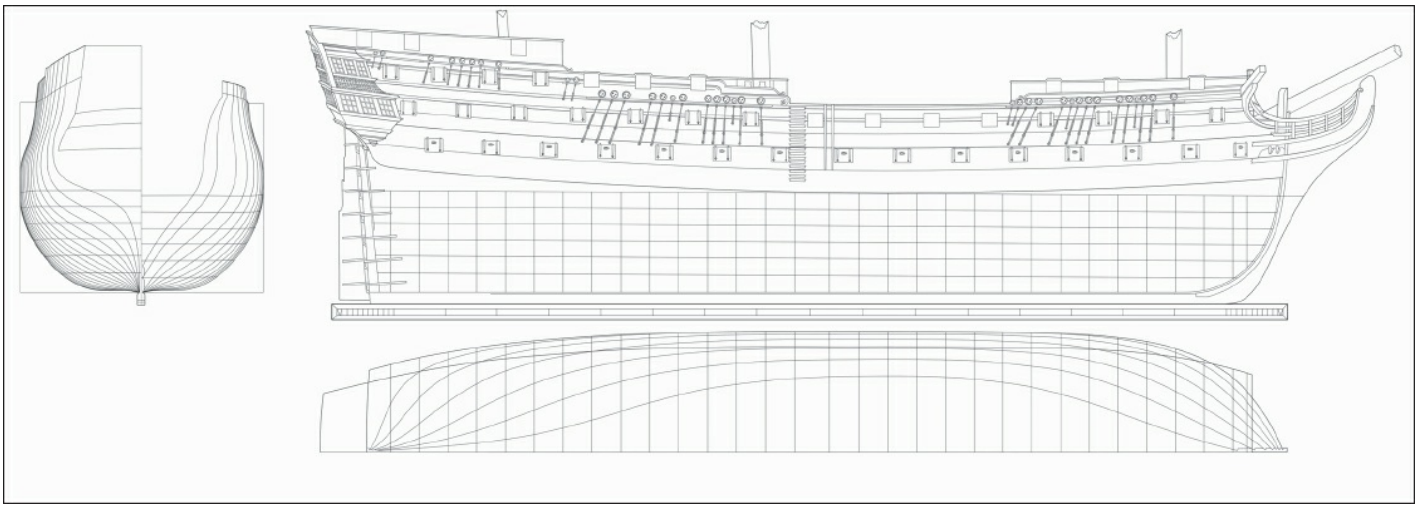
Ex DUTCH PRIZES (1797-1799). The Amsterdam Admiralty built four 74s in 1782-83 (and a fifth in 1795) to a common design measuring 179 x $48^{9}/_{11}$ x 22 (Dutch) feet, of which two were taken by Duncan's fleet at Camperdown and another by Mitchell's squadron off Texel.

Vryheid (Dutch *Vrijheid*, launched 1782 at Amsterdam).
Dimensions & tons: 167ft 7½in, 138ft 5in x 46ft 3in x 18ft 9in. 1,562 bm.
Men: 590 (73 as prison ship). Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 12 x 12pdrs; Fc 4 x 12pdrs. None as prison ship.
Taken 11.10.1797 at Camperdown. Registered 3.1.1798. Arrived Chatham 8.1.1798 and laid up.
Commissioned: 2.1798 under Lieut. John Maston as a prison ship at Chatham. In 4.1802 became powder magazine in the Medway. Sold at Chatham 11.6.1811.

Camperdown (Dutch *Jupiter*, launched 4.1782 at Amsterdam).
Dimensions & tons: 167ft 4in, 136ft 0in x 46ft 5in x 18ft 2½in. $1{,}558^{54}/_{94}$ bm.

Men: 590 (73 as prison ship). Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 4 x 32pdr carronades.
Taken 11.10.1797 at Camperdown. Registered 3.1.1798. Arrived Chatham 10.1.1798 and laid up.
Commissioned: 10.1798 under Lieut. Francis M'Gie as a prison ship at Chatham 1798; later under Lieut. William Chilcott then Lieut Richard Hancock (1800). Fitted at Chatham as a powder magazine 4.1802. Sold to William Pannett? For £1,710 to BU 10.9.1817.

Princess of Orange (Dutch *Washington*, launched 9.3.1796 at Amsterdam).
Dimensions & tons: 168ft 5in, 138ft 0¾in x 46ft 2in x 18ft 5½in. 1,565$^{20}/_{94}$ bm.



Illustrious, 74 guns, as designed. In 1799 the Admiralty, recognising its need for greater numbers of battleships, particularly for blockade purposes, ended its programme of Large and Middling Class 74s and returned to the more moderate (and cheaper) dimensions of the Common Class. In line with the advice of Lord St Vincent, the pre-war *Leviathan* Class (based on the prize *Courageux*) was taken as the model whose dimensions should be adopted. Both Surveyors drew up plans on this basis, Rule producing a ship of 174ft and Henslow one of 175ft. Henslow's *Fame* was ordered in 1799 from Deptford Dyd, and six more vessels were ordered from commercial builders in early 1800, including the *Illustrious* shown here; another ten orders to the same draughts were placed in early 1805.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 4 x 32pdr carronades.
Taken in the Vlieter off Texel 30.8.1799.
Not Commissioned:? Hulked (as 'stationary ship') 1806. Powder magazine at Chatham 1811. Sold to BU 18.4.1822.

Ex SPANISH PRIZES (1797).

San Ysidro (Spanish *San Ysidro*, launched 1768 at Ferrol).
Dimensions & tons: 176ft 0½in, 144ft 1$^{3}/_{8}$in x 48ft 11¼in x 20ft 1½in. 1,835$^{78}/_{94}$ bm.
Men: 590. Guns: LD 28 x 32pdrs; UD 30 x 18pdrs; QD 8 x 9pdrs; Fc 6 x 9pdrs.
Taken 14.2.1797 by *Excellent* (with Collingwood) of Jervis's squadron at Cape St Vincent.
In 2.1797 under Capt. Lord Mark Kerr for passage home. Arrived Portsmouth 5.10.1797 and fitted as prison ship.
Commissioned: 5.1798 under Capt. Robert Williams (-1800), as a prison ship. Registered 'as a sloop employed as a prison ship' 22.9.1800 (with 73 men). In 1801 under Lieut. J Manley. In 9.1802 in Ordinary at Plymouth. Recommissioned 6.1803 under Lieut. George Decouerdoux (-1812) as prison ship, then under Lieut. Edward Lyon (-1814). Sold at Plymouth (for £3,020) 3.11.1814.

San Damaso (Spanish *San Damaso*, launched 1775 at Cartagena).
Dimensions & tons: 175ft 2in, 143ft 3¾in x 48ft 9in x 21ft 1½in. 1,811$^{60}/_{94}$ bm.
Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 6 x 9pdrs.
Taken 17.2.1797 by Harvey's fleet at Chagaramus Bay (Trinidad).
In 3.1797 under Capt. James Wood for passage home. Registered 10.8.1797.
Commissioned: ?8.1797 under Capt. Henry Stanhope. Arrived Portsmouth 16.9.1797. Paid off 11.1797 and laid up. Recommissioned 4.1798 under Lieut. John Lowe (-1801) as prison ship at Portsmouth. Recommissioned 1.1805 under Lieut. Thomas Thomas (-1812). In 1813 under Lieut. William Rosson. Sold for £3,000 (at Portsmouth) 8.1.1816.

No further 74s were begun in the final years of the century, as the prices demanded by contractors per ton were too high for the Navy Board to accept. However, a further twelve vessels were ordered from late 1799 onwards. These reflected a return to more moderate dimensions; all were 'Common Class' vessels, with lengths of 175ft and below. For convenience, a thirteenth vessel (*Victorious*) ordered at the end of 1802 to one of these designs is included hereunder with her sister.

***FAME* Class**. Common Class 74s. Sir John Henslow design, approved 13.12.1799.
Dimensions & tons: 175ft 0in, 144ft 0in x 47ft 8in x 20ft 6in. 1,740$^{27}/_{94}$ bm.
Men: 640. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 18pdrs + 12 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Fame Deptford Dyd (M/Shipwright Edward Tippett to 3.1803, completed by Henry Peake).
As built: 175ft 5½in, 144ft 2in x 47ft 9in x 20ft 7½in. 1,745 bm. Draught 12ft 3in / 18ft 3in.
Ord: 15.10.1799. K: 22.1.1802. L: 8.10.1805. C: 8.10 – 22.11.1805 at Woolwich.
First cost: £63,059 (including fitting).
Commissioned: 10.1805 under Capt. Graham Moore. In 5.1806 under Capt. Richard Bennet (-1809), by the Autumn in Vice-Adm. Sir John Borlase Warren's squadron in pursuit of Willaumez; sailed for the Mediterranean 28.6.1807, back in the Channel later in 1807. Seizure of Fort Trinidad, Rosas Bay 10.1808. In ?2.1810 under Capt. (acting) Phipps Hornby; by 11.1810 under Capt. Walter Bathurst (-1814), in the Mediterranean; under Capt. (acting) Abel Ferris 10 – 11.1811). In Ordinary at Chatham 1815. BU 9.1817 at Chatham.

Modified *FAME* Class. Henslow modified design, approved 31.1.1800. The *Hero* was a wartime loss.
Dimensions & tons: 175ft 0in, 144ft 1$^{5}/_{8}$in x 47ft 6in x 20ft 6in. 1,729$^{70}/_{94}$ bm.
Men: 640. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 18pdrs + 12 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Albion Perry, Wells & Green, Blackwall.
As built: 175ft 0in, 144ft 0in x 47ft 8in x 20ft 6in. 1,740$^{32}/_{94}$ bm. Draught 12ft 8in / 18ft 5in.
Ord: 4.2.1800. K: 6.1800. L: 17.6.1802. C: 19.6 – 27.8.1802 at Woolwich, 17.3.1803 at Sheerness.
First cost: ?
Commissioned: 2.1802 under Capt. John Ferrier (-1808). Flagship of Saumarez 1803, on Channel station; took (with *Minotaur* and *Thunderer*) French 40-gun *La Franchise*. Later to West Indies, where took 12-gun privateer *La Clarisse* 21.12.1803. Large Repair at Chatham (for £71,268) 12.1810 – 6.1813. Recommissioned 3.1813 under Capt. John Ferris Devonshire, for North American and West Indies station. In 3.1814 under Capt. Charles Ross, as flagship of Rear-Adm. George Cockburn, in North America. In 5.1815 under Capt. Philip Somerville, later Capt. James Walker. From 31.12.1815 under Capt. John Goode (-1819); in the Mediterranean 1.1816; at Bombardment of Algiers 27.8.1816, losing 3 killed and 15 wounded; in 1817 flagship of Rear-Adm. Sir Charles Penrose. Fitted as guardship at Sheerness (for £11,635) 6.1816?. From 5.1819 under Capt. Richard Raggett, and from 6.1822 under Capt. Sir William Hoste (-1824). Fitted for sea at Portsmouth (for £6,190) 7 – 9.1825. Recommissioned 6.1825 under Capt. John Ommaney (-1828) and

was at Battle of Navarino 20.10.1827, losing 10 killed and 50 wounded. In Ordinary at Portsmouth 1829, by mid-1830 used for receiving. Began fitting as receiving ship but completed as a lazarette at Portsmouth 3 - 7.1831; quarantine service at Leith 1832-35. BU at Deptford 6.1836.

Hero Perry, Wells & Green, Blackwall.

As built: 175ft 0in, 144ft 0in x 47ft 9in x 20ft 6in. $1{,}746^{40}/_{94}$ bm. Draught 13ft 0in / 18ft 7in.

Ord: 4.2.1800. K: 8.1800. L: 18.8.1803. C: 23.8 – 28.11.1803 at Woolwich.

First cost: £37,679 to builder, plus £18,203 for fitting.

Commissioned: 10.1803 under Capt. Alan Gardner (-1807), for the Channel Fleet. At Calder's Action 22.7.1805. In Strachan's action with Dumanoir 2.11.1805. From 5.1807 under Capt. J Beresford. Fitted at Plymouth 5.1807 – 6.1808. Recommissioned 4.1808 under Capt. James Newman (-1811). At Basque Road operations in 4.1809, later in Schedlt operations. In Baltic 1811; wrecked in great storm on the Haak Sand, off Texel 25.12.1811 (over 500 drowned including Newman, leaving just 12 survivors).

Illustrious John Randall & John Brent, Rotherhithe.

As built: 175ft 0in, 144ft 0in x 47ft 9in x 20ft 6in. $1{,}746^{40}/_{94}$ bm. Draught 12ft 11in / 18ft 3in.

Ord: 4.2.1800. K: 2.1801. L: 3.9.1803. C: 30.12.1803 at Woolwich.

First cost: £37,631 to builder, plus £3,246 fitting.

Commissioned: 11.1803 under Capt. Sir Charles Hamilton, for the Channel. In 1805 under Capt. (acting) Michael Seymour; took (with *Ramillies*) 2-gun privateer *La Joséphine* 7.7.1805. Under Capt. William Shield 1805-07; sailed for the Mediterranean 1.1.1807. Under Capt. William Broughton 1807 (-1811); at Basque Road operation 1809, and Scheldt operations 3 – 4.1809. Large Repair at Portsmouth (for £68,275) 12.1813 – 4.1817, then laid up. Very Small Repair, and fitted for demonstration at Portsmouth (for £18,650) 11.1832 – 12.1837, then laid up. Fitted as flagship at Portsmouth (for £11,347) 7 – 10.1841. Laid up 5.1845. Fitted as an Ordinary guardship at Portsmouth 3.1848. Partly fitted as a blockship, then used as a hospital ship 3.1853. Gunnery training ship 4.1854. Reverted to Ordinary guardship 4.1859. Fitted for testing of Armstrong 200pdr gun 10.1863. BU completed 4.12.1868 at Portsmouth.

***REPULSE* Class**. Sir William Rule design, approved 31.1.1800.

Dimensions & tons: 174ft 0in, 143ft 2in x 47ft 4in x 20ft 0in. $1{,}706^{8}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 18pdrs + 12 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Eagle Thomas Pitcher, Northfleet.

As built: 174ft 0in, 143ft 1in x 47ft 7in x 20ft 0in. $1{,}723^{21}/_{94}$ bm. Draught 13ft 3in / 17ft 6in.

Ord: 4.2.1800. K: 8.1800. L: 27.2.1804. C: 3.5.1804 at Woolwich.

First cost: £37,760 to build, plus £8,967 dyd costs, plus £9,900 fitting.

Commissioned: 2.1804 under Capt. David Colby (-1805), for the Leeward Islands; took 14-gun privateer *L'Empereur* 2.4.1805. Recommissioned 11.1805 under Capt. Charles Cowley (-1813), joined Sir Wm Sidney Smith's squadron off Naples and Capri 5.1806. Refitted at Portsmouth (for £11,872) 2 – 4.1809. Sailed for the Mediterranean 20.2.1810; captured 40-gun (en flûte) *La Corcyre* in the Adriatic 27.11.1811; boat attack at Goro 17.9.1812 (2 gunboats taken, others burnt) ; boat attack at Goro again 29.4.1813 (5 vessels takem, another burnt); landing party destroyed battery at Farasina 11.6.1813; with Fremantle's squadron at Fiume 3.7.1813; (with *Bacchante*) captured convoy at Rovingo 2.8.1813; operations at Trieste 5 – 29.10.1813. Large Repair at Chatham (for £63,458) 6.1814 – 9.1816, then in Ordinary there. Small Repair at Chatham (for £6,823) 10 – 12.1823. Small Repair and cut down to Fourth Rate frigate of 50 guns (by AO 26.4.1830)at Chatham (for £14,243) 2.1830 - 3.1831. Fitted for sea at Chatham (for £13,984) 10.1844 – 2.1845; recommissioned 11.1844 under Capt. George Martin, for North America and West Indies (-1847). Fitted at Plymouth for Coast Guard 10.1856 – 2.1857, for Falmouth; at Milford 2.1858. Fitted as training (drill) ship at Portsmouth for Southampton Water 6 - 9.1860. Paid off 30.6.1862 at Liverpool, becoming RNR drill ship. Lent to Mersey Division RNVR 1912. Renamed *Eaglet* 1918. Burnt 1926 and wreck sold to J. Hornby to BU 4.1.1927.

Repulse (Mrs.) Frances Barnard & Co, Deptford Green.

As built: 174ft 0in, 142ft 11in x 47ft 8in x 20ft 0in. $1{,}727^{23}/_{94}$ bm. Draught 13ft 3in / 17ft 6in.

Ord: 4.2.1800. K: 9.1800. L: 21.7.1803. C: 1.8 – 5.10.1803 at Woolwich.

First cost: ?

Commissioned: 7.1803 under Capt. Arthur Legge (-1807); from 11.1803 flagship of Rear-Adm. Thomas Russell at Yarmouth; at blockade of Ferrol, action of 22.7.1805. With Warren's squadron 1806, in search for Leissègues and Willaumez; with Duckworth's squadron in the Dardanelles 1807. At Walcheren operations. In ?11.1809 under Capt. John Halliday; sailed for the Mediterranean 20.11.1809; at blockade of Toulon; rescue of *Philomel* 31.8.1810. In ?5.1811 under Capt. Richard Hussey Moubray, in the Mediterranean; in boat attack on Morgion 2.5.1813. Paid off 6.1814. Fitted for Ordinary at Plymouth 5 – 6.1814. BU at Plymouth 9.1820.

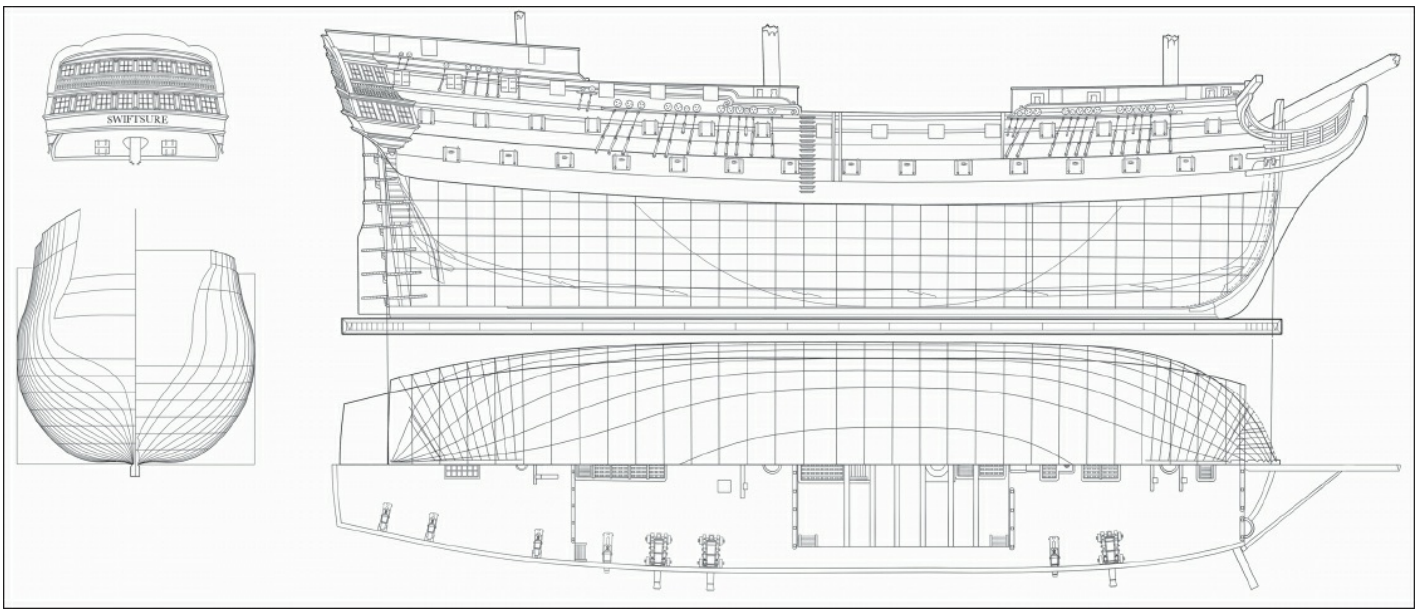
Sceptre John Dudman, Deptford.

As built: 174ft 1¼in, 143ft 3½in x 47ft 7¼in x 20ft 0½in. $1{,}727^{20}/_{94}$ bm. Draught 12ft 7in / 17ft 10in.

Ord: 4.2.1800. K: 12.1800. L: 11.12.1802. C: 8.4.1803 at Woolwich.

First cost: ?

Commissioned: 2.1803 under Capt. Archibald Collingwood Dickson; sailed for the East Indies 9.1803; took (with *Albion*) 12-gun privateer *La Clarisse* 21.12.1803. Under Capt. Joseph Bingham 1804-09; returned to UK 1808 and paid off. Small Repair at Chatham 8.1808 – 6.1809. Recommissioned 3.1809, still under Bingham, for Scheldt operations; sailed for the Leeward Islands 8.11.1809. Under Capt. (temp.) Edward Dix 1 – 2.1810; capture of Guadeloupe 2.1810. Under Capt. Samuel Ballard 1810-11. In ?9.1811 under Capt. Sir Edward Berry, in Channel and North Sea. In 1812 under Capt. Thomas Harvey, then 1.1813 Capt. Robert Honeyman; sailed for North America 23.3.1813; later under Capt. Charles Ross, as flagship of Rear-Adm. Sir George Cockburn; took US 18-gun privateer *Anaconda* 11.7.1814. In 1814 under Capts. John Devonshire, Alexander Skene (temp.) and William Waller. Laid up at Chatham 8.1814. BU at Chatham 2.1821.



Swiftsure, 74 guns, as designed. Two 74s were ordered in August 1800, the *Aboukir* to a modification of the *Carnatic* Class, and the *Swiftsure* to a slightly broader draught by Henslow. The *Swiftsure* was built by the

Adams brothers at Bucklers Hard on the River Beaulieu, who incurred a fine of £500 for being 10 months late in launching the ship; her sister *Victorious* was also contracted (in January 1803) to the Adams brothers, but was nearly two years late in launching.

Modified *CARNATIC* Class. Common Class 74s. Based on *Courageux*, a French prize taken 1761, lengthened.

Dimensions & tons: 172ft 3½in, 140ft 5¼in x 47ft 9in x 20ft 9in. $1{,}703^{21}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 2 x 9pdrs + 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Aboukir Josiah & Thomas Brindley, Frindsbury.

As built: 172ft $5^{5}/_{8}$in, 140ft 2¼in x 47ft 9½in x 20ft 10in. $1{,}703^{15}/_{94}$ bm. Draught 13ft 11in / 18ft 0in.

Ord: 16.8.1800 or 24.11.1802. K: 6.1804. L: 18.11.1807. C: 7.7.1808 at Chatham.

First cost: £41,430 to builder plus £9,022 dockyard expenses, plus fitting £22,417.

Commissioned: 5.1808 under Capt. George Parker, for the Channel (earlier under Capt. Charles Cockburn, then 4.1808 under Capt. Percy Fraser. In Scheldt operations 1810, then off Texel 1810-11. In Summer 1812 under Capt. Thomas Browne, as flagship of Rear-Adm. Sir Thomas Byam Martin in the Baltic. In 1813 under Parker again; sailed for the Mediterranean 19.6.1813. In 9.1813 under Capt. Norburn Thompson in the Mediterraneam; at Genoa 1814. In Ordinary at Chatham 1817 – 1838. Fitted as a receiving ship at Chatham (for £3,834) 7.1823 - 6.1824. Fitted at Chatham as hospital ship 6.1831. Sold to J. Lachlan (for £4,250) to BU 16.8.1838.

Bombay Deptford Dyd (M/Shipwright Henry Peake to 6.1806, then Robert Nelson).

As built: 172ft 3½in, 140ft 0¼in x 47ft 9½in x 20ft 9in. $1{,}701^{12}/_{94}$ bm. Draught 14ft 2in / 18ft 6in.

Ord: 9.7.1801 (re-affirmed 23.7.1805). K: 10.1805. L: 28.3.1808. C: 11.5.1808 at Woolwich.

First cost: £67,038 to build, plus £2,954 fitting.

Commissioned: 6.1808 under Capt. William Cuming (-1811); sailed for the Mediterranean 7.2.1809. Under Capt. Norburn Thompson 1812 in the Mediterranean, subsequently Capt. George Parker. Defects made good at Portsmouth (for £23,281) 3 – 7.1814. In 5.1814 under Capt. Henry Bazely; flagship of Rear-Adm. Sir John Beresford in 7.1814, then of Rear-Adm. Sir Charles Penrose in 1816; paid off 7.1816. Renamed *Blake* by AO 28.4.1819. Fitted as a receiving ship at Portsmouth 12.1823. BU completed at Portsmouth 22.12.1855.

***SWIFTSURE* Class.** Sir John Henslow design, approved on 11.9.1800.

Dimensions & tons: 173ft 0in, 142ft 0in x 47ft 6in x 20ft 9in. $1{,}704^{17}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 18pdrs + 10 x 32pdr carronades; Fc 2 x 18pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Swiftsure Balthazar & Edward Adams, Bucklers Hard.

As built: 173ft 0in, 141ft $9^{5}/_{8}$in x 47ft 10in x 20ft 9in. $1{,}725^{73}/_{94}$ bm. Draught 13ft 0in / 18ft 6in.

Ord: 16.8.1800. K: 8.1802. L: 23.7.1804. C: 31.7 – 24.9.1804 at Portsmouth.

First cost: £35,787.17.9d to build.

Commissioned: 8.1805 under Capt. Mark Robinson, for Channel; off Cadiz later in 1805; then under Capt. William Gordon Rutherford, for chase to West Indies. In Lee column at Trafalgar, had 9 killed, 8 wounded. Paid off 1807; recommissioned 1807 under Capt. John Conn (drowned 5.1810), as flagship of Vice-Adm. Sir John Borlase Warren; sailed for North America 8.12.1807. Under Capt. Charles Austen ?5.1810. Small Repair at Chatham (for £14,076) 3 – 9.1811; recommissioned 7.1811 under Capt. Robert Lloyd, as flagship of Vice-Adm. Herbert Sawyer, on North American station; under (temp.) Capt. Lord John Colvill 8.1811; sailed for the Mediterranean 17.11.1811. In 1812 under Capt. Temple Hardy, and 8.1812 Capt. Edward Dickson (-1814). In 1814 flagship of Vice-Adm. John Laugharne, in the Mediterranean. In 9.1814 under Capt. William Webly, in the West Indies. Paid off 8.1815. In Ordinary at Portsmouth 1816-45. Fitted as a receiving ship at Portsmouth 3 - 5.1819. BU by Barnard for £1,055 (at Portsmouth?) 18.10.1845.

Victorious Balthazar & Edward Adams, Bucklers Hard.

As built: 173ft 2in, 142ft $1^{7}/_{8}$in x 47ft 9in x 20ft 9in. $1{,}724^{6}/_{94}$ bm. Draught 12ft 8in /18ft 0in.

Ord: 7.11.1802. K: 2.1805. L: 20.10.1808. C: 7.11.1808 – 2.3.1809 at Portsmouth.

First cost: £41,796 (including fitting).

Commissioned: 12.1808 under Capt. George Hamond; in Walcheren operations 1809. Under Capt. John Talbot from 10.1809 (-1814); sailed for the Mediterranean 20.11.1809; took (with *Weazel*) 74-gun *Le Rivoli* in the Adriatic 22.2.1812; sailed for North America 20.11.1812. Fitted for Ordinary at Portsmouth 3 - 4.1815. Fitted as a receiving ship at Portsmouth 4 - 5.1826. BU completed at Portsmouth 21.12.1861.

Later *GANGES* Class. Two further 'Common Class' vessels were ordered to this Hunt design in 1801. Although the second of these (*Minden*) was authorised on 9.7.1801, investigations on building her at Bombay continued until 1803, when the order was confirmed.

Dimensions & tons: 169ft 6in, 138ft 11¼in x 47ft 4in (48ft 1in oa) x 20ft 3in. $1{,}656^{64}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs (*Invincible* had short 24pdrs); QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades. [2 guns on LD and 2 guns on UD later replaced by 68pdr carronades.]

Invincible Woolwich Dyd (M/Shipwright Edward Sison).

Dimensions & tons: 169ft 9in, 138ft $11^{5}/_{8}$in x 47ft 7in x 20ft 3in. $1{,}673^{62}/_{94}$ bm. Draught 13ft 2in / 17ft 11in.

Ord: 25.6.1801. K: 1.1.1806. L: 15.3.1808. C: 11.4.1808.

First cost: £65,044 (including fitting).

Commissioned: 3.1808 under Capt. Ross Donnelly, for North Sea; sailed for the Mediterranean 7.2.1809. In 1810 under Capt. Charles Adam (-1813), in the Mediterranean. In Ordinary at Plymouth 1814-15. Between Small and Middling Repair at Plymouth, then housed over from main mast forward (for £48,477) 6.1814 – 1.1815. Small Repair at Plymouth (for £13,678) 7.1824 – 3.1825. Became a receiving ship and coal depot at Plymouth 1855. BU completed at Plymouth 28.1.1861.

Minden East India Co, Bombay. Teak-built.

Dimensions & tons: 171ft 4½in, 140ft 11½in x 47ft 11in x 20ft 3in. $1{,}721^{47}/_{94}$ bm.

Ord: 5.6.1803. K: 1807. L: 19.6.1810. C: 15.7.1812 at Portsmouth.

First cost: £48,260 to builder (to East India Company's charge).

Under Capt. Edward Hoare in 10.1810, for passage from India to UK.

Commissioned: 1811 under Capt. William Webly, as flagship of Rear-Adm. Sir Samuel Hood (-1814); sailed for the East Indies 12.1.1811. In 1812 under Capt. Alexander Skene, in East Indies. Defects made good at Portsmouth (for £16,754) 18.5 – 15.7.1812. In 1813 under Capt. Joseph Prior, then 4.1814 Capt. George Henderson, still Hood's flagship. In 1.1815 under Capt. Donald Mackay; paid off 1816. Defects made good at Portsmouth (for £26,929) 2 – 7.1816. In 3.1816 under Capt. William Paterson (-1820), for East Indies; at Bombardment of Algiers 27.8.1816, losing 7 killed and 37 wounded; flagship of Sir Richard King from 1817; paid off 10.1820 to Ordinary (-1836). Middling Repair at Plymouth and housed over from main mast forward (for £42,284) 4.1821 – 11.1823. Fitted for commission (but not for sea) at Plymouth (for £5,623) 12.1833 – 5.1834. Fitted for sea at Plymouth (for £10,683) 3 – 6.1836; recommissioned for Particular service (Lisbon) 1836-38, then in Mediterranean to 1840; in 1841 to East Indies as a hospital ship. Became a seamen's hospital at Hong Kong 1842. Sold at Hong Kong 4.7.1861.

(C) Vessels acquired from 18 May 1803

Revived *HERO* Class. Five further orders to this 1800 design (see above for details).

Marlborough Mrs. Frances Barnard, Deptford.

As built: 175ft 6in, 144ft $4^{5}/_{8}$in x 47ft 9½in x 20ft 6in. $1{,}754^{15}/_{94}$ bm. Draught 13ft 11in / 18ft 9in.

Ord: 24.1.1805. K: 8.1805. L: 22.6.1807. C: 24.6 – 31.8.1807 at Woolwich.

First cost: £61,257 to builder, plus £22,391 Dyd expenditure, plus £4,223 fitting.

Commissioned: 7.1807 under Capt. Graham Moore (-1810); with Sidney Smith's squadron at Lisbon 11.1807; escort of Portuguese Royal Family to Brazil; under Capt. John Phillimore 6 – 10.1809, for Walcheren operations; later to North Sea. In 11.1810 under Capt. George Scott, in Channel and then North Sea; later under Cmdr. Francis Beaumont (temp.). In 1812 under Capt. Robert Honeyman, as flagship of Sir George Cockburn; sailed for North America 23.9.1812. From 1813 under Capt. Charles Ross, still Cockburn's flag; capture of Washington 24-25.8.1813. Large Repair at Portsmouth (for £57,119) 2.1814 – 2.1816, then laid up in Ordinary there. BU at Portsmouth 7.1835.

York Samuel & Daniel Brent, Rotherhithe.

As built: 175ft 0in, 144ft $0^{1}/_{8}$in x 47ft 8½in x 20ft 6in. $1{,}743^{48}/_{94}$ bm. Draught 13ft 4in / 18ft 6in.

Ord: 24.1.1805. K: 8.1805. L: 7.7.1807. C: 13.7 – 16.9.1807 at Woolwich.

First cost: £62,446 to build.

Commissioned: 8.1807 under Capt. Robert Barton (-1812); sailed for the Leeward Islands 30.11.1807; at occupation of Madeira 26.12.1807; at capture of Martinique 2.1809; sailed for the Mediterranean 14.11.1809. In 8.1812 under Capt. Alexander Schomberg, for North Sea then the Channel; to North America with troops 1814; paid off 8.1815 into Ordinary at Plymouth. Fitted as a convict ship at Portsmouth 11.1819; served as convict hulk 1824-50. BU at Portsmouth 3.1854.

Sultan John Dudman & Co, Deptford.

As built: 175ft 0in, 143ft 11¼in x 47ft 10in x 20ft 6in. $1{,}751^{72}/_{94}$ bm. Draught 13ft 2in / 18ft 0in.

Ord: 24.1.1805. K: 12.1805. L: 19.9.1807. C: 22.9 – 29.11.1807 at Woolwich.

First cost: £61,300 to builder, plus £22,275 Dyd expenditure, + £4,599 fitting.

Commissioned: 10.1807 under Capt. Edward Griffith; sailed for the Mediterranean 18.2.1808; off Cadiz 1808; in attack on Baudin's convoy 10.1809; at destruction of 80-gun *La Robuste* and 74-gun *Le Lion* at Frontignan 25.10.1809. In 4.1810 under Capt. John West (-1814); brush with Toulon ships 19.7.1811; her boats in operation at Bastia 4.12.1811; in the Channel 1813; Bordeaux operations 1814. Large Repair at Portsmouth (for £66,067) 3.1816 – 9.1818. Very Small Repair and fitted for Ordinary at Portsmouth 11.1829 – 11.1833. Fitted as a receiving ship at Portsmouth 5 – 12.1861. Fitted as Target ship at Portsmouth 2 – 5.1862, then for trials of armour plates 8.1862. BU completed there 28.1.1864.

Hannibal Henry Adams, Bucklers Hard.

As built: 176ft 0in, 145ft 2¼in x 47ft 7in x 20ft 6in. $1{,}748^{53}/_{94}$ bm.

Ord: 24.1.1805. K: 12.1805. L: 5.1810. C: 11.5 – 7.9.1810 at Portsmouth.

First cost: ?

Commissioned: 7.1810 under Capt. Thomas Searle, as flagship of Rear-Adm. Sir Thomas Williams, at the Scheldt; sailed for Portugal 6.10.1810. In 1811 under Capt. Andrew King, as flagship of Rear-Adm. Philip Durham, in the Baltic. In 12.1811 under Capt. Thomas Browne, then 1812 under Capt. Sir Michael Seymour (-1814), in the Channel; took 40-gun *La Sultane* off Cherbourg 26.3.1814; later sailed with convoy to West Indies; to Ordinary at Plymouth 8.1814. Fitted as a lazarette at Plymouth 7 - 8.1825; 1826 to Pembroke. BU at Pembroke Dock 12.1833 – 1.1834.

Royal Oak John Dudman & Co, Deptford.

As built: 175ft 2in, 144ft 0½in x 47ft 11in x 20ft 6in. $1{,}759^{14}/_{94}$ bm. Draught 12ft 11in / 17ft 11in.

Ord: 24.1.1805. K: 6.1806. L: 4.3.1809. C: 4 – 16.3.1809 at Deptford, then 16.3 – 3.5.1809 at Woolwich.

First cost: £62,273 to builder.

Commissioned: 4.1809 under Capt. Lord Amelius Beauclerk, for Walcheren operations. In 8.1811 under Capt. Pulteney Malcolm. In 1.1812 under Capt. Thomas Shortland, as flagship of the new Rear-Adm. Beauclerk, on North American station. In 1813 under Capt. Edward Dix, still Beauclerk's flagship; in Chesapeake operations, then New Orleans operations. In 10.1814 under Capt. Joseph Pearce, then 1815 under Capt. Clotworthy Upton; to Ordinary at Portsmouth at end of 1815. Fitted at Portsmouth as a receiving ship 9 – 12.1825 for convicts at Bermuda; hulked there 1834. BU at Bermuda by AO 17.10.1850.

Revived *REPULSE* Class. Five further orders were placed in 1805 to this 1800 design (see above for details); three more were built from 1812 (see below).

Magnificent Perry, Wells & Green, Blackwall.

As built: 174ft 2in, 143ft 0¾in x 47ft 8½in x 20ft 0in. $1{,}732^{3}/_{94}$ bm. Draught 13ft 3in / 18ft 3in.

Ord: 24.1.1805. K: 4.1805. L: 30.8.1806. C: 9.1806 – 24.10.1806 at Woolwich.

First cost: ? to build, plus £26,172 fitting.

Commissioned: 9.1806 under Capt. George Eyre (-1811); sailed for the Mediterranean (via Cadiz) 3.6.1807; in Adriatic operations 1809-10; at capture of Santa Maura 4.1810. Defects made good at Plymouth (for £24,835) 2 – 5.1812; recommissioned 2.1812 under Capt. Willoughby Lake, for operations on the coast of Spain; under Capt. John Hayes (temp.) for attack on Santander 8.1812; then in the Channel; paid off 1814. Fitted as a hospital ship at Portsmouth 8 – 12.1825, for Jamaica. Commissioned 4.1828 as a receiving ship at Rio (-1842). Sold in Jamaica to BU 10.1.1843.

Valiant Perry, Wells & Green, Blackwall.

As built: 174ft 0in, 142ft $9^{5}/_{8}$in x 47ft 6¾in x 20ft 0in. $1{,}718^{31}/_{94}$ bm. Draught 13ft 3in / 17ft 4in.

Ord: 24.1.1805. K: 4.1805. L: 24.1.1807. C: 5.2 – 6.3.1807 at Woolwich.

First cost: ?

Commissioned: 3.1807 under Capt. Kenneth McKenzie; in 4.1807 under Capt. James Young; in Copenhagen expedition 8.1807. In 1.1808 under Capt. George Reynolds, then Capt. John Poo Beresford and in 6.1808 Capt. Thomas Briggs., 12.1808 Capt. John Hayes and 2.1809 Capt. Alexander Kerr, off Lorient. In 3.1809 under Capt. John Bligh, then in Basque roads operations 4.1809; later under Capt. Thomas Shortland; took 14-gun *La Confiance* off Belleisle 3.2.1810 (ex frigate *La Cannonière*, with £150,000 cargo). In 1810 under Capt. Robert Oliver (-1814); boats (with others of Neale's squadron) took two brigs and destroyed another in Basque roads 28.9.1810; sailed for North America 14.1.1813; home in 1814. In 7.1814 under Capt. Zachary Mudge; paid off 8/9.1815 at Portsmouth. BU at Portsmouth completed 28.11.1823.

Elizabeth Perry, Wells & Green, Blackwall.

As built: 174ft 0in, 143ft $1^{7}/_{8}$in x 47ft 7in x 20ft 0in. $1{,}724^{9}/_{94}$ bm. Draught 13ft 3in / 17ft 10in.

Ord: 24.1.1805. K: 8.1805. L: 23.5.1807. C: 27.5 – 3.7.1807 at Woolwich.

First cost: ?

Commissioned: 6.1807 under Capt. Henry Curzon (-1810); sailed for Portugal 11.1807; with Sidney Smith's squadron in the Mediterranean 1807; at Corunna 1.1809, then to Brazil. In 1810 under Capt. Thomas Capel (but under acting Capt. Thomas Searle in 8.1810), later under Capt. Lord William Stuart. In 1.1811 under Capt. Edward Leveson Gower (-1813); sailed for Portugal 26.3.1811; sailed for the Mediterranean 4.8.1812. In 1814 under Capt. Gardiner Guion; her boats took 6-gun *L'Aigle* and *Chic* near Corfu 27.5.1814; paid off ?6.1814 at Woolwich. BU 8.1820 at Chatham.

Cumberland Thomas Pitcher, Northfleet.

As built: 174ft 4in, 143ft 5in x 47ft 5½in x 20ft 0in. $1{,}718^{16}/_{94}$ bm. Draught 13ft 8in / 17ft 7in.

Ord: 24.1.1805. K: 8.1805. L: 19.8.1807. C: 10.1807 at Woolwich.

First cost: £63,231 to build, plus £26,568 fitting.

Commissioned: 10.1807 under Capt. Philip Wodehouse (-1811); sailed for the Mediterranean 30.1.1808; with Strachan's squadron in the Mediterranean 2.1809; with Martin's squadron in attack on Baudin's convoy 23.10.1809 (80-gun *La Robuste* and 74-gun *Le Lion*, run ashore and burnt near Frontignan 25.10.1809); boats in attack on shipping in Rosas Bay 31.10.1809. In 7.1811 under Capt. Robert Otway. Made good defects at Woolwich (for 312,040) 10 – 12.1811; in 11.1811 under Capt. Thomas Baker (-1815), for North Sea; to North America 11.1812; made good defects at Chatham (for £16,247) 2 – 4.1814; to East Indies 1814-15, then laid up at Chatham. Fitted as a convict ship at Chatham (for £13,202) 10.1829 - 3.1830. Renamed *Fortitude* 15.11.1833. Fitted as coal depot at Chatham (for £4,097) 9.1845 – 8.1848. Sold to H. Castle & Son (for £2,020) to BU at Charlton 2.1870.

Vénerable Thomas Pitcher, Northfleet.

As built: 174ft 1in, 143ft 5½in x 47ft 5in (48ft 2in oa) x 20ft 0½in. $1{,}715^{61}/_{94}$ bm. Draught 12ft 9in / 17ft 4in.

Ord: 24.1.1805. K: 12.1805. L: 12.4.1808. C: 1808 at builders.

First cost: £64,318 to build, plus £26,484 fitting (all to builder).

Commissioned: 5.1808 under Capt. Sir Home Popham (-1812), as flagship of Rear-Adm. Sir Richard Strachan; in 6.1808 under Capt. Andrew King (temp.); in Walcheren operations 1809; in 1810 flagship of Rear-Adm. Sir Thomas Williams, in the North Sea; operations on the North coast of Spain 1810; at Lequeito 20.6.1810. In 2.1812 under Capt. James Dundas, then 9.1812 under Capt. David Milne. Defects made good at Portsmouth (for £16,529) 6 – 7.1813. Later under Capt. James A. Worth, as flagship of Rear-Adm. Sir Philip Durham, for the Leeward Islands; took 4-gun privateer *Le Jason* 31.12.1813; took 40-gun *L'Alcmène* off Madeira 16.1.1814, and 40-gun *L'Iphigénie* 20.1.1814. In 7.1814 under Capt. William M'Culloch, later under Capt. George Pringle, then Lieut. Robert Wemyss (acting), then Capt. John Thompson (acting); paid off at Portsmouth 1815. Fitted as a church ship at Portsmouth 5 - 10.1825. BU at Plymouth 10.1838.

***BLAKE* Class**. Developed from the lines of the *Courageux* (taken from the French in 1761), but lengthened by 7ft 9in on the gun deck. Timber from Holstein was used in the construction of both ships.

Dimensions & tons: 180ft 0in, 147ft 7in x 48ft 0¾in x 20ft 10½in. 1,813$^{37}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 4 x 12pdr + 10 x 32pdr carronades; Fc 4 x 12pdr + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Blake Deptford Dyd (M/Shipwright Henry Peake to 6.1806, then Robert Nelson).

As built: 180ft 1½in, 147ft 7¾in x 48ft 2in x 20ft 10in. 1,822$^{3}/_{94}$ bm. Draught 13ft 2in / 18ft 6in.

Ord: 23.7.1805. K: 4.1806. L: 23.8.1808. C: 26.8 - 6.10.1808 at Woolwich.

Commissioned: 9.1808 under Capt. Sir Charles Brisbane. In 12.1808 under Capt. Edward Codrington (-1812).; in Walcheren operations 1809, as flagship of Rear-Adm. Alan Hyde (Lord Gardner). Sailed for the Mediterranean 27.5.1810. Fitted 4 – 5.1813 for Ordinary at Portsmouth. Fitted as a temporary prison ship at Portsmouth 12.1813 - 1.1814; recommissioned 1814 under Lieut. George Forbes. Sold for £3,500 to BU 17.10.1816.

Saint Domingo (or *San Domingo*) Woolwich Dyd (M/Shipwright Edward Sison).

As built: 180ft 0in, 147ft 8in x 48ft 1½in x 20ft 10½in. 1,819$^{13}/_{94}$ bm. Draught 12ft 9in / 17ft 8in.

Ord: 23.7.1805. K: 6.1806. L: 3.3.1809. C: 13.4.1809.

Commissioned: 3.1809 under Capt. Charles Gill (-1812), as flagship of Rear-Adm. Sir Richard Strachan. In Scheldt operations 28.7 – 4.9.1809; later off Texel. Flagship of Sir John Borlase Warren from 1812, under Capt. John Thompson from ?8.1812; sailed for North America 14.8.1812. In 1813 under Capt. Samuel Pechell (-1814); her boats (with those of other ships) took US privateers *Dolphin* (12-gun), *Arab* (7-gun), *Lynx* (6-gun) and *Racer* (6-gun) 16.3.1813; boats attack on Norfolk (Virginia) 22.6.1813. Flagship of Rear-Adm. Edward Foote in 1814; took 13-gun US privateer *Argus* 1.3.1814. In Ordinary at Sheerness 1815. Sold for £4,800 (at Sheerness?) to BU 18.4.1816.

***ARMADA* Class**. Following Trafalgar, Napoleon initiated a massive programme of battlefleet construction throughout the territories controlled by France; to counter this, the Admiralty recognised the need for a similarly huge quantitative addition to the battlefleet, and begun designing a new standard class. Both Peake and Rule produced designs, but the Navy Board then instructed the two to co-operate on a joint design to utilise the best characteristics of both schemes. Thus they were designed by Peake and Rule jointly (a further development from the *Courageux*) and were known as the 'Surveyors' Class' - or more commonly as the 'Forty Thieves' due to their alleged excessive costings. In fact, they were probably as successful a design as most, but they came into service after the period of fleet actions (*ie* post-Trafalgar) and thus never acquired many battle honours. Numerically the largest class of battleships ever built to one design by any navy except for the French *Téméraire* Class (to which Sané design some 90 vessels were built). The design was approved on 1.10.1806 (*Vindictive* having already been on order for 8½ months).

Dimensions & tons: 176ft 0in, 145ft 1in x 47ft 6in x 21ft 0in. 1,741$^{18}/_{94}$ bm.

Gloucester as rebuilt with circular stern: 177ft 1½in, 145ft 8$^{1}/_{8}$in x 48ft 1$^{7}/_{8}$in x 20ft 10in. 1,796$^{90}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades. One pair LD guns replaced by 68pdr carronades, and one pair UD guns by 18pdr carronades after the end of the war. Most survivors reduced to 72 guns in 1839.

[As 50-gun ships; 450 men; LD 28 x 32pdrs (56cwt); QD 16 x 32pdrs (48cwt); Fc 6 x 32pdrs (48cwt).]

Vindictive Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 176ft 2in, 145ft 2¼in x 47ft 8½in x 21ft 0in. 1,757$^{71}/_{94}$ bm. Draught 13ft 3in / 17ft 8in.

Ord: 15.1.1806. K: 7.1808. L: 23.11.1813. C: 12.1813 for Ordinary.

First cost: £56,241.

Not commissioned until 9.1841. Fitted for the C-in-C of the Ordinary 12.1816. Underwent Middling Repair and cut down to frigate of 50 guns at Portsmouth (for £32,534) 3.1828 - 1.1833; reduced to Fourth Rate 10.1832. Fitted for sea at Portsmouth (for £19,091) 10.1841 – 15.1.,1842. Laid up in Ordinary at Portsmouth 6.1848. Fitted by J. Samuel White, Cowes as a storeship (for £12,391) 2.1861 – 1.1862 for Fernando Po, where foundered 7.1871; wreck sold 24.11.1871.

Cressy Josiah & Thomas Brindley, Frindsbury.

As built: 176ft 1in, 145ft 0$^{1}/_{8}$in x 47ft 9¾in x 21ft 1in. 1,763$^{63}/_{94}$ bm. Draught 13ft 0in / 17ft 6in.

Ord: 1.10.1806. K: 3.1807. L: 7.3.1810. C: 7.3 – 9.5.1810 at Chatham for Ordinary, 2.4.1811 at Sheerness for Sea.

First cost: £56,855 to builder, plus fitting £9,893 at Chatham, £16,863 at Sheerness.

Commissioned: 1.1811 under Capt. Charles Pater, for the Baltic; capture of Danish gunboat 5.7.1811; sailed for Leeward Islands 21.2.1813. Made good defects at Portsmouth (for £16,803) 9 – 11.1813. Recommissioned 8.1813 under Capt. Charles Dashwood for the North Sea, then to Leeward Islands. Paid off 5.1814 into Ordinary at Portsmouth. Ordered to be cut down to a frigate of 50 guns (by AO 20.3.1827), but conversion cancelled due to state of decay. BU at Portsmouth 12.1832.

Poictiers John King, Upnor

As built: 176ft 3in, 145ft 2$^{3}/_{8}$in x 47ft 9½in x 21ft 1in. 1,764$^{3}/_{94}$ bm. Draught 13ft 0in / 17ft 5in.

Ord: 1.10.1806. K: 8.1807. L: 9.12.1809. C: 9.12.1809 – 4.5.1810 at Chatham.

First cost: £56,665 to builder, plus £22,458 fitting.

Commissioned: 1.1810 under Capt. John Poo Beresford, for the Channel; sailed for Portugal 22.10.1810; chased Allemand's squadron off Ushant 10.1.1811. Under (Acting) Capt. Richard Jones 3.1811; Capt. Samuel Jackson (temp.) 1 – 7.1812, off Texel; sailed for North America 14.8.1812. Captured USS *Wasp* and retook *Frolic* 18.10.1812, then took 10-gun privateer *Herald* ?3.11.1812, 5-gun privateer *Highflyer* 9.1.1813, and (with *Maidstone* & *Nimrod*) 20-gun privateer *Yorktown* 17.7.1813. At Chatham 1814. Large Repair there (for £51,601) 4.1815 – 9.1817. Fitted as guardship at Sheerness 3.1836 - 9.1837, based at Chatham to 3.1848 when became Depot Ship until 1850. BU completed at Chatham 23.3.1857.

Hogue Deptford Dyd (M/Shipwright Robert Nelson).

As built: 176ft 0in, 145ft 0¼in x 47ft 7½in x 21ft 0½in. 1,749$^{57}/_{94}$ bm. Draught 13ft 5in / 17ft 11in.

Ord: 1.10.1806. K: 4.1808. L: 3.10.1811. C: 7.10.1811 – 25.1.1812 at Woolwich.

First cost: £76,715, plus fitting £1,429 at Woolwich.

Commissioned: 12.1811 under Capt. Thomas Capel, for Texel operations; sailed for North America 14.1.1813 as flagship of Commodore William Hotham. Between Middling and Large Repair at Chatham (for £41,432 – possibly more?) 10.1814 – 6.1816, then to Sheerness for Ordinary. Middling Repair at Chatham (for £21,291) 11.1824 – 3.1826; at Chatham to 1834, then Sheerness. Small Repair at Chatham (for £2,813) 3.1839 – 1.1840. Converted to a screw guardship by Wigram, Blackwall (for £36,611) 12.1845 – 12.1846, then fitted at Deptford 12.1846 – 10.1847, at Green, Blackwall 10.1847 – 9.1848, and (for sea) at Sheerness 12.1848 – 7.1849 (entire conversion cost £81,525). Fitted for coastguard service at Plymouth (for £3,680) 3 – 4.1858. BU at Plymouth 1865.

Vigo Charles Ross, Rochester

As built: 176ft 9in, 145ft 6½in x 48ft 0½in x 20ft 11½in. 1,786$^{71}/_{94}$ bm. Draught 12ft 7in / 17ft 6in.

Ord: 20.10.1806. K: 4.1807. L: 21.2.1810. C: 20.4.1810 (for Ordinary) & 18.3.1811 (for Sea) at Chatham.

First cost: £58,330 to builder.

Commissioned: 1.1811 under Capt. Richard Jones, then 6.1811 under Capt. Manley Hall Dixon, as flagship of Rear-Adm. Sir Manley Dixon, in the Baltic; in 1812 under Capt. Henry Ommanney, as flagship of Rear-Adm. James Nicoll Morris; in 1813 under Capt. Thomas White, as flagship of Rear-Adm. Graham Moore; paid off 12.1813 at Portsmouth. Small Repair 3 – 9.1815 and laid up. Fitted for sea at Portsmouth 11.1819 – 3.1820; recommissioned 11.1819 under Capt. Thomas Browne, for Cape of Good Hope; flagship of Rear-Adm. Robert Lambert, at St Helena 1820-21, then of Adm. Sir James Whitshed, at Portsmouth 1822-23. Fitted as a receiving ship at Plymouth (for £1,886) 12.1826 – 7.1827. BU by Marshall, Plymouth 5 - 8.1865.

Armada Isaac Blackburn, Turnchapel, Plymouth.

As built: 176ft 0in, 145ft 0in x 47ft 7½in x 21ft 0in. 1,749$^{34}/_{94}$ bm. Draught 14ft 1in / 17ft 9in.

Ord: 20.10.1806. K: 2.1807. L: 22.3.1810. C: 23.3 – 27.9.1810 at Plymouth.

First cost: £56,890 to builder, plus £33,174 fitting.

Commissioned: 8.1810 under Capt. Adam M'Kenzie, for the Texel. In 1.1812 under Capt. Charles Grant (-1814); sailed for the Mediterranean 10.3.1812. To Ordinary at Plymouth 9 – 11.1814. Between Small and Middling Repair at Plymouth (for £51,282) 4.1815 – 1.1816. Powder hulk at Keyham Point 4.1844. AO to replace her by *Conquestador* 12.11.1862. Sold to Marshall, Plymouth 27.5.1863.

Vengeur Joseph Graham, Harwich

As built: 176ft 5in, 145ft 3in x 47ft 9½in x 21ft 0$^{7}/_{8}$in. 1,764$^{62}/_{94}$ bm. Draught 13ft 3in / 17ft 9in.

Ord: 20.10.1806. K: 7.1807. L: 19.6.1810. C: 17.7 – 30.10.1810 at Chatham.

First cost: ?

Commissioned: 9.1810 under Capt. Thomas Brown; from 1811 flagship of Rear-Adm. Sir Joseph Yorke. From 1812 under Capt. Thomas Dundas, then Capt. James Brisbane ? 8.1812; sailed for Jamaica 22.6.1813. Under Capt. Tristram Ricketts 10.1813; to North America with troops. Under Capt. Thomas Alexander 8.1815; became guardship at Portsmouth 6.1816 – 5.1818, then fitted for sea there 10 – 12.1818; recommissioned 9.1818 under Capt. Frederick Lewis Maitland, for South America; paid off 5.1821 at Chatham. Fitted as receiving ship at Chatham 7.1823 - 2.1824, thence to Sheerness as receiving ship until 1838. BU at Sheerness 8.1843.

Conquestador Robert Guillaume, Northam.

As built: 176ft 4in, 145ft $2^{3}/_{8}$in x 47ft 11in x 21ft 1in. $1{,}773^{25}/_{94}$ bm. Draught 13ft 0in / 17ft 6in.

Ord: 20.10.1806. K: 8.1807. L: 1.8.1810. C: 6.8 1810 – 21.3.1811 at Portsmouth.

First cost: £57,025 to builder, plus £13,291 fitting.

Commissioned: 9.1810 under Capt. Lord William Stuart, for the Channel. Flagship of Adm. Lord Keith 5.1812. In West Indies 1814, then in Ordinary at Chatham 1815. Small Repair and housed over at Woolwich (for £20,783) 4.1815 – 4.1816; then laid up at Sheerness. Very Small Repair at Chatham (for £8,030) 9.1817 – 10.1818, then laid up at Sheerness. Small to Middling Repair and cut down to a Fourth Rate frigate of 50 guns (by AO 20.3.1827) (for £17,202) 4.1827 – 4.1831. Lent to War Dept. at Woolwich 12.1856, then to Purfleet ?1860. Powder magazine (in lieu of *Armada*) by AO 12.11.1862. Fitted at Plymouth as a powder magazine 12.1862 – 2.1863; as such at Plymouth 1870-90. Sold to Harry Scawn, Plymouth (for £1,525) 10.5.1897.

Redoubtable Woolwich Dyd (M/Shipwright Edward Sison).

As built: 176ft 5in, 145ft 6½in x 47ft 8in x 21ft 0¾in. $1{,}758^{91}/_{94}$ bm.

Ord: 29.12.1806. K: 4.1809. L: 26.1.1815 (completed by 9.1814, left on slip to season). To Sheerness 4.4.1815.

First cost: £76,554 (including fitting).

Not Commissioned: Small Repair at Chatham (for £15,429) 7.1819 – 9.1820, thereafter in Ordinary at Sheerness. BU 5.1841 at Chatham.

Pitt Portsmouth Dyd (M/Shipwright Nicholas Diddams); built to Seppings's principles.

As built: 176ft 0in, 145ft $0^{1}/_{8}$in x 47ft 7¾in x 21ft 0in. $1{,}751^{2}/_{94}$ bm. Draught 13ft 0in / 18ft 3in.

Ord: 17.4.1807 (but construction delayed 6 years). K: 5.1813. L: 13.4.1816 (left incomplete).

First cost: *Pitt* £78,787 (including fitting).

Not Commissioned: Laid up after launch. Very Small Repair and fitted for Ordinary at Portsmouth (for £1,628) 7.1830 – 9.1832. Fitted as a coal depot and receiving ship at Portsmouth (for £4,996) 11.1852 - 5.1853. Refitted there as a coal depot (for £5,228) for Portland 1.1860, later back to Portsmouth. BU completed at Portsmouth 17.3.1877.

Mulgrave John King, Upnor.

As built: 176ft 1in, 145ft $0^{1}/_{8}$in x 47ft 9½in x 21ft 0in. $1{,}761^{71}/_{94}$ bm. Draught 12ft 10in / 17ft 4in.

Ord: 23.6.1807. K: 2.1808. L: 1.1.1812. C: 22.11.1812 at Chatham.

First cost: £58,412 to builder, plus £29,971 fitting.

Commissioned: 9.1812 under Capt. Thomas Maling; flagship of Rear-Adm. Sir Richard King 1813; sailed for the Mediterranean 22.4.1813. Small Repair at Plymouth (for £16,484) 1 – 3.1815. Between Middling and Large Repair at Plymouth (for £58,955) 3.1816 – 10.1819., then to Ordinary. Fitted as a lazarette at Pembroke (for £146) 8 - 9.1836. Fitted as a powder ship at Pembroke (for £1,637) 8 - 9.1844. BU completed there 16.12.1854.

Ajax Perry, Wells & Green, Blackwall.

As built: 176ft 0in, 144ft $11^{3}/_{8}$in x 47ft 9½in x 21ft 0in. 1,761 (exact) bm. Draught 13ft 0in / 18ft 3in.

Ord: 1.7.1807. K: 8.1807. L: 2.5.1809. C: 15.6.1809 at Woolwich.

First cost: £57,383 to builder plus £8,544 dockyard costs, plus £27,400 fitting.

Commissioned: 6.1809 under Capt. Robert Otway (-1811); sailed for the Mediterranean 4.10.1809. In Blackwood's squadron off Toulon 20.7.1810. Attack on Palamos 13.12.1810. Took (with *Unite*) French flûte *Le Dromadaire* off Elba 31.3.1811. In 4.1811 under Capt. James Brisbane; in 10.1811 under Capt. Sir Robert Lawrie, in the Mediterranean (-1812). Defects made good at Plymouth (for £17,064) 4 – 7.1813; in 5.1813 under Otway again; at San Sebastian 8.9.1813; took French 16-gun *L'Alción* 17.3.1814. To America with troops 1814. In 10.1814 under Capt. George? Mundy, in the Mediterranean. Paid off 7.1816. Large Repair at Portsmouth (for £67,758) 10.1820 – 6.1829. Converted to screw blockship (under AO 20.10.1845) by White, Cowes 11.1845 – 9.1846 (£15,908 paid to White), then alterations completed at Portsmouth 9.1846 – 5.1847. Fitted for sea (for £55,975) 6.1850. BU 1864.

Berwick Perry, Wells & Green, Blackwall.

As built: 176ft 0in, 144ft $11^{3}/_{8}$in x 47ft 9½in x 21ft 0in. 1,761 (exact) bm. Draught 12ft 11in / 18ft 0in.

Ord: 1.7.1807. K: 10.1807. L: 11.9.1809. C: 17.11.1809 (for Ordinary), 14.7.1810 (for sea) at Woolwich.

First cost: ?

Commissioned: 3.1810 under Capt. James Macnamara. Chased French 40-gun frigate *L'Amazone* (burnt to avoid capture) off Barfleur 25.3.1811. In 10.1811 under Capt. Edward Brace (-1815); sailed for the Mediterranean 17.11.1811. Boats (with those of *Euryalus*) took 10-gun xebec *La Fortune* 16.5.1813. In 1815-16 under Capt. J(ames or John) Nash; laid up at Plymouth 7.1816. BU (because found to need Major Repair) at Plymouth 3.1821.

Egmont Thomas Pitcher, Northfleet.

As built: 176ft 2in, 145ft $1^{5}/_{8}$in x 47ft 9in x 21ft 0in. $1{,}760^{19}/_{94}$ bm. Draught 12ft 10in / 17ft 5½in.

Ord: 13.7.1807. K: 10.1807. L: 7.3.1810. C: 20.4.1810 (at Northfleet), 7.11.1811 (at Woolwich).

First cost: £57,439 to builder, plus £11,626 dockyard expenses, plus £18,614 fitting for sea.

Commissioned: 5.1811 under Capt. Charles Austen; in 6.1811 under Capt. Joseph Bingham (-1814) for North Sea and Channel; in 1812 flagship of Rear-Adm. Edward Griffiths in North America, in 1813 of Rear-Adm. Sir George Hope in the North Sea, and in 1814 of Rear-Adm. Charles Penrose for Gironde operations. Paid off and laid up at Portsmouth 8.1814. Large Repair at Portsmouth (for £48,208) 2.1820 – 10.1825, then laid up again. Fitted as a storeship (for £24,306) by J. Samuel White 10.1861 - 10.1862, then at Portsmouth to 1.1863, became a storeship at Rio de Janeiro. Sold at Rio by public auction (for c.£5,100) 2.1.1875.

Edinburgh Samuel & Daniel Brent, Rotherhithe.

As built: 176ft 6in, 145ft $4^{5}/_{8}$in x 47ft 10½in x 21ft 0½in. $1{,}772^{45}/_{94}$ bm. Draught 13ft 0in / 17ft 7in.

Ord: 13.7.1807. K: 11.1807. L: 26.1.1811. C: 7.2 – 7.5.1811 at Woolwich.

First cost: £57,006 to builder, plus £21,696 & £4,326 fitting.

Commissioned: 6.1811 under Capt. Robert Rolles; sailed for the Mediterranean 8.1.1812. Under Capt. George Dundas 11.1812; operations in Gulf of Spezia 30.4.1813; boats in operation at Anzio 5.10.1813. Under various Captains during 1813 (Thomas Mainwaring, Thomas Ussher, John Lampen Manley). Laid up at Portsmouth 11.1814 (-1833). Large Repair at Portsmouth (for £62,558) 4.1817 – 2.1820, then laid up. Fitted for sea at Portsmouth (for £14,229) 2.1834; under Capt. James Dacres 10.1833 – 2.1837, in the Mediterranean, then under Capt. William Henderson 7.1837 – 1841 (Bombardment of Acre 3.11.1840). Laid up at Portsmouth 7.1841. Converted to a screw blockship (under AO 22.10.1845) at Portsmouth 8.1846 – 8.1852; cost £65,618. Fitted for service at Portsmouth 2 – 3.1854. Guardship at Sheerness 8.1856. To Coast Guard 3 – 4.1858. Sold to Castle & Beech 11.1865 and BU at Charlton.

Clarence Isaac Blackburn, Turnchapel, Plymouth.

As built: 176ft 0¼in, 145ft $0^{7}/_{8}$in x 47ft 7½in x 21ft 0in. 1,749 bm. Draught 14ft 0in / 17ft 3in.

Ord: 13.7.1807. K: 11.1807. L: 11.4.1812. C: 12.4 – 9.9.1812 at Plymouth Dyd.

First cost: £58,400 to builder, plus £18,400 + £12,140 fitting.

Commissioned: 7.1812 under Capt. Henry Vansittart, for North Sea and the Channel; in 3.1814 under Capt. Frederick Warren. Laid up 8.1814 at Portsmouth. Renamed *Centurion* and ordered to be cut down to a Fourth Rate frigate of 50 guns (by AO 26.5.1827) and moved 8.1827 to Chatham, but conversion cancelled due to state of decay. Instead BU at Chatham 10.1828.

Scarborough Joseph Graham, Harwich.

As built: 176ft 0in, 144ft $11^{3}/_{8}$in x 47ft 8½in x 21ft 0½in. 1,745 bm. Draught 13ft 3in / 17ft 6in.

Ord: 13.7.1807. K: 1.1808. L: 29.3.1812. C: C: 15.4.1812 – 18.3.1813 at Portsmouth.

First cost: £57,873 to built, plus £3,772 'yard returns', plus £25,397 fitting (total £87,042).

Commissioned: 2.1813 under Capt. John Halstead, as flagship of Rear-Adm. John Ferrier in the North Sea; in 1814 under Capt. Charles James Johnston. Fitted for Ordinary at Sheerness 6.1814. Middling Repair at Woolwich (for £24,215) 7.1816 – 10.1817, then laid up at Sheerness and roofed over fore and aft. Sold at ?Deptford (for £6,200) 3.9.1836.

Asia Josiah & Thomas Brindley, Frindsbury.

As built: 175ft 7in, 144ft $4^{3}/_{8}$in x 47ft 11in x 21ft 0in. $1{,}763^{9}/_{94}$ bm. Draught 12ft 9in / 17ft 4in.
Ord: 13.7.1807. K: 2.1808. L: 2.12.1811. C: 9.5.1812 at Chatham.
First cost: £56,722 to builder, plus £36,347 fitting.
Commissioned: 2.1812 under Capt. John Spranger; under Capt. George Scott in 3.1812, Capt. Alexander Shippard in 8.1812; sailed for Jamaica 22.4.1813. Made good defects at Portsmouth (for £21,113) 11.1813 – 1.1814. Laid up at Chatham 1816. Renamed *Alfred* 1819. Very Large Repair and cut down to a Fourth Rate frigate of 50 guns at Chatham (for £49,219) in 11.1822 - 8.1828. Fitted for sea at Chatham 3 – 6.1831; laid up at Sheerness 7.1834. Fitted for sea at Sheerness (for £9,923) 10.1841 – 2.1842. Fitted for Commission at Portsmouth (for £9,557) 7.1845 – 5.1846, then laid up there. Fitted for experiment with iron plates 7.1858, later trials with Whitworth gun. Fitted for armour trials at Portsmouth 8 – 11.1862. BU (by AO 10.1.1865) at Portsmouth completed 8.5.1865.

Rodney Mrs. Frances Barnard, Deptford.
As built: 176ft 5in, 145ft $5^{1}/_{8}$in x 67ft 7½in x 21ft 0¾in. 1,754 bm. Draught 13ft 5in / 18ft 3in.
Ord: 13.7.1807. K: 3.1808. L: 8.12.1809. C: 10.4.1810 at Deptford & Woolwich Dyds.
First cost: £58,330 to builder, plus £28,119 fitting.
Commissioned: 2.1810 under Capt. George Burlton; sailed for the Mediterranean 2.6.1810. In 9.1811 under Capt. Edward Durnford King, then in 1812 under Capt. John Duff Markland, in the Mediterranean. In Ordinary at Portsmouth 1813, then Small Repair there (for £12,217 + £12,272) 5.1813 – 1.1814. Recommissioned 12.1813 under Capt. Charles Inglis, as flagship of Vice-Adm. Sir George Martin; paid off 8.1814. Renamed *Greenwich* 17.5.1827 and ordered to be cut down to Fourth Rate frigate of 50 guns; however, the conversion was never completed, instead she was sold at Portsmouth (for £5,310) 8.9.1836.

Duncan John Dudman, Deptford.
As built: 176ft 0in, 144ft 11¼in x 47ft 9½in x 21ft 0in. 1,761 bm. Draught 13ft 0in / 17ft 6in.
Ord: 13.7.1807. K: 8.1808. L: 2.12.1811. C: 13.12.1811 – 26.2.1812 at Woolwich.
First cost: £58,420 to builder, plus £26,632 fitting.
Commissioned: 2.1812 under Capt. Robert Plampin; in 1812-14 under Capt. Robert Lambert, for North Sea; in 1814 under Capt. Thomas Smith, in the Mediterranean, then 9.1814 Capt. Samuel Chambers. Laid up at Portsmouth 6.1815. Fitted as a lazarette at Portsmouth 7.1826; to Sheerness 8.1831. Fitted as a lazarette at Chatham 2.1837, then to Stangate Creek. Returned from Customs authorities 11.1861. BU completed at Chatham 5.10.1863.

Indus John Dudman, Deptford.
As built: 176ft 3½in, 145ft 4¼in x 47ft 8in x 21ft 0in. 1,756 bm. Draught 13ft 0in / 17ft 8in.
Ord: 31.7.1807. K: 4.1809. L: 19.12.1812. C: 29.12.1812 – 30.3.1813 at Woolwich.
First cost: £57,430, plus £36,246 fitting.
Commissioned: 2.1813 under Capt. William Gage, for the North Sea; in 1814 in Mediterranean; laid up 8.1814 at Plymouth. Renamed *Bellona* 3.11.1818. Middling Repair at Plymouth (for £32,731) 4.1819 – 12.1820, then housed over from main mast forward. Fitted at Plymouth as a receiving ship (for £4,957) 11.1841 – 6.1842. BU (by AO 28.4.1868) completed at Plymouth 27.6.1868.

Dublin Samuel & Daniel Brent, Rotherhithe.
As built: 176ft 3in, 145ft 2in x 47ft 10in x 21ft 0in. 1,766 bm. Draught 12ft 11in / 17ft 3in.
Ord: 31.7.1807. K: 5.1809. L: 13.2.1812. C: 4.3 – 25.4.1812 at Woolwich, 25.9.1812 at Sheerness.
First cost: £57,372 to builder, plus fitting £13,985 at Woolwich & £17,424 at Sheerness.
Commissioned: 8.1812 under Capt. David Milne, then Capt. Richard Dunn in 9.1812 (died 6.1813) and (temp.) Capt. Robert Henderson, then Capt. Thomas Elphinstone in 1813-14, for the Channel. Laid up at Plymouth 8.1814. Middling Repair, and cut down to a Fourth Rate frigate of 50 guns at Plymouth (for £50,360 + £2,439) 4.1821 – 12.1826. Fitted for sea at Plymouth (for £20,758) 3 – 8.1831. Refitted at Portsmouth as a flagship (for £21,557) 9.1839 – 8.1841. Refitted 3.1845, then laid up 1845 in Ordinary until sold to Castle & Sons 7.1885 to BU.

Stirling Castle Mrs. Mary Ross, Rochester.
As built: 176ft 5in, 145ft $3^{3}/_{8}$in x 47ft 11in x 21ft 0in. 1,774 bm. Draught 12ft 3in / 17ft 2in.
Ord: 12.8.1807. K: 7.1808. L: 31.12.1811. C: 31.12.1811 – 25.2.1812 at Chatham.
First cost: £57,608 to builder, plus £18,634 fitting.
Commissioned: 3.1812 under Capt. Jahleel Brenton, for the Channel. In 1813 under Capt. Augustus Brine, later under Capt. Sir Home Popham; sailed for the East Indies 20.4.1813 (to take the Viceroy, Lord Moira, to India). In 1814 under Capt. William Butterfield; paid off 11.1814. Large Repair at Plymouth (for £66,920) 1.1816 – 4.1819, then housed over fore and aft 'nearly down to LD ports'. Fitted as a convict ship at Plymouth 4.1839. To Portsmouth 10.1844. BU completed at Portsmouth 6.9.1861.

Medway Thomas Pitcher, Northfleet.
As built: 176ft 1in, 145ft 3in x 47ft 10in x 21ft 0in. 1,768 bm. Draught 12ft 2in / 16ft 11in.
Ord: 19.8.1807. K: 12.1808. L: 19.11.1812. C: 29.12.1812 - 9.7.1813 at Sheerness.
First cost: £58,459 to builder, plus £22,638 dyd expenses, plus £5,199 fitting at Sheerness.
Commissioned: 4.1813 under Capt. Augustus Brine; flagship of Vice-Adm. Charles Tyler; sailed for East Indies 31.12.1813; took 16-gun USS *Siren* 12.7.1814; laid up at Plymouth 3.1816, housed over from main mast forward. Between Small and Middling Repair at Plymouth (for £48,574) 4.1819 – 12.1820, then laid up there. Fitted as a Convict ship for Bermuda 4 - 10.1847. Sold to J. D. Murphy (for £2,180) at Bermuda 2.11.1865.

America Perry, Wells & Green, Blackwall.
As built: 176ft 0in, 144ft $11^{5}/_{8}$in x 48ft 6in x 21ft 0in. 1,758 bm. Draught 12ft 9in / 17ft 8in.
Ord: 22.8.1807. K: 1.1808. L: 21.4.1810. C: 11.6.1810 at Woolwich, then 9.6.1811 at Sheerness.
First cost: £57,456 to builder, plus fitting £14,529 + £2,778 at Woolwich, and £16,659 at Sheerness.
Commissioned: 4.1811 under Capt. Thomas Ussher; sailed for the Mediterranean 4.9.1811. Under Capt. Josias Rowley 1812-14; at capture or destruction of convoy at Laigueglia 10.5.1812; reduction of Genoa 4.1813; paid off 10.1814. Small Repair at Plymouth (for £28,820) 11.1814 – 4.1815, then laid up. Between Small and Middling Repair, and cut down to a Fourth Rate frigate of 50 guns (by AO 20.3.1827) at Plymouth (for £22,815 + £13,928) 3.1827 – 2.1835, then housed over waist and laid up. Fitted for sea at Plymouth (for £11,690) 2 – 6.1844; recommissioned 2.1844 for Pacific; home and laid up at Plymouth 10.1847. Fitted as target ship at Plymouth 3.1864, thence to Portsmouth. Used for torpedo experiments at Portsmouth 2.1867. BU (by AO 27.6.1867) completed at Portsmouth 6.2.1869.

Anson Thomas Steemson, at Paull (near Hull).
As built: 175ft $5^{1}/_{8}$in, 144ft $6^{1}/_{8}$in x 48ft 4¼in x 21ft 0in. 1,742 bm. Draught 13ft 10in / 17ft 6in.
Ord: 2.11.1807. K: 3.1808. L: 11.5.1812. C: 2.7 – 11.8.1812 at Portsmouth.
First cost: £56,004 to builder, plus £2,228 dyd expenses, plus £7,404 fitting.
Not Commissioned:. Laid up 1812 in Ordinary. Coppered 2.1815. Small Repair at Portsmouth, and fitted as a temporary lazarette (for £19,663) 9.1831. At Leith in 1834, then 1837 to Stangate Creek. Fitted at Chatham as convict ship (for £19,137) 5 – 8.1843, and then to Tasmania as a convict ship 1844. BU at Hobart 1851 (sold in 3 separate sales for £387.0.8d in 1852).

Barham Perry, Wells & Green (from 1810 Wigram, Wells & Green), Blackwall.
As built: 176ft 0in, 144ft 113/8in x 47ft 9½in x 21ft 1in. 1,761 bm. Draught 12ft 3in / 17ft 6in.
Ord: 2.11.1807. K: 6.1808. L: 8.7.1811. C: 11.7 – 21.8.1811 at Woolwich (for Ordinary); 2.1812 – 20.5.1812 at Chatham (for sea).
First cost: £57,949.11.7d to builder, plus fitting £11,785 at Woolwich + £16,967 at Chatham.
Commissioned: 2.1812 under Capt. John Spranger (from 7.1811 had been under Capt. Thomas Bladen Capel), in North Sea; at Woolwich 1813, then to Jamaica 1814; paid off 7.1814. Small Repair and housed over at Woolwich (for £22,686) 3 – 9.1815, then laid up at Sheerness. Small Repair and cut down to a Fourth Rate frigate of 50 guns (for £41,346) at Woolwich 2 – 12.1826; recommissioned 8.1826 for Jamaica. Fitted for sea at Woolwich (for £19,978) 9.1830 – 6.1831; recommissioned 3.1831 for the Mediterranean. BU at Deptford 3.1840.

Rippon Richard Blake & John Scott, Bursledon.
As built: 176ft 4in, 145ft 1¾in x 47ft 10½in x 21ft 0½in. 1,770 bm. Draught 13ft 3in / 17ft 9in.
Ord: 2.11.1807. K: 10.1808. L: 8.8.1812. C: 10.8.1812 – 12.5.1813 at Portsmouth.
First cost: £29,448 fitting.
Commissioned: 3.1813 under Capt. Sir Christopher Cole, for Channel service; present at capture (by *Scylla* and *Royalist*) of 40-gun *Weser* off Ushant 21.10.1813; to North America

with troops 1814; paid off 8.1814 into Ordinary at Plymouth; roofed over 8.1816. BU at Plymouth 3.1821.

Blenheim Deptford Dyd (M/Shipwright Robert Nelson).

As built: 175ft 9in, 144ft $6^{7}/_{8}$in x 47ft 8in x 21ft 0½in. $1{,}747^{25}/_{94}$ bm. Draught 13ft 9in / 18ft 0in.

Ord: 4.1.1808. K: 8.1808. L: 31.5.1813. C: 10.6 – 22.7.1813 at Woolwich.

First cost: £76,865 to build, plus £3,215 fitting.

Commissioned: 6.1813 under Capt. Samuel Warren; to the Mediterranean 1814; paid off at Chatham into Ordinary 1815, then to Sheerness. Between Middling and Large Repair at Woolwich (for £41,484) 4.1820 – 12.1824; at Woolwich to 1830, then to Portsmouth. Fitted as a demonstration ship at Sheerness (for £4,351) 1 – 6.1836. Fitted for sea at Sheerness (for £13,223) 4 – 7.1839; recommissioned 4.1839, and send to China War 1840-41. Converted to screw blockship (by AO 20.10.1845) by Wigram, Blackwall (for £31,857) 11.1845 – 3.1847; machinery provided by Seward, Limehouse (cost £25,412, plus fitting £1,511); fitted for sea at Woolwich (for £5,526) 3 - 5.1847. Fitted for sea at Portsmouth (for £3,977) 1 – 3.1854. Fitted as a coastguard ship at Portsmouth (for £8,032) 2 – 4.1858; at Portland 1858-60, then Pembroke 1860-65. BU 1865.

Pembroke Perry, Wells & Green (from 1810 Wigram, Wells & Green), Blackwall.

As built: 176ft 0in, 144ft $11^{5}/_{8}$in x 47ft 9in x 21ft 1in. $1{,}758^{17}/_{94}$ bm. Draught 12ft 10in / 17ft 10in.

Ord: 17.5.1808. K: 3.1809. L: 27.6.1812. C: 5.11.1812 at Woolwich.

First cost: £58,516 to build, plus £29,100 fitting.

Commissioned: 9.1812 under Capt. James Brisbane; grounded on Dunnose 26.12.1812; defects made good at Portsmouth (for £13,465) 12.1812 – 2.1813; in the Channel 1813, then Mediterranean 1814; laid up at Portsmouth 8.1814 and paid off 9.1814. Between Middling and Large Repair at Portsmouth (for £57,316) 1.1819 – 2.1823. Fitted for sea at Portsmouth (for £16,604) 1 – 7.1836; recommissioned 3.1836, for the Mediterranean (-1840), then to Ordinary at Portsmouth. Converted to a screw blockship (for £22,751) at Portsmouth in 10.1854 – 5.1855. Fitted for guardship at Sheerness 11.1856 – 1.1857. Became the base ship at Chatham 4.1873. Renamed *Forte* 1889 as a receiving hulk, then *Pembroke* again 1891. BU at Stavanger 7.1905.

Cornwall Mrs. Frances Barnard, Deptford.

As built: 176ft $0^{3}/_{8}$in, 145ft $0^{3}/_{8}$in x 47ft 7¾in x 21ft 0in. $1{,}751^{25}/_{94}$ bm. Draught 12ft 8in / 17ft 10in.

Ord: 30.5.1808. K: 3.1809. L: 16.1.1812. C: 25.1 – 7.3.1812 at Woolwich, 8.3 – 9.9.1812 at Sheerness.

First cost: £58,330 to builder, plus £2,227 fitting at Woolwich & £17,814 at Sheerness.

Commissioned: 7.1812 under Capt. John Broughton. In 4.1813 under Capt. Edward W.C.R. Owen (-1814), for the North Sea. To Ordinary at Chatham 1814-15. Small Repair at Woolwich (for £18,712) 11.1815 – 9.1816, then laid up at Sheerness. Between Small and Middling Repair and cut down to a Fourth Rate frigate of 50 guns (for £26,243) by AO 24.2.1827 at Sheerness 3.1827 – 5.1830, then laid up. Fitted as a reformatory at Sheerness 4.1859 and lent to the School Ship Society at Purfleet. Lent as a training ship to the Newcastle Society, to the Tyne by AO 3.6.1868. Renamed *Wellesley* by AO 18.6.1868 (exchanged names with former *Wellesley*). BU completed at Sheerness 18.1.1875.

Devonshire Mrs. Frances Barnard, Deptford.

As built: 176ft $0^{3}/_{8}$in, 145ft $1^{3}/_{8}$in x 47ft 6in x 21ft 0½in. $1{,}741^{53}/_{94}$ bm. Draught 13ft 2in / 18ft 2in.

Ord: 30.5.1808. K: 2.1810. L: 23.9.1812. C:27.9 – 2.12.1812 at Woolwich, then to 6.1814 at Sheerness (for Ordinary).

First cost: £58,330 to builder, plus £2,520 + £8,050 at Woolwich & £11,262 at Sheerness.

Commissioned: 6.1813 under Capt. Ross Donnelly; paid off 5.1814 into Ordinary at Sheerness (-1839). Large Repair at Woolwich (for £53,889) 3.1817 – 2.1820. At Chatham 1842-50. Fitted as temporary hospital ship for merchant seamen 7 – 11.1849 and lent to the Greenwich Seamen's Hospital. To Sheerness as a prison ship for Russian POWs at Sheerness 6.1854. School ship in 'Queenborough Swale' 1860-65. BU at Sheerness (by AO 6.10.1868) completed 5.6.1869.

Gloucester Thomas Pitcher, Northfleet.

As built: 176ft 3½in, 145ft 2¼in x 47ft 10½in x 21ft 0in. $1{,}770^{6}/_{94}$ bm. Draught 12ft 6in / 17ft 5½in.

Ord: 11.6.1808. K: 3.1808. L: 27.2.1812. C: 20.5 – 11.6.1812 at Sheerness.

First cost: £62,514 for building, plus £25,232 fitting (Woolwich Dyd costs) + £111 at Sheerness.

Commissioned: 4.1812 under Capt. Robert Williams (-1814), for North Sea and then Baltic; to West Indies 1814. Laid up in Ordinary at Chatham 1.1815 (-1822). Large Repair, Rebuilt with circular stern and fitted for a flagship at Chatham (for £71,873) 3.1818 – 11.1822; recommissioned 3.1822 under Capt. Sir Murray Maxwell; in 11.1822 under Capt. Sir Edward Owen, as flagship 10.1823 of James Lillicrap at Jamaica; paid off 4.1824. Fitted at Sheerness (for £5,331) to convey the Duke of Devonshire to Russia 7.1825 – 5.1826. Made good defects at Sheerness (for £10,934) 8.1827 – 1.1828. Small Repair and cut down to a Fourth Rate frigate of 50 guns (by AO 28.2.1831) at Chatham 4.1831 - 12.1832; fitted for Ordinary 1.1833. Fitted as a receiving ship at Chatham 5.1858 – 8.1861. Sold to Castle to BU 5.1884.

Benbow S(amuel) & D(aniel) Brent, Rotherhithe.

As built: 176ft 3½in, 145ft $1^{7}/_{8}$in x 47ft 11in x 21ft 0in. $1{,}772^{72}/_{94}$ bm. Draught 12ft 6in / 17ft 3in.

Ord: 11.6.1808. K: 7.1808. L: 3.2.1813. C: 6.2 – 17.5.1813 at Woolwich.

First cost: £57,411 plus £24,757 Deptford Dyd costs, + £6,409 fitting at Woolwich.

Commissioned: 4.1813 under Capt. Richard Pearson; laid up at Portsmouth 9.1814 in Ordinary (-1839). Between Middling and Large Repair at Portsmouth (for £55,834); fitted for a demonstration ship at Portsmouth 2.1836 – 7.1837. Fitted for sea at Portsmouth (for £14,600) 4 – 6.1839; recommissioned 4.1839 under Capt. Houston Stewart, for the Mediterranean (-6.1842); at Bombardment of Acre 3.11.1840; laid up at Sheerness 5.1842. Fitted as a marine barracks at Woolwich for Sheerness 2.1848. Fitted as prison ship for Russians at Sheerness 9.1854. Fitted as Coal hulk at Chatham for Sheerness 8.1859. Sold to Castle to BU 23.11.1892.

Defence Chatham Dyd (M/Shipwright Robert Seppings to 3.1813, completed by George Parkin).

As built: 174ft 0in, 144ft $10^{5}/_{8}$in x 47ft 8½in x 21ft 0½in. $1{,}754^{9}/_{94}$ bm. Draught 13ft 3in / 18ft 0in.

Ord: 23.3.1809. K: 5.1812 as *Marathon*, renamed 3.1.1815. L: 25.4.1815. C: 7.6.1815 for Ordinary.

First cost: £66,111 (unfitted).

Not Commissioned: Never completed for sea, but was delayed at close of war and housed over from main mast forwards 10.1817; remained in Ordinary at Sheerness (at Chatham 1842-46). Fitted at Sheerness 7 - 9.1848 (for £2,822) then at Portsmouth 9.1848 – 9.1851 (for £8,960) as a convict ship for Woolwich, where based for 6 years. Damaged by accidental fire 14.7.1857, BU completed at Woolwich 21.1.1858.

Hercules Chatham Dyd (M/Shipwright Robert Seppings to 3.1813, completed by George Parkin).

As built: 176ft 1in, 145ft 1¾in x 47ft 7¼in x 21ft 0in. $1{,}749^{56}/_{94}$ bm. Draught 13ft 6in / 17ft 10in.

Ord: 16.5.1809 and 6.12.1811. K: 8.1812. L: 5.9.1815. C: 17.11.1815 (for Ordinary).

First cost: £67,841.

Between Small and Middling Repair at Sheerness (for £6,631) and Chatham (for £14,720) 11.1830 – 1.1836; fitted at Sheerness (for £5,915) 2 – 7.1836.

Commissioned: 3.1836 for 'particular service' at Lisbon. Fitted as troopship at Plymouth (for £2,068) 1 – 2.1838. In Ordinary at Sheerness 1842-46. Fitted to convey timber from India at Chatham (for £4,122) 12.1847 – 2.1848; recommissioned as storeship 12.1847. Receiving ship at Malta 8.1851. Fitted at Chatham as emigrant ship (for £3,485) 9 – 10.1852; sailed with emigrants from Scotland to Australia. Fitted as Army depot ship at Plymouth 1853. To Hong Kong as depot and receiving ship 1854. Sold there to a Chinese resident (Hop-tai-loon) to BU (for $18,000 = £3,825) 22.8.1865.



The *Cornwallis* was the second 74 to be built at Bombay, and was deliberately delayed until after the completion there of the *Minden*. She arrived in England too late to participate in the Napoleonic War, but after fitting out as a flagship she sailed for the South Atlantic, where on 27 April 1815 she encountered the American sloop *Hornet*. The *Armada* Class were supposedly disappointing sailers, but *Cornwallis* kept this speedy sloop in sight for three days – as depicted here – and the *Hornet* only escaped by jettisoning her guns and much of her stores, which compelled her to return to the United States.

Cornwallis Bombay Dyd (M/Shipwright Jamsetjee Bomanjee). Teak-built.

As built: 177ft 5in, 145ft 1¼in x 48ft 5in (49ft 1in oa) x 21ft 1¾in. 1,809$^{28}/_{94}$ bm.

Ord: 25.7.1810. K: 1811. L: 12.5.1813. C: 10.1814 – 25.12.1814 at Portsmouth.

First cost: £44,591 to build, plus £11,266 stores send from UK, plus £20,251 fitting (+ £4,320 coppering).

Under Capt. Henry Edgell for passage to England. Arrived Portsmouth 9.6.1814, and fitted as flagship.

Commissioned: 12.1814 under Capt. John Bayley, as flagship of Rear-Adm. George Burlton (died 21.9.1815); escape of USS 20-gun *Hornet* 27 – 29.4.1815. In Ordinary at Plymouth 1815-1832. Fitted for commission (not for sea) at Plymouth 11.1832; fitted for sea there (for £10,102) 3 – 6.1836.; recommissioned 2.1837 for North America and West Indies (-1839). Fitted as demonstration ship 7 – 8.1839. Fitted for sea at Plymouth (for £10,971) 4 – 7.1841; recommissioned 4.1841 and send to East Indies; in China War 1842.. Fitted as Army depot ship 7 – 9.1852, intended for Hong Kong, but not sent. Converted to screw blockship at Plymouth (for £39,521 including £12,039 to Penn for machinery) 10.1854 – 4.1855; recommissioned 2.1855 for Baltic operations; at Bombardment of Sveaborg 9.8.1855. Coast Guard service on the Humber 1857-64. Hulked as a jetty at Sheerness 1865. Renamed *Wildfire* as base ship 3.1916. BU there 1957.

Agincourt Plymouth Dyd (M/Shipwright Thomas Roberts to 9.1815; completed by Edward Churchill).

As built: 175ft 11¼, 144ft 11¼in x 48ft 4¼ (47ft 7¼in for tonnage) x 21ft 0in. 1,747$^{7}/_{94}$ bm. Draught 13ft 0in / 18ft 3in.

Ord: 6.1.1812. K: 5.1813. L: 19.3.1817. C: 4.1817 (for Ordinary).

First cost: £72,850 (total incl. fitting £85,720).

Delayed at close of war and housed over from main mast forwards. Very Small Repair and fitted for demonstration at Plymouth (for £14,748) 4.1833 – 2.1836. Fitted for sea at Plymouth (for £4,887 + £11,085) 2 – 5.1842.

Commissioned: 2.1842 for East Indies Station. Fitted as training ship at Plymouth 8.1847 - 3.1848; recommissioned 1.1848. Renamed *Vigo* by AO 29.4.1865. Cholera hospital ship 5.1866. Receiving ship at Plymouth 1870. Sold to Castle & Sons 10.1884 and BU at Charlton completed by 5.1.1885.

Boscawen Woolwich Dyd (M/Shipwright Henry Canham 4.1816 – 7.1826).

Ord: 6.1.1812. Suspended 2.12.1813, re-ordered to a new design on 14.2.1814, and was again to be re-ordered as an 80-gun ship on 20.11.1817.

Hero Deptford Dyd (M/Shipwright William Stone).

As built: 176ft 6in,145ft 4¾in x 48ft 5in (47ft 8in for tonnage) x 21ft 0in. 1,757$^{19}/_{94}$ bm. Draught 13ft 3in / 17ft 7in.

Ord: 6.1.1812. K: 7.1813. L: 21.9.1816. Renamed *Wellington* 4.12.1816. C: 1.10 - 6.12.1816 at Woolwich.

First cost: £69,767, plus £3,018 fitting (for Ordinary at Woolwich).

Commissioned: 3.1848 (*Wellington* was delayed at close of war and housed over from main mast forwards, from 12.1816). Fitted for a Divisional Ship at Sheerness 12.1840 – 1.1841. Ordered to be converted to screw blockship 13.8.1845, but this was cancelled 17 days later. Fitted as receiving and depot ship at Sheerness (for £5,268) 6.1848. To Coast Guard at Sheerness 1.1854, then fitted as a guardship in the 'Steam Ordinary' 10.1856 – 11.1857. Lent to Liverpool Juvenile Reformatory Association as a training ship 10.5.1862, replacing former *Akbar* and taking her name; loan terminated 1.1.1908. Sold at Chatham to T. W. Ward, Ltd (for £5,025) 8.4.1908 and BU at Morecambe.

Russell Deptford Dyd (M/Shipwright William Stone).

As built: 176ft 6in, 145ft 6in x 48ft 3¾in (47ft 6¾ for tonnage) x 21ft 0in. 1,750$^{74}/_{94}$ bm. Draught 12ft 9in / 17ft 3in.

Ord: 6.1.1812. K: 8.1814. L: 22.5.1822. To Chatham 13.7.1822. C: 7.1835 at Sheerness.

First cost: £70,437, plus £12,787 fitting (for sea at Sheerness).

Commissioned: 7.1835 (*Russell* was delayed at close of war and housed over from main mast forwards, from 9.1815 to 4.1834). Fitted for demonstration at Sheerness (for £3,531) 2 – 6.1839. Converted to 60-gun screw blockship at Sheerness (for £23,935, with £11,903 for machinery provided by Penn) 1854-55. Fitted as Coast Guard guardship at Sheerness (for £9,613) 9.1857 – 3.1858. BU 1865.

Notes: Of the 40 ships ordered in 1806-12 which would be completed to this design, all 29 contract-built but only 6 of the 11 dockyard-built ships were launched by mid-1815, leaving the remaining 5 ships - *Pitt*, *Hercules*, *Agincourt*, *Hero* and *Russell* – incomplete. The 41st ship (*Boscawen*), ordered 6.1.1812 but suspended 2.12.1813, had been re-ordered to a new design on 14.2.1814, and was again to be re-ordered as an 80-gun ship in 1817. A 42nd ship (*Carnatic*) ordered 30.9.1814 was to be re-ordered to a modified design in 1817. Four other

vessels, probably but not certainly intended to be to this design were: *Akbar* (K: 4.4.1807 at Prince of Wales Island, Penang; cancelled 12.10.1809 when the shipyard collapsed from lack of resources and manpower), *Augusta* (K: 1806 at Portsmouth Dyd; cancelled 1809), *Julius* (projected 1807 at Chatham Dyd; deleted 1812) and *Orford* (projected 1807 at Rio de Janeiro; deleted 1815); the last two were never ordered. All survivors of this class were re-rated as 72-gun ships in 1839.

***BLACK PRINCE* Class.** 1810 'Middling Class' design copied from reduced lines of the Danish 80-gun prize *Christian VII* (taken 1807), the only non-French foreign design to be copied for the battlefleet. Built on Seppings's principles of diagonal framing, by AO 8.9.1813. However, the *Wellesley* only belonged to this Class in theory; plans for her were lost in 1812 (with the capture of HMS *Java*) and so in practice she followed the lines of the *Cornwallis*. All this class were re-rated as 72-gun ships in 1839.

Dimensions & tons: 176ft 0in, 144ft $9^{7}/_{8}$in x 47ft 6in (48ft 3in oa) x 21ft 0in. $1{,}738^{6}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades. Subsequently 4 x 68pdr carronades replaced one pair of guns on LD, and one pair on UD.

Black Prince Woolwich Dyd (M/Shipwright Henry Canham).

As built: 176ft 1in, 144ft $10^{3}/_{8}$in x 47ft 8in x 21ft 0in. $1{,}750^{74}/_{94}$bm. Draught 13ft 2in / 16ft 10in.

Ord: 14.8.1810. K: 7.1814. L: 30.3.1816. C: 29.8.1816 (for Ordinary).

First cost: £78,386 (+ fitting £2,296).

Not Commissioned: In Ordinary at Woolwich to 1822, and at Sheerness 1827-49. Prison ship in 1848. BU at Portsmouth completed 10.2.1855.

Wellesley East India Co, Bombay. Teak-built.

As built: 175ft 10¾in, 144ft 11½in x 47ft 7in x 21ft 0in. $1{,}745^{75}/_{94}$ bm. Draught … . / 15ft 6in.

Ord: 6.1.1812. K: 5.1813. L: 24.2.1815. C: 2.1825 at Portsmouth (as guardship).

First cost: £55,147 (+ fitting £26,597).

Commissioned: 6.1815 under Capt. John Harper (for voyage from India). Arrived Portsmouth 3.5.1816 and laid up. Recommissioned 3.1824. Small Repair at Plymouth (for £25,119) 2.1835 – 9.1837, then fitted as flagship at Portsmouth to 10.1837. Laid up at Plymouth 7.1842. Fitted as flagship at Plymouth (for £11,157) 12.1847 – 3.1848. Laid up at Chatham 6.1851. Fitted as guardship for Ordinary at Chatham 7.1854. Recommissioned as training ship at Chatham 1862. Lent 6.4.1868 to the London School Ship Society as a reformatory, renamed *Cornwall* 18.6.1868. Sunk by the Luftwaffe in the Thames 24.9.1940.

Hawke Woolwich Dyd (M/Shipwright Henry Canham).

As built: 176ft 1in, 144ft 10½in x 47ft 8½in x 21ft 1½in. $1{,}753^{92}/_{94}$ bm. Draught 14ft 0in / 16ft 6in.

Ord: 6.1.1812. K: 4.1815. L: 16.3.1820. C: 25.5.1820 (for Ordinary), then laid up at Sheerness.

First cost: £72,924.

Not Commissioned: until 2.1855. Small Repair at Chatham (for £6,713) 9.1833 – 9.1835. Fitted at Chatham as a demonstration ship (for £5,889) 4.1836 – 1.1837. Converted to screw blockship at Chatham (for £23,365, plus £12,212 to Penn for engines) 10.1854 – 4.1855. Fitted for Coast Guard at Sheerness 12.1856 – 2.1857. BU 1865.

Melville East India Co, Bombay. Teak-built.

As built: 176ft $2^{5}/_{8}$in, 144ft 9in x 47ft 11in x 21ft 0½in. $1{,}767^{75}/_{94}$ bm.

Ord: 6.9.1813. K: 7.1815. L: 17.2.1817. C: 12.1826 (as guardship) at Portsmouth..

First cost: £40,521 (+ fitting £16,974).

Commissioned: 1817 (Capt. unknown) for voyage to UK; arrived Portsmouth 29.12.1817 and laid up. Fitted as a flagship at Portsmouth (for £10,819) 12.1835 – 3.1836. Fitted as a flagship at Portsmouth (for £6,524) 9.1837 – 1.1838. Fitted as a hospital ship for Hong Kong by J. S. White, Cowes (for £19,665) 9.1856 - 3.1857, then completed at Portsmouth (for £18,288) 5 – 6.1857. Sold for £7,565 (HK$35,600) at Hong Kong 20.10.1873.

Later *GANGES* Class. Originally a Hunt design, Robert Seppings was allowed to apply his diagonal construction techniques to a reconstruction of the *Tremendous* (new dimensions in consequence) and a further ship was newbuilt to the same variant of this 1770s design.

Dimensions & tons: 169ft 6in, 138ft 11¼in x 47ft 4in (48ft 1in overall) x 20ft 3in. $1{,}656^{64}/_{94}$ bm.

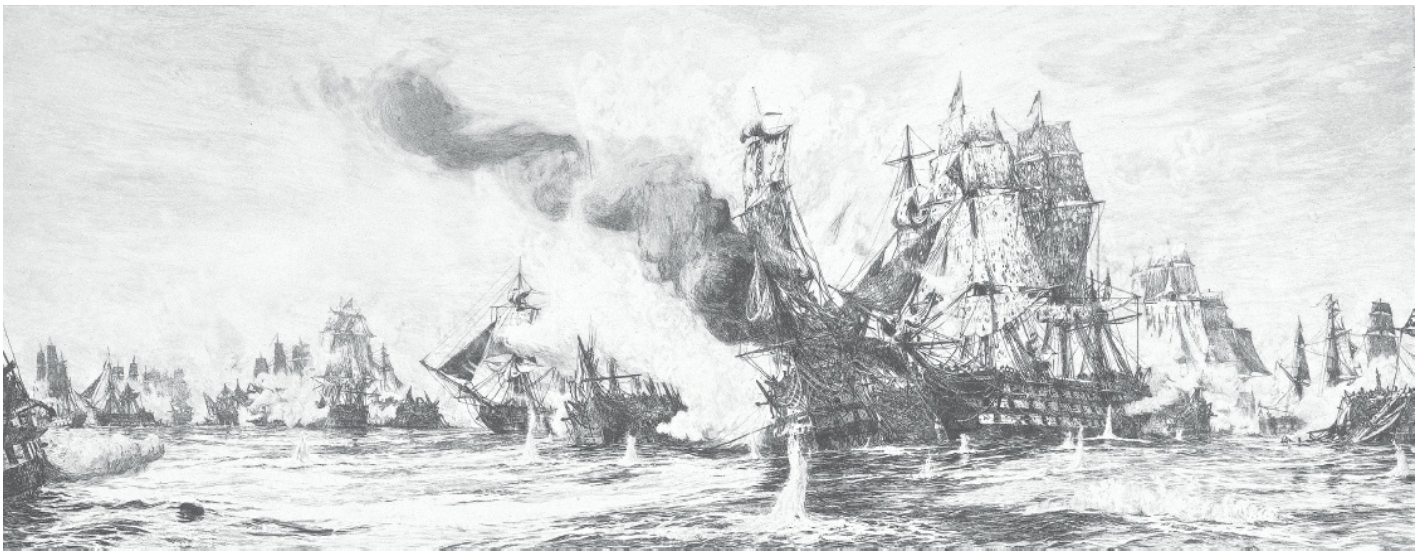
Men: 550. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

[2 x 32pdrs on LD and 2 x 18pdrs on UD later replaced by 68pdr carronades.]

Tremendous Chatham Dyd (M/Shipwright Robert Seppings). For prerebuild history see earlier entry.

As rebuilt: 170ft 11in, 139ft 3in x 48ft 0in x 20ft 4in. $1{,}706^{52}/_{94}$ bm.

Reconstructed 2.1807 – 1.1811 (for £53,989 plus ?£13,700 fitting).



At Trafalgar on 21 October 1805 the 74-gun *Le Redoutable* gallantly attacked the 100-gun *Victory*, and it was from this ship's mizzen-top that Nelson was shot around 1.25 pm. As this modern Wyllie drawing portrays, an hour later the French ship was dismasted and battered into submission, but so badly damaged that very late on 22nd she foundered in the storm that followed the battle. One of nearly a hundred 74s of *Le Téméraire* Class to be built for the French Navy, *Le Redoutable* was built at Brest in 1790-1792 under the name *Le Suffren*, but renamed in May 1794.

Commissioned: 12.1810 under Capt. Robert Campbell (-1815); with Gore's squadron off Lorient 1811; off Texel 1812; sailed for the Mediterranean 15.8.1812; paid off 8/9.1815. Between Small and Middling Repair at Chatham (for £38,070) 4.1816 – 9.1819, then laid up at Sheerness. Receiving ship at Sheerness 1822-42. Renamed *Grampus* by AO 23.5.1845. Cut down to 50-gun Fourth Rate frigate and fitted for sea at Woolwich (for £27,610) 5.1844 – 1.1846. Fitted as a powder depot at Portsmouth 11.1866. Lent to the War Department for the stowage of naval mines 12.1883. Sold to John Read, Portsmouth (for £1,605) 19.5.1897 (under AO 24.7.1896).

Minotaur Chatham Dyd (M/Shipwright Robert Seppings to 3.1813, completed by George Parkin).

As built: 170ft 11½in, 139ft 7½in x 48ft 2½in x 20ft 3¾in. $1{,}726^{3}/_{94}$ bm. Draught 13ft 11in / 18ft 0in.

Ord: 3.12.1811. K: 12.1812. L: 15.4.1816. C: 14.10.1816.

First cost: £63,667 (including fitting).

Not Commissioned:. Laid up at Sheerness 10.1816. Small Repair at Chatham (for £7,534) 8.1824 – 5.1825. Fitted as a receiving ship at Sheerness (for £3,792) 7 - 11.1842.

Guardship at Sheerness 1859. To Customs as a lazarette 11.1861; to Gravesend as a cholera ship 7.1866 (renamed *Hermes* 27.7.1866). BU (under AO 6.10.1868) completed at Sheerness 20.2.1869.

Further *REPULSE* Class. Three further ships to this 1800 design - *Belleisle*, *Thunderer* and *Malabar* - were ordered in 1812-15 (see above for dimensions, etc.). The *Talavera* was modified by the introduction of Sepping's system of framing, while the *Malabar* (like all Bombay-built ships) was built of teak.

Belleisle Pater (Pembroke) Dyd (M/Shipwright Edward Churchill).
Ord: 18.12.1812. K: 2.1816. L: 26.4.1819. C: 21.6.1819 at Plymouth (for Ordinary).
First cost: £50,731 to build, plus £10,795 fitting.

Talavera (ex *Thunderer*, renamed 23.7.1817) Woolwich Dyd (M/Shipwright Edward Sison to 3.1816, completed by Henry Canham).
Ord: 28.1.1814. K: 7.1814. L: 15.10.1818. C: 7.9.1819 at Chatham (for Ordinary).
First cost: £68,409 to build (including fitting for Ordinary).

Malabar East India Company, Bombay Dyd.
Ord: 7.3.1815. K: 4.1817. L: 28.12.1818. C: 11.1832 at Portsmouth.
First cost: £56,385 to build, plus £13,624 fitting.

As none of these ships were launched until 1818-19, details of their subsequent histories have been omitted here.

Ex FRENCH PRIZES (1803-1814). Eight French 74s were taken by Nelson's fleet at Trafalgar on 21.10.1805, but of these *Swiftsure* was a former British ship retaken (built in 1787 and captured 1795 - see entry earlier), *L'Algésiras* was retaken on 23.10.1805 by Cosmao's squadron, and the other six sank or were wrecked following the battle – *L'Achille*, *L'Aigle*, *Le Fougueux*, *L'Intrépide*, *Le Redoutable* and *Le Berwick*. However, ten further French 74s were taken by the British Navy and added to the fleet between 1803 and 1815, all but one being further units of the numerous *Le Téméraire* design.

***Le TÉMÉRAIRE* Class**. Further units of this numerous Sané design (see above).

Duquesne (French *Le Duquesne*, built 8.1787 – 1789 at Toulon. L: 2.9.1788).
Dimensions & tons: 182ft 2in, 150ft 4½in x 48ft 9½in x 15ft 1in. 1,903$^{17}/_{94}$ bm.
Men: … . Guns: Not armed in British service.
Taken 24.7.1803 off San Domingo by *Bellerophon* and *Vanguard*.
Commissioned: 1803-04 in Jamaica under Capt. James Walker, for passage to Sheerness. In 4.1804 under Capt. Lord William Fitzroy, then under Capt. John Spranger in 7.1804. Arrived Sheerness 22.8.1804. BU at Chatham 7.1805.

Implacable (French *Le Duguay-Trouin*; built 11.1794 – 11.1800 at Rochefort. L: 25.3.1800).
Dimensions & tons: 181ft 6in, 148ft 11$^{5}/_{8}$in x 48ft 11in x 20ft 7in. 1,896$^{22}/_{94}$ bm.
Men: 640. Guns: LD 30 x 32pdr; UD 30 x 18pdr; QD 2 x 12pdr + 12 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.
Taken in Strachan's Action 4.11.1805. Arrived Plymouth 10.11.1805 and laid up.
Commissioned: 1806 under Capt. Henry Bayntun; in 1807 under Cmdr. ?George Mackenzie. Underwent Small Repair and fitted at Plymouth (for £34,585) 9.1807 – 3.1808. Recommissioned 1.1808 under Capt. Thomas Byam Martin, for the Baltic; action with Russian 74-gun *Sewolod* 26.8.1808. In 1.1809 under Capt. George Mackenzie; at Corunna 1.1809; her boats (with other ships') took 6 Russian gunboats in Baro Sound 7.7.1809. From 1810 under Capt. George Cockburn, as flagship of Rear-Adm. Sir Richard Keats; sailed for the Mediterranean 17.7.1810. In 10.1811 under Capt. Joshua Watson in the Mediterranean; paid off 11.1812. Very Large Repair at Plymouth (for £66,857) 10.1812 – 1.1815, then to Ordinary 1815-39. Small repair at Plymouth (for £20,510) 7 – 12.1826. Fitted as demonstration ship at Plymouth 2.1836. Fitted for sea at Plymouth (for £12,552) 2 – 4.1839. Recommissioned under Capt. Edward Harvey 2.1839 for the Mediterranean; took part in Syrian operations 1840, then in Ordinary at Devonport to 1855. Fitted at Plymouth as a training ship 6 - 7.1855. Lent to Wheatley Cobb at Falmouth 21.3.1912 (sailed 12.9.1912 for Falmouth). Renamed *Foudroyant* 1943; paid off 1.1947. Scuttled in the Channel 2.12.1949 after a plan to preserve her at Greenwich in the dock now occupied by the *Cutty Sark* had failed.



Of the French vessels at Trafalgar, four ships of Rear-Adm. Dumanoir le Pelley's squadron escaped unharmed. With his flagship, *Le Formidable* of 80 guns, were three 74s – *Le Duguay Trouin*, *Le Mont Blanc* and *Le Scipion*. They were finally brought to action on 3 November by Sir Richard Strachan's squadron, and all four ships were taken, sailed back to Plymouth, and added to the British Navy. *Le Duguay Trouin* was renamed by her captors the *Implacable*, and as depicted in this post-war print, enjoyed an active career that stretched down to 1840.

Mont Blanc (French *Le Mont Blanc*, ex *Le Républicain* 1796, ex *Le Trente-et-Un Mai* 1795, ex *Le Pyrrhus* 1793; built 7.1789 – 3.1793 at Rochefort. L: 19.8.1791).

Dimensions & tons: 183ft 2in, 149ft $7^{3}/_{8}$in x 48ft 8¼in x 20ft 6in. $1{,}886^{44}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdr; UD 30 x 18pdr; QD 2 x 12pdr + 12 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken in Strachan's action 4.11.1805. Arrived Plymouth 10.11.1805 and laid up.

Not Commissioned: Fitted as powder hulk at Plymouth 1811 (-1815). Sold to John Small Sedger (for £5,510) 8.3.1819.

Scipion (French *Le Scipion*, built 6.1798 – 9.1801 at Lorient. L: 29.3.1801).

Dimensions & tons: 182ft 1½in, 150ft $0^{7}/_{8}$in x 48ft 7½in x 20ft 4in. $1{,}887\ ^{39}/_{94}$ bm.

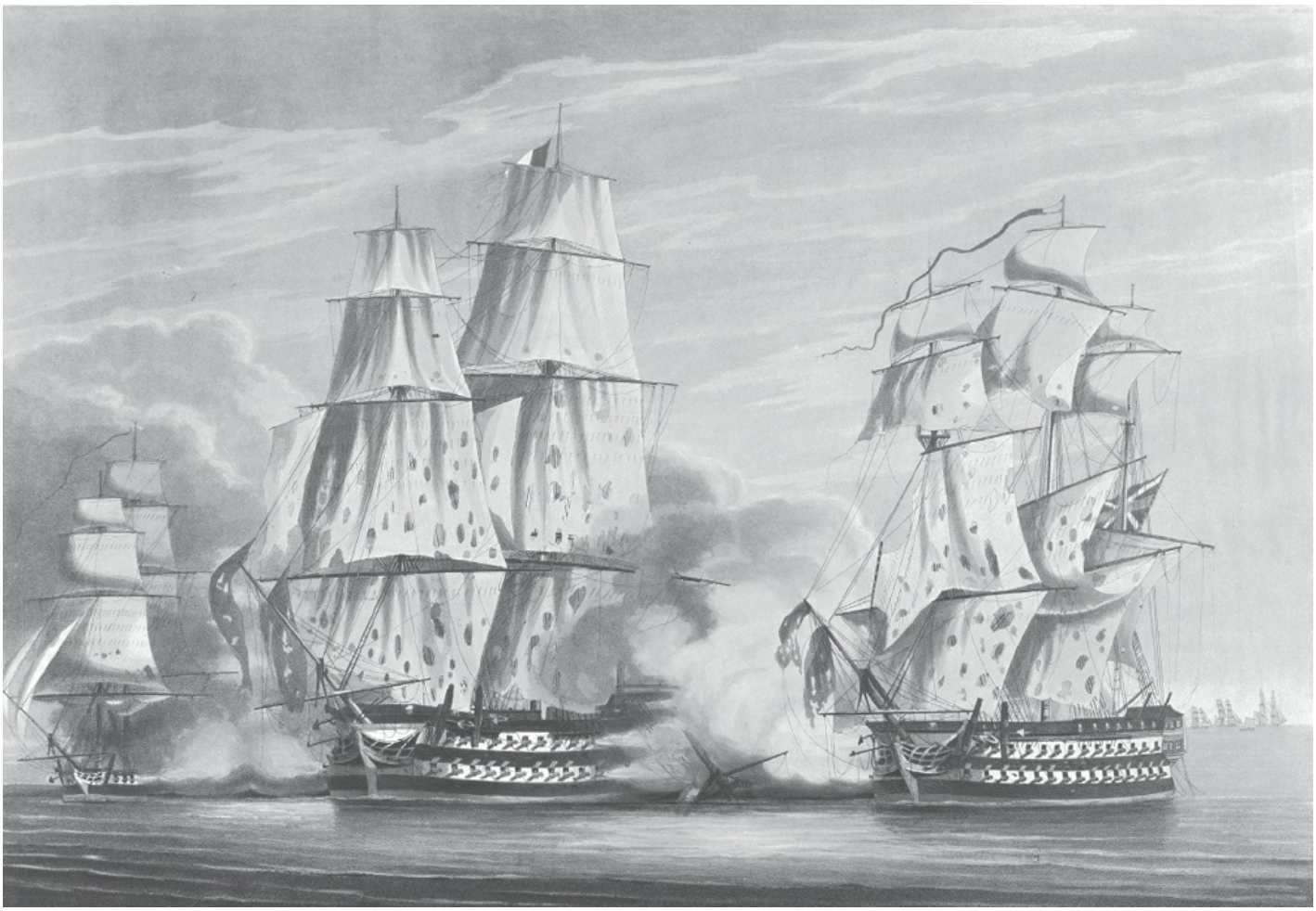
Men: 640. Guns: LD 30 x 32pdr; UD 30 x 18pdr; QD 2 x 12pdr + 12 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken in Strachan's action 4.11.1805. Arrived Plymouth 10.11.1805 and laid up.

Underwent Large Repair and fitted at Plymouth 6.1808 – 11.1809.



Two years before her capture in the Atlantic by the RN, the 74-gun *Le Marengo*, under Rear-Adm. Linois and accompanied by two frigates and one 22-gun ship, plus a Dutch brig, lay in ambush on 14 February 1804 in the Malacca Straits to intercept a homeward-bound East India Company squadron of 16 East Indiamen under Nathaniel Dance, accompanied by 14 other merchantmen and an armed brig. A great show of defence by the *Earl Camden* (Dance's ship) and the *Royal George* drove off Linois's squadron, seen to the left in this print. This humiliation of the French squadron was celebrated as 'Dance's Action'.



The newly-built 74-gun *Le Rivoli* put to sea on 16 February 1812 and was intercepted by the British 74 *Victorious* and taken on the 22nd with the loss of 400 men killed or wounded (27 were killed aboard *Victorious*). Each 74 was accompanied by an 18-gun brig, *Le Mercure* being sunk (with just 3 survivors) by the British *Weazel*. Arriving at Lissa on 1 March, *Rivoli* was added to the British Navy. Three years later, the *Rivoli* staged the only significant naval action of the Hundred Days when she took the French 40-gun *La Melpomène* off Ischia on 30 April 1815.

Commissioned: 7.1809 under Capt. Charles Bateman, for the Channel; from 1810 flagship of Rear-Adm. Sir Robert Stopford; sailed for Cape of Good Hope 8.10.1810, and thence to East Indies. Under Capt. James Johnson 1811; capture of Java 8 – 9.1811. Under Capt. Henry Heathcote in 5.1812; sailed for the Mediterranean 20.7.1812. Paid off into Ordinary at Portsmouth 10.1814. Began Middling Repair at Portsmouth 9.1818, but instead BU 1.1819.

Maida (French *Le Jupiter*, ex *La Constitution* 1803, ex *Le Voltaire* 1795, ex *Le Viala* 1795, built 2.1794 – 5.1796 at Lorient. L: 28.9.1795).

Dimensions & tons: 181ft $9^{5}/_{8}$in, 148ft 22½in x 48ft 11½in x 21ft 5½in. 1,899 bm.

Men: … . Guns: LD 30 x 24pdrs; UD 30 x 24pdrs; QD 2 x 24pdrs + 12 x 24pdr carronades; Fx 2 x 24pdrs + 2 x 24pdr carronades.

Taken 6.2.1806 by Duckworth's squadron off San Domingo. Arrived Portsmouth 6.5.1806.

Commissioned: 2.1807 under Capt. Samuel Hood Linzee. Fitted at Portsmouth 1 – 3.1807. In Copenhagen expedition 8.1807. Paid off 3.1808 into Ordinary at Portsmouth. In 1813 under Capt. John Hayes, as flagship of Rear-Adm. Edward Griffith Colpoys in Ordinary (not recommissioned) at Portsmouth. Sold for £4,700 there 11.8.1814.

Brave (French *Le Brave*, ex *Le Dix Aout* 1803, ex *Le Cassard* 1798, ex *Le Dix Aout* 1795, ex *Le Cassard*, built 8.1793 – 7.1795 at Lorient. L: 2.5.1795).

Dimensions & tons: never measured; estimated at 1,890 bm.

Taken 6.2.1806 by Duckworth's squadron off San Domingo.

Not Commissioned: Under Cmdr. Edmund Boger (acting) for voyage to UK; foundered 12.4.1806 en route in Atlantic without loss of life.

Marengo (French *Le Marengo*, ex *Le Jean Jacques Rousseau* 1802, built 9.1794 – 10.1796 at Toulon (some records state Rochefort; there are conflicting reports in primary sources). L: 21.7.1795).

Dimensions & tons: 183ft $1^{1}/_{8}$in, 150ft $3^{1}/_{8}$in x 49ft $1^{5}/_{8}$in x 21ft 3in. $1{,}929^{56}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 8 x 12pdrs + 8 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

Taken 13.3.1806 in the Atlantic by *Foudroyant*, *London* and *Amazon*. Arrived Portsmouth 19.5.1806.

Not Commissioned: Fitted as temporary prison ship at Portsmouth 9.1809, under Lieut. Henry Squires from 1810. Lent to the Transport Board 1812-13. BU at Portsmouth 11.1816.

Abercrombie (French *D'Hautpoult*, ex *L'Alcide*, ex *Le Courageux*, built 6.1803 – 2.1808 at Lorient. L: 2.9.1807).

Dimensions & tons: 181ft 6in, 149ft 4¾in x 48ft 6¼in x 21ft 8in. $1{,}870^{78}/_{94}$ bm.

Men: 640. Guns: LD 30 x 32pdrs; UD 30 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

Taken 17.4.1809 off Puerto Rico by *Pompée*, *Castor* and *Recruit*. Arrived Plymouth 5.9.1810.

Commissioned: 6.1809 under Capt. Charlier Napier at Plymouth. In 9.1809 under Capt. John Richards, and in 12.1809 under Capt. William Fahie. At capture of Guadeloupe 26.1 – 6.2.1810. Defects made good at Plymouth (for £16,375) 25.11.1810; sailed 30.12.1810 for Portugal. Defects made good at Portsmouth (for £13,082) 1 – 3.1812. In the Channel 1812-13. In Ordinary at Plymouth 1814. Sold to Mr. Freake for £3,810 (at Plymouth) 30.4.1817.

Genoa (French *Le Brillant* built 2.1812 – 4.1815 at Genoa. L: 18.4.1815)

Dimensions & tons: 182ft 0in, 150ft 4¾in x 48ft 6¾in x 21ft 7in. $1{,}886^{56}/_{94}$ bm.

Men: 600. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 4 x 12pdr + 10 x 32pdr carronades; Fc 2 x 12pdr + 4 x 32pdr carronades.

Captured incomplete on the stocks at Genoa when that city surrendered on 18.4.1814. Launched there and completed for the RN. Arrived Chatham 13.10.1815?

Underwent Middling Repair and 'fitted as an English ship of war' at Chatham (for £36,839) 9.1816 – 2.1818. Fitted as a guardship at Chatham (for £22,781) 6 – 10.1821.

Commissioned: 10.1821 under Capt. Sir Thomas Livingstone; at Lison 10.1821 – 1825. Under Capt. William Cumberland 10.1824. Under Capt. Walter Bathurst 27.5.1825 in the Mediterranean; at Battle of Navarino 20.10.1827 (losing 26 killed including Bathurst, and 33 wounded). At Plymouth under Cmdr. Dickinson in 1827; under Capt. Charles Irby in 11.1827. Paid off 1.1828. Receiving ship at Plymouth 1833-37. BU at Plymouth 1.1838.

***Le PLUTON* Class**. A single unit building for the French Navy to a further Jacques-Noël Sané design (smaller than *Le Téméraire* Class, and indeed officially termed the 'petit modèle') to which 25 ships were launched 1805-17 (and at least four more were begun at Venice but not completed, and another one ordered at Trieste but never begun). The design was specially conceived for production in yards situated in shallower waters. A sistership – building for the French Navy as *Le Royal-Hollandais* – was captured on the stocks at

Vlissingen (Flushing), taken to England and completed as HMS *Chatham* (see under 24pdr type earlier).

Rivoli (French *Le Rivoli*, built 1.1807 – 10.1811 at Venice. L: 6.9.1810).

Dimensions & tons: 176ft 5½in, 144ft $8^{5}/_{8}$in x 48ft 5in x 21ft 3¼in. $1{,}804^{41}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdr; UD 28 x 18pdr; QD 4 x 18pdr + 10 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken by *Victorious* and *Weazel* in the Adriatic 22.2.1812. Arrived Portsmouth 20.7.1812.

Underwent Large Repair and fitted at Portsmouth (for £51,318) 28.7.1813.

Commissioned: 5.1813 under Capt. Graham Eden Hamond, for the Mediterranean. In 6.1814 under Capt. Edward Dickson; took 40-gun *La Melpomène* off Ischia 30.4.1815. From 1.1816 under Capt. Charles Ogle. Defects made good at Portsmouth and fitted as guardship (for £13,327) 1 – 2.1816. In 4.1816 under Capt. Askew Hollis (and possibly in same year under Capt. Thomas Capel), as guardship at Portsmouth. Paid off 2.1817. BU there 1.1819.

Ex SPANISH PRIZES (1805). Five Spanish 74-gun ships were taken by Nelson's fleet at Trafalgar on 21.10.1805, but the *San Augustín* was burnt on Collingwood's orders and the *Monarca* was wrecked; the other three were escorted to Gibraltar and later added to the British Navy, as was the *Ferme* captured three months earlier.

Firme (Spanish *Ferme*, built 1754 at Carraca, near Cadiz).

Dimensions & tons: 174ft 5½in, 138ft $7^{1}/_{8}$in x 49ft 5½in x 19ft 9in. $1{,}803^{27}/_{94}$ bm.

Men: … . Guns: … .

Taken 22.7.1805 by Calder's squadron off Cape Finisterre. Arrived Plymouth 30.7.1805, laid up.

Commissioned: 3.1808 under Lieut. Henry Boyce (-1812), as a prison ship at Plymouth. Lent to the Transport Board 1812. Under Lieut. Duncan Menzies 1813-14. Sold there (for £2,960) 3.11.1814.

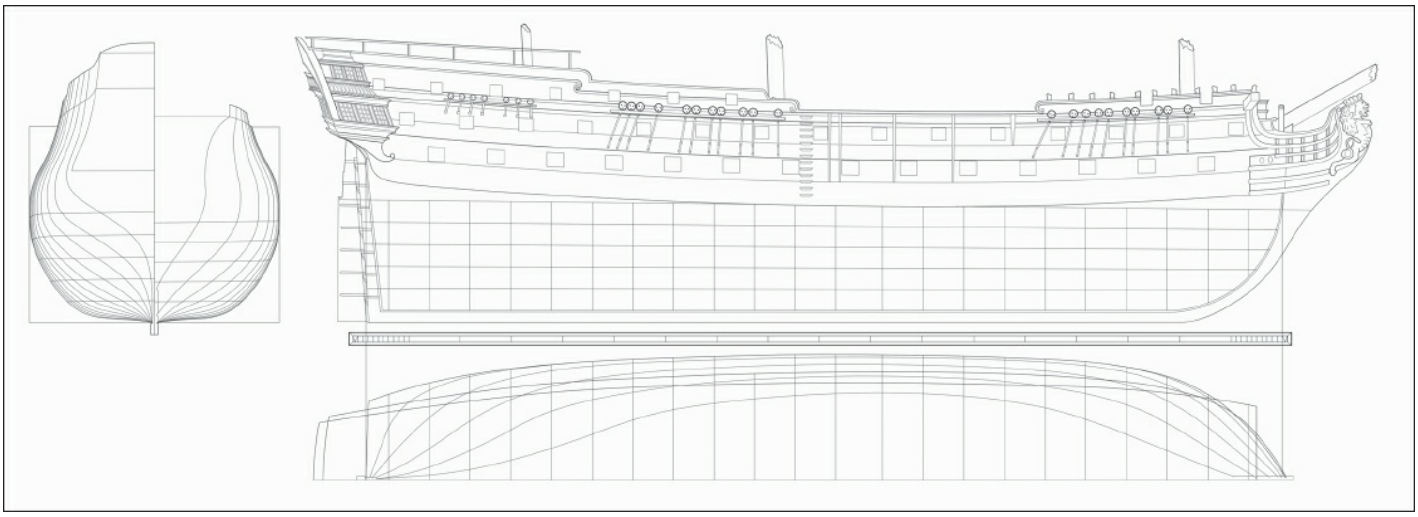
Bahama (Spanish *Bahama*, launched 1780 at Havanna. Francisco Gautier design).

Dimensions & tons: 175ft 1in, 144ft 9½in x 48ft 2in x 20ft 4½in. $1{,}786^{75}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 6 x 12pdr + 8 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken 21.10.1805 at Trafalgar. Arrived Chatham 12.6.1806, laid up until 1807.

Commissioned: 4.1807 under Lieut. James Milne (-1812), as a prison ship in the Medway. From 10.1812 under Lieut. Henry Smith Wilson. Paid off 10.1814 and BU at Chatham 12.1814.



San Juan Nepomuceno, 74 guns, as completed. Already some forty years old by the time she was taken at Trafalgar, the *San Juan Nepomuceno* was typical of the early Spanish 74s, being well constructed but not fast and certainly under-gunned. She was not thought worth refitting for active service by the British.

Ildefonso (Spanish *San Ildefonso*, launched 1785 at Cartagena. José Romero y Lana design).

Dimensions & tons: 175ft 5½in, 140ft $2^{7}/_{8}$in x 48ft 5½in x 20ft 10in. $1{,}751^{62}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 6 x 12pdr + 8 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken 21.10.1805 at Trafalgar. Arrived Portsmouth 7.6.1806, laid up until 1808.

Not Commissioned: Fitted as a victualler at Portsmouth 3 – 6.1808. From 7.1808 under Lieut. Edward Harley (-1814). Provision depot ship at Spithead 1812-14, then paid off into Ordinary at Portsmouth 7.1814. BU there 7.1816.

San Juan (Spanish *San Juan Nepomuceno*, launched 1766 at Guarnizo, near Santander).

Dimensions & tons: 181ft 0in, 146ft 0in x 47ft 4in x 21ft 3in. 1,740 bm.

Men: 640. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 6 x 12pdr + 2 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken 21.10.1805 at Trafalgar. Base ship at Gibraltar 1805 to 1808.

Commissioned: 9.1808 under Cmdr. John Gourly as prison ship at Gibraltar. In ?2.1810 under Capt. Charles Penrose (-1812); under (temp.) Cmdr. Thomas Vivion during 1810?, and Cmdr. James Tillard in 1812. Under Capt. John Fraser in 1813, as flagship of Rear-Adm. Samuel Hood Linzee; later under Capt. Gardiner Guion, as flagship of Rear-Adm. Charles Fleeming. Under Lieut. Charles M'Kenzie in 10.1814 (-1816). Paid off 11.1816 and sold at Gibraltar 8.1.1816. [Note this ship was provisionally named *Berwick* following her capture, but this was not ratified.]

Ex DANISH PRIZES (1807). Of the dozen 74s taken at Copenhagen, the two larger, more modern ships, *Danmark* and *Norge*, had both carried 36pdrs on the LD in Danish service (with 18pdrs on the UD and 8pdrs on the upperworks), but were re-armed for British service and rated as Middling Class 74s.

Danmark (Danish *Danmark*, K: 8.4.1792. L: 27.9.1794 at Nyholm Dyd, Copenhagen; design by Ernst Stibolt).

Dimensions & tons: 179ft 5in, 148ft $1^{7}/_{8}$in x 48ft 3¼in x 19ft 6½in. $1{,}836^{14}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdr; UD 30 x 18pdr; QD 6 x 12pdr + 8 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 7.11.1807; fitted 6.1808 – 2.1809.

Commissioned: 12.1808 under Capt. James Bissett. In Scheldt operation 1809. Intended renaming as *Marathon* in 1809 was cancelled. Sailed for Leeward Islands 14.1.1810. Under (temp.) Capt. Philip Brown 1811. In 9.1812 under Capt. Henry E. R. Baker (-1814) in the North Sea. In Ordinary 1815. Sold at Plymouth to Joshua Crystall, of Rotherhithe (for £2,400), 14.12.1815.

Norge (Danish *Norge*, K: 13.4.1796. L: 29.9.1800 at Nyholm Dyd, Copenhagen; design by F. C. H. Hohlenberg).

Dimensions & tons: 183ft 1½in, 151ft 5¼in x 49ft 4in x 20ft 5in. $1{,}960^{39}/_{94}$ bm.

Men: 640. Guns: LD 28 x 32pdr; UD 32 x 18pdr; QD 4 x 12pdr + 10 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Fitted at Portsmouth 21.11.1807 – 11.12.1808.

Commissioned: 4.1808 under Capt. Edmund Boger (-1809); at Corunna 1.1809; sailed for Portugal 7.2.1809. Intended renaming as *Nonsuch* in 1809 was cancelled. Under Capt. John Rainier 1810; at Cadiz 1810 and (under temp. Capt. William Waller) in the Mediterranean 1811. Under Capt. Samuel Jackson 1812-14, in the North Sea. In 8.1814 under Capt. Charles Dashwood, on North American station. Paid off 8.1815. Sold for £3,000 at Chatham 3.1816.

***PRINDSESSE SOPHIA FREDERICA* Class.** The standard Danish 74-gun design by Henrik Gerner, to which eleven ships were completed. Of these *Nordstjaeren* was deleted in

1805 and *Saelland* was burnt (in spite of Nelson's efforts to preserve her as a prize) following the earlier British assault on Copenhagen in 1801; the other nine were all captured at Copenhagen. These were vessels of average size, none of which were ever fitted for sea service in the RN. As built, they carried 28 x 24pdrs on the LD (with 28 x 18pdrs on the UD and 18 x 8pdrs on the upperworks), but it was intended to re-arm them in the RN with the standard 'Common Class' armament of British-built 74s.

Fyen (Danish *Fyen*, K: 6.10.1785. L: 31.3.1787. C: 1788 at Copenhagen).

Dimensions & tons: 174ft 6in, 143ft $1^{7}/_{8}$in x 48ft $6^{1}/_{8}$in x 20ft 4½in. $1{,}791^{87}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Chatham 17.1.1808.

Intended renaming as *Bengal* in 1809 was cancelled. Fitted as a prison ship at Chatham 11.1809.

Commissioned: 11.1809 under Lieut. Richard Simmons (-1811) as a prison ship at Chatham, in 1810-12 under Lieut. Edward Greensword. Sold at Chatham (for £2,340) 1.9.1814.

Kron Princen (Danish *Kronprinds Friderich*, K: 25.6.1782. L: 8.5.1784. C: 1786 at Copenhagen).

Dimensions & tons: 175ft 1in, 143ft $5^{3}/_{8}$in x 47ft 10½in x 19ft 5½in. $1{,}748^{80}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Chatham 13.11.1807.

Intended renaming as *Norfolk* in 1809 was cancelled. Fitted as a prison ship at Chatham, completed 7.12.1809.

Commissioned: 11.1809 under Lieut. Thomas Chambers (-1811) as a prison ship at Gillingham, in 1811-14 under Lieut. Thomas Osmer.

Sold for £2,600 (at Chatham?) 21.11.1814.

Tree Kronen (Danish *Tre Kroner*, K: 6.3.1788. L: 5.10.1789 at Nyholm Dyd, Copenhagen).

Dimensions & tons: 175ft $5^{1}/_{8}$in, 143ft 4in x 47ft 10¼in x 19ft 9in. $1{,}745^{86}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 8.11.1807 and laid up.

Not Commissioned: Intended renaming as *Medway* in 1809 was cancelled. Doubled and coppered at Portsmouth 7 – 11.1811, then laid up. Receiving ship 1817-25. Sold at Portsmouth to Mr. Beatson (for £3,710) to BU 20.7.1825.

Heir Apparent Frederick (Danish *Arveprinds Friderich*, K: 6.12.1780. L: 1.6.1782 at Copenhagen).

Dimensions & tons: 174ft 6¾in, 143ft 8½in x 47ft 10in x 19ft 6in. $1{,}746^{83}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 19.11.1807 and laid up.

Not Commissioned: Intended renaming as *Cornwall* in 1809 was cancelled. Renamed *Arve Princen* in 1810. Prison ship under Lieut. James Fuller 1812-14. Fitted at Portsmouth as a victualling ship 12.1814 – 1.1815. Sold to Mr. Freake (for £2,410) at ?Portsmouth to BU 3.4.1817.

Skiold (Danish *Skjold*, K: 23.9.1790. L: 7.12.1792 at Copenhagen).

Dimensions & tons: 174ft 5½in, 143ft $3^{5}/_{8}$in x 47ft 10½in x 19ft 7in. $1{,}747\ ^{7}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 2.12.1807 and laid up.

Not Commissioned: Intended renaming as *Somerset* in 1809 was cancelled. Fitted as receiving ship at Portsmouth 10 – 12.1811. In Ordinary at Portsmouth 1812-25. Sold to John Small Sedger (for £3,200) 20.7.1825.

Odin (Danish *Odin*, K: 7.4.1787. L: 26.4.1788. C: 1789 at Copenhagen).

Dimensions & tons: 174ft 7¾in, 143ft 2¼in x 47ft 10¾in x 19ft 7in. $1{,}747^{12}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 5.12.1807 and laid up.

Not Commissioned: No renaming was intended for this ship. Fitted at Portsmouth as receiving ship 12.1810 - 2.1811. Sold to Joshua Crystall (for £3,000) at ?Portsmouth 20.7.1825.

Justitia (Danish *Justitia*, K: 8.6.1776. L: 2.9.1777. C: 1780 at Copenhagen).

Dimensions & tons: 174ft 3in, 144ft 2½in x 47ft 10½in x 19ft 9in. $1{,}758^{11}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 5.12.1807 and laid up.

Not Commissioned: Intended renaming as *Orford* in 1809 was cancelled. Used for an experiment with Seppings's diagonal braces in 2.1817. BU at Portsmouth 3.1817.

Kron Princessen (Danish *Kronprindsesse Maria*, K: 14.10.1789. L: 16.4.1791. C: 1793 at Copenhagen).

Dimensions & tons: 175ft 3¼in, 143ft $5^{1}/_{8}$in x 48ft 0¼in x 19ft 8in. $1{,}759^{25}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 13.12.1807 and laid up.

Not Commissioned: Intended renaming as *Torbay* in 1809 was cancelled. Used as a prison ship at Portsmouth, under Lieut. Alexander Brodie 1.1811, then Lieut. Thomas Burdwood 1.1812. Paid off 9.1814. Sold for £2,500 (at Portsmouth?) 15.12.1814.

Princess Sophia Frederica (Danish *Prindsesse Sophia Friderica*, K: 22.12.1773. L: 21.2.1775. C: 1777 at Copenhagen).

Dimensions & tons: 175ft 1in, 144ft $1^{1}/_{8}$in x 47ft 11½in x 19ft 8in. $1{,}762^{76}/_{94}$ bm.

Men: 590. Guns: LD 28 x 32pdrs; UD 28 x 18pdrs; QD 4 x 12pdrs + 10 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived at Portsmouth 13.12.1807 and laid up.

Not Commissioned: Intended renaming as *Cambridge* in 1809 was cancelled. Used as prison ship 2.1811. Lent to the Transport Board 1812, Under Lieut. Thomas Burdwood from 2.1811, then Lieut. William Blight 1.1812-13, then Lieut. Joseph Hellard in 1814. In Ordinary 1815. BU at Portsmouth 9.1816.

PRINCESS CAROLINA. The twelfth of the prize 74s was one of a pair designed by F. C. H. Hohlenberg; her sister *Prinds Christian Frederich* was taken and destroyed 23.3.1808. These were the newest and smallest of the Danish 74s, but only carried 24pdr guns on the LD, and in the RN she was fitted with 24pdrs on all decks, including Gover 'short' guns.

Princess Carolina (Danish *Prindsesse Caroline*, K: 13.8.1803. L: 21.4.1805. C: 1807 at Copenhagen).

Dimensions & tons: 173ft 1½in, 143ft 4¾in x 46ft $3^{7}/_{8}$in x 19ft 2in. $1{,}636^{66}/_{94}$ bm.

Men: 534. Guns: 28 x 24pdrs; UD 28 x 24pdrs; QD 2 x 24pdrs + 10 x 24pdr carronades; Fc 2 x 24pdrs + 4 x 24pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 19.12.1807.

Intended renaming as *Braganza* in 1809 was cancelled. Fitted at Portsmouth 19.12.1807 – 23.9.1808.

Commissioned: 7.1808 under Capt. Charles Pater (-1811), for the Baltic. Boats took 7-gun Dutch schooner *Piet Hein* in the Vlie 29.5.1809. Boats (with those of others) cut out Russian gunboats from Frederickshamm 25.7.1809. Under Capt. Hugh Downman 1.1811-14, in the Baltic 1813 and off Greenland 1814. Paid off 9.1814 and sold to Joshua Crystall (for £3,130) at Sheerness? 9.2.1815.

Third Rates of 64 guns

(A) Vessels in service at 1 February 1793

At the start of 1793 the RN included forty-three ships of 64 guns, of which just two were in commission (*Lion* and *Saint Albans*), with twenty-eight in Ordinary and thirteen in harbour service. This was an obsolete type even by 1793, in practice too small for the line of battle and very little stronger and much slower than the larger frigates. They were established with a complement of 500 men (458 officers, seamen and marines; 36 servants and boys; and 6 'widows' men'; reduced by 9 servants and boys to 491 total in 4.1794) and with ordnance of 26 x 24pdrs, 26 x 18pdrs and 12 x 9pdrs, giving a broadside weight of 600 lbs, to which the new carronade Establishment on 11.1794 added 2 x 24pdr type and 6 x 18pdr type to raise the broadside to 678 lbs.

ASIA. The first true 64 to be ordered, built to a Thomas Slade design of 1758.

Dimensions & tons: 158ft 0in, 129ft 6½in x 44ft 0in x 18ft 10in. 1,336$^{14}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Asia Portsmouth Dyd (M/Shipwright Edward Allin to 5.1762, completed by Thomas Bucknall).

As built: 158ft 0in, 129ft 6½in x 44ft 6in x 18ft 10in. 1,364$^{46}/_{94}$ bm. Draught 10ft 2in / 16ft 6in.

Ord: 4.3.1758 & 28.3.1758. K: 18.4.1758. L: 16.5.1764 (then laid up). C: 6.1771 – 2.1772 (as guardship).

First cost: £26,348.19.3 to build (£21,891.11.6d for hull; £4,457.7.9d other), plus £7,526.19.7d fitting.

Commissioned: 3.1771 as guardship; finally sailed from Portsmouth 10.6.1775. Small Repair and refitted at Portsmouth (for £12,277.14.0d) 4 – 8.1777; paid off 4.1781. Fitted and coppered at Chatham (for £10,700.12.2d) 1 – 6.1782. Recommissioned 3.1782 for Channel service; paid off 3.1783. Large Repair at Chatham (for £27,030) 5.1786 – 6.1787. Recommissioned 6.1790 under Capt. Andrew Mitchell for Spanish Armament, then paid off. Fitted (for £2,788) 8.1790. Fitted at Chatham (for £6,564) 4 – 8.1793; recommissioned 5.1793 under Capt. John Brown; sailed 26.12.1793 to join Jarvis's fleet in the West Indies in 1794; returned to England 7.1794. In 8.1794 under Capt. John M'Dougall, in the Downs squadron; in North Sea 1.1795; from 6.1795 as flagship of Rear-Adm. Thomas Pringle. In 5.1796 under Capt. Robert Murray (-1800); sailed for Halifax 16.8.1796; flagship of Vice-Adm. George Vandeput at Halifax 10.1798; returned to England and paid off 11.1800. Fitted at Chatham (for £8,855) 1 – 3.1801. Recommissioned 2.1801 under Capt. John Dawson, in Vice-Adm. Charles Pole's squadron; paid off 3.1802. BU at Chatham 8.1804.

***ESSEX* Class.** Thomas Slade design approved 26.1.1759, modified from that for *Asia*. Sister *Africa* had been sold to BU in 1774.

Dimensions & tons: 158ft 0in, 129ft 9in x 44ft 2in x 18ft 10in. 1,346$^{67}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Essex Wells & Stanton, Rotherhithe.

As built: 158ft 1¼in, 129ft 6$^{7}/_{8}$in x 44ft 8¾in x 18ft 10in. 1,378$^{65}/_{94}$ bm. Draught 11ft 2in / 16ft 7in.

Ord: 13.12.1758 & 26.1.1759 (contract 31.1.1759). K: 31.1.1759 (named 13.8.1760). L: 28.8.1760. C: 6.10.1760 at Deptford Dyd.

First cost: £21,742.10.9d contract (at £16.3.0d per ton), fitting £7,915.7.2d.

Commissioned: 8.1760 under Capt. Alexander Schomberg. Sternpost coppered 11.1761. Paid off 3.1763 after wartime service. Fitted as a guardship at Portsmouth 6.1763; recommissioned as guardship 5.1763; paid off 5.1766. Small Repair at Portsmouth (for £5,157.8.3d) 5 - 12.1766. Fitted as a receiving ship 1.1777, then as a hulk 7 – 8.1778. Fitted as a receiving ship at Portsmouth 11.1783 – 2.1784. Sold (at Portsmouth?) 22.8.1799.

***SAINT ALBANS* Class.** Thomas Slade design of 1761, scaled down from that for his *Bellona* Class 74s. Sister *Augusta* had been burnt in action 23.10.1777, but the design was revived in 1780 for a further ship (*Director*).

Dimensions & tons: (contract) 159ft 0in, 130ft 7½in x 44ft 4in x 18ft 10in. 1,365$^{57}/_{94}$ bm.

Altered to: 159ft 0in, 130ft 7¾in x 44ft 6¼in x 18ft 10in. 1,377$^{32}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades. [*Saint Albans* re-armed 12.1806 with Govers 24pdrs: LD 26 x 24pdrs, UD 26 x 24pdrs, QD 2 x 24pdrs + 10 x 24pdr carr., Fc 2 x 24pdr carr.]

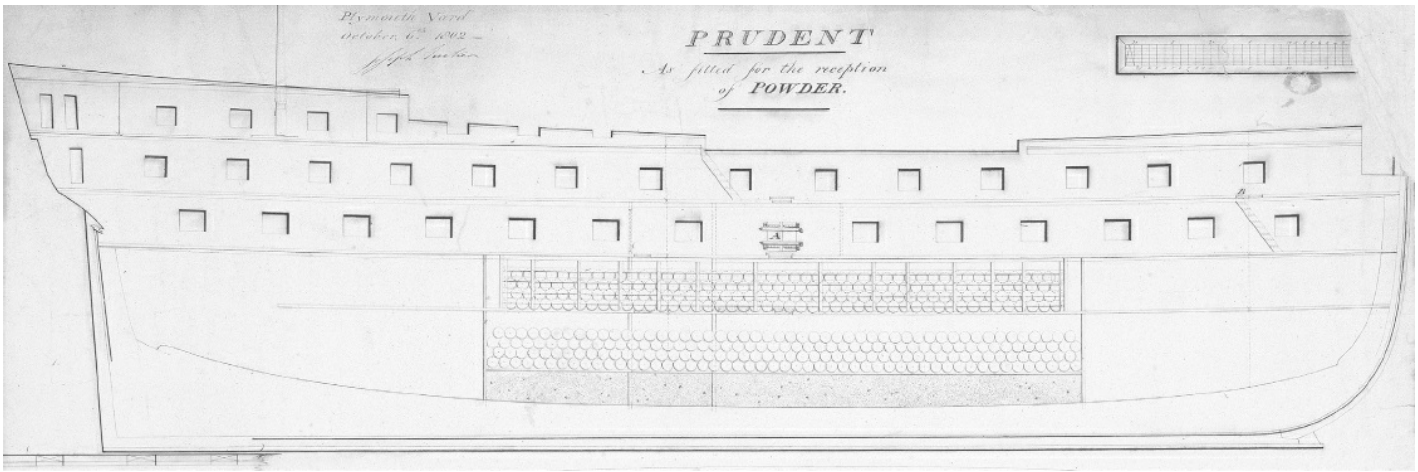
Saint Albans John Perry, Blackwall.

As built: 159ft 3¾in, 130ft 9½in x 44ft 6½in x 18ft 9¾in. 1,380$^{23}/_{94}$ bm.

Ord: 1.1.1761 (contract 20.1.1761). K: 8.1761. L: 12.9.1764. C: 27.9.1764 at Deptford Dyd.

First cost: £21,440.0.4d contract (at£15.14.0d per ton), extras & fitting £3,459.0.3d.

Commissioned: 1.1771 as guardship at Portsmouth. Small Repairs and fitted at Chatham (for £8,933.14.6d) 1 – 5.1771. Fitted as guardship at Portsmouth 10 – 12.1772. Fitted as a guardship at Portsmouth (for £7,477.1.0d) 8.1776 – 2.1777; recommissioned for sea 11.1776 under Capt. Richard Onslow; paid off 1780 after wartime service. Middling Repair, coppered and fitted at Chatham (for £17,583.16.8d) 3 – 10.1780. Recommissioned 8.1780 under Capt. Charles Inglis; paid off 7.1783 after wartime service. Great Repair and fitted at Portsmouth (for £32,201) 10.1790 – 4.1793. Recommissioned 1.1793 under Capt. James Vashon; sailed for the Mediterranean 23.5.1793; sailed for Jamaica 4.1794. Refitted at Chatham (for £8,184) 4 – 5.1795. In 8.1795 under Capt. Thomas Macnamara Russell; then in 1796 under Capt. William Lechmere, as flagship of Vice-Adm. George Vandeput; sailed for Halifax 12.4.1796; at Lisbon in 2.1797; took Spanish privateer *El Atrebedo* (alias *La Concepcion*) 28.2.1797. Under Capt. Francis Pender in 8.1797 (-1799); sailed for Halifax 17.3.1799. Under Capt. John Oakes Hardy in 12.1799, on Halifax station. Under Cmdr. Frederick Thesiger 10.1801. In Ordinary at Chatham 7.1802. Fitted as a floating battery at Chatham (for £5,471) 9.1803; commissioned under Capt. John Temple for service in Hosley roads; flagship of Admiral Viscount (George) Keith 6.1805. Fitted as a 64-gun ship 12.1806 – 5.1807. Recommissioned 2.1807 under Capt. Francis Austen (-1810); sailed 5.4.1809 for the East Indies and China. In 10.1810 under Capt. Edward Brace, off Cadiz; then under Capt. Charles Grant in 1811 and Capt. John Devonshire in 1.1812. Paid off 11.1812 and BU at Chatham 6.1814.



The first 64s were in practical terms downgraded from the old 70-gun ships, and carried 32drs on the LD and 12pdrs on the UD; to reinforce this origin, they were classed as Third Rates, whereas the old 60-gun ships were Fourth Rates. However, by 1758 it was deemed unsuitable to carry 32pdrs, and it was directed that all 64s should have 24pdrs on the LD. By 1793 most of the obsolete 64-gun ships had been decommissioned, and like many of the earlier vessels of this type the *Prudent* had been reduced to a harbour hulk. She spent most of the French Revolutionary War as a prison ship, but by 1803 even this task was not considered suitable, so she became a powder store. This draught shows the fittings for this lowly task.

Director William Cleverley, Gravesend.

As built: 159ft 1in, 131ft 4¾in x 44ft 6¾in x 18ft 10in. 1,387$^{86}/_{94}$ bm. Draught 11ft 10in / 17ft 2in.

Ord: 2.8.1780. K: 11.1780. L: 9.3.1784. C: 14.3 – 23.7.1784 at Woolwich.

First cost: £27,278.17.6d to build, plus £7,420 fitting.

Commissioned: 3.1789 under Capt. Thomas West as guardship in the Medway; fitted as a guardship at Chatham (for £2,643) 2 – 7.1789.

Spanish Armament 1790; fitted for Ordinary at Sheerness 3 – 6.1790. Fitted as a Lazarette at Chatham (for £1,008) 4.1794. Fitted as a 64 at Chatham (for £10,775) 3.1795 – 3.1796. Recommissioned 1.1796 under Capt. William Bligh (-1800); mutiny at the Nore 5 – 6.1797; in Lee column at Battle of Camperdown 11.10.1797, with 7 wounded; paid off 7.1800. BU at Chatham 1.1801.

***EXETER* Class.** Design by William Bately of 1761, based on that of the *Richmond* Class 32-gun frigates. The name-ship of the class, *Exeter*, had been burnt by accident in 1784.

Dimensions & tons: 159ft 0in, 130ft 9in x 44ft 4in x 19ft 4in. 1,366$^{86}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Europe (ex *Europa*, renamed 9.1.1778) Henry Adams, Lepe (downriver from Bucklers Hard).

As built: 159ft 0in, 130ft 9in x 44ft 4½in x 19ft 4in. 1,369$^{47}/_{94}$ bm. Draught 11ft 5in / 17ft 9in.

Ord: 16.12.1761 (contract 4.1.1762), modified 9.1.1762. K: 2.1762 (named *Europa* 18.4.1763). L: 21.4.1765. C: 5.5.1765 by builder for Ordinary.

First cost: £21.050.9.9¼d contract (at £15.8.0d per ton), extra & fitting £5,548.7.10d.

Underwent Small Repair and then fitted (under AO 19.9.1777) at Portsmouth (for £13,610.17.10d) 10.1776 – 3.1778.

Commissioned: 9.1777; renamed *Europe* 9.1.1778; paid off 3.1782 after wartime service. Refitted and coppered at Plymouth (for £15,640.15.5d) 5 – 9.1782. Recommissioned 8.1762 for East Indies; paid off 5.1784. Fitted for Ordinary at Plymouth 7.1784. Recommissioned 7.1796 under Lieut. John Gardiner as prison ship at Plymouth; paid off 9.1800. Recommissioned 9.1801 under Lieut. Thomas Darracot, as prison ship; paid off 3.1802. Recommissioned 11.1804 under Lieut. William Styles, as prison ship at Plymouth; paid off 12.1809. In 1814 under Lieut. John Mills Mudge. BU at Plymouth 7.1814.

Prudent Woolwich Dyd (M/Shipwright Joseph Harris to 7.1767, completed by William Gray).

As built: 159ft 0in, 130ft 10in x 44ft 4in x 19ft 4in. 1,367$^{75}/_{94}$ bm.

Ord: 16.12.1761 & 9.1.1762 (named 18.4.1763). K: 4.1765. L: 28.9.1768. C: 14.12.1770.

First cost: £27,554.13.5d to build, plus £4,117.16.1d fitting.

Commissioned: 10.1770 under Capt. Alexander Schomberg for Falkland Islands dispute. Fitted at Portsmouth (for £5,763.6.8d) 2 – 4.1772 for service in East Indies 1772-74. Fitted for receiving impressed men (for £8,535.1.4d) at Plymouth 3 – 7.1779; recommissioned 6.1779. Coppered and refitted for guardship at Plymouth (for £4,293.1.1d) 1 – 3.1780; paid off 8.1783 after wartime service. Fitted for Ordinary at Plymouth 12.1783 – 1.1784. Fitted as prison ship at Plymouth (for £2,123) 7.1794; recommissioned 8.1794 under Lieut. William Grumley. Recommissioned as prison ship under Lieut. John Simpson 6.1797, then under Capt. Charles Lane 1798-1800. In 9.1801 under Lieut. William Sargent; paid off 11.1801. Fitted as powder magazine at Plymouth 5.1802, served in this role at Plymouth 1807-13. Sold (at Plymouth?) 11.3.1814 to BU.

Trident Plymouth Dyd (M/Shipwright Israel Pownoll).

As built: 159ft 0in, 130ft 9in x 44ft 4in x 19ft 4in. 1,366$^{86}/_{94}$ bm. Draught 11ft 8in / 17ft 11in.

Ord: 4.12.1762 & 2.2.1763 (named 30.4.1763). K: 10.1763. L: 20.4.1768. C: 1.1771.

First cost: £27,703.3.10d to build, plus £6,498.6.9d fitting.

Commissioned: 5.1771 for Mediterranean service (flagship); fitted as flagship (for £3,644.6.8d) 5 – 7.1772; paid off 9.1774.

Fitted for Ordinary service at Chatham 1.1775; Very Small Repair and fitted (for £10,070.7.10d) 10.1776 – 6.1777. Recommissioned 3.1777; paid off 9.1781 after wartime service. Great Repair and coppered (for £25,855.4.0d) 11.1781 – 12.1783, then laid up. Fitted for sea (for £9,708) 2 – 7.1795; recommissioned 4.1795 under Capt. Theophilus Jones; flagship of Rear-Adm. Sir Charles Pole 9.1795; under Capt. Edward Osborne 11.1795 (-1798); sailed for the East Indies 16.5.1796; at surrender of Dutch squadron in Saldanha Bay 17.8.1796. Under Capt. Edward Pakenham (temp.) in 6.1798? Under Capts. Simon Miller in 6.1799, John Turnor in 10.1799 (died 1.1801), Henry Lidgbird Ball in 1801, then (temp.) Cmdr. Peter Heywood, Cmdr. Charles James Johnston and Capt. George Ralph Collier in East Indies (-1802). In 1804-05 under Capt. Thomas Surridge, as flagship of Vice-Adm. Peter Rainier, then under Capt. Benjamin Page for voyage home; paid off 10.1805 (not recommissioned). In Ordinary at Chatham to 1807. Fitted at Chatham as receiving ship and guardshipship for Malta (by AO 12.8.1807) 9.1807 – 4.1808; under Capt. Robert Campbell from 9.1807. At Malta 1809-15 under Capt. Richard Vincent; from 1812 flagship of Rear-Adm. John Laugharne; in 1816 under Cmdr. Charles Hope Reid. Sold at Malta to Vicenzo Casuli (for £1,516.10.0d) 3.7.1816.



Most of the 64s were produced to home-grown designs, but the lines of the *Ardent* Class were based on the captured French *Le Fougueux.* The *Belliqueux* and *Raisonnable* of this Class were part of Commodore Sir Home Riggs Popham's squadron sent at the end of 1805 to take possession of Cape Colony from the Dutch, as depicted in this print. No longer regarded as powerful enough for the main battle fleets, the 64-gun ship increasingly found employment in this kind of colonial expedition and in trade defence.

***ARDENT* Class.** Design by Thomas Slade of 1762, based on the lines of the *Fougueux* (a French prize, taken 1747). Two ships were built initially, but the design was revived in 1777 for five further ships. The name-ship, *Ardent,* had been sold in 1784 (having been captured in 1780 then retaken in 1782). The *Indefatigable* was converted (razéed) into a Fifth Rate by AO of 8.9.1794 in 1794-95, initially becoming Edward Pellew's command, as made famous by C. S. Forester.

Dimensions & tons: 160ft 0in, 131ft 8in x 44ft 4in x 18ft 0in. 1,376$^{47}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Indefatigable as frigate - with the 26 x 24pdrs on what now became her UD - QD 8 x 12pdrs + 4 x 42pdr carronades; Fc 4 x 12pdrs + 2 x 42pdr carronades.

Raisonnable Chatham Dyd (M/Shipwright Edward Allin to 7.1767, completed by Joseph Harris).

As built: 160ft 1in, 131ft 6in x 44ft 6in x 19ft 0in. 1,386 bm. Draught 12ft 1in / 17ft 4in.

Ord: 4.12.1762 & 11.1.1763 (named 30.4.1763). K: 25.11.1765. L: 10.12.1768. C: 15.3.1771.

First cost: £32,376.14.8d to build, plus £2,945.3.5d fitting.

Commissioned: 11.1770 under Capt. Maurice Suckling, for Falkland Islands dispute; paid off 5.1771. Fitted as a guardship at Plymouth 1771; paid off 9.1775. Small Repair and refitted as a guardship at Plymouth (for 11,964.16.3d) 5.1775 – 9.1776. Recommissioned 2.1776 as guardship. Fitted for sea at Plymouth (for £3,213.10.5d) 2 – 3.1777; paid off 8.1780 after wartime service. Middling Repair, coppered and fitted at Portsmouth (for £17,885.19.4d) 5.1781 – 4.1782. Recommissioned 1.1782 for West Indies service; paid off 8.1783. Large Repair at Chatham (for £26,339) 5.1785 – 4.1786. Very Small Repair at Chatham (for £1,822) 6 – 7.1791. Fitted (for £5,359) 1 – 4.1793. Recommissioned 2.1793 under Lord Cranstoun, for Irish station. Refitted at Portsmouth (for £7,323) 1794; in 9.1794 under Capt. Robert Packer, for Channel service, then 12.1795 under Capt. Charles Boyles. Refitted at Plymouth (for £9,124) 10.1796 – 1.1797. Made good defects at Chatham (for £12,528) 4 – 8.1800; recommissioned 1.1801 under Capt. John Dilkes; to the Baltic 3.1801; at Battle of Copenhagen 1.4.1801 (but not in action); paid off 4.1802. Made good defects and fitted at Chatham and Sheerness (for £10,848) 4.1802 – 5.1803; recommissioned 3.1803 under Capt. William Hotham, for Channel service. In 4.1804 under Capt. Charles Malcolm, then 9.1804 Capt. Robert Barton and 4.1805 Capt. Josias Rowley (-1810); took part in Calder's Action 22.7.1805, losing 2 killed and 6 wounded; to Cape of Good Hope and then South American station 1806; returned to England and paid off 7.1810. Fitted as a receiving ship at Chatham 8 – 11.1810, thence to Sheerness; recommissioned there 11.1810 under Cmdr. Francis Dickinson, as guardship and receiving ship. In 1811 under Cmdr. Thomas New, then 5.1812 Cmdr. Charles Hewitt and 7.1812 Capt. Edward Clay; paid off 6.1814. BU at Sheerness 3.1815.

Agamemnon Henry Adams, Bucklers Hard.

As built: 160ft 2in, 131ft 10¾in x 44ft 5in x 18ft 11in. 1,383$^{57}/_{94}$ bm. Draught 12ft 1in / 17ft 3in.

Ord: 5.2.1777 & 8.4.1777. K: 5.1777. L: 10.4.1781. C: 15.4 – 9.7.1781 at Portsmouth.

First cost: £24,415.7.0d to builder (+ £45.2.6d 'extra works'), plus f13,844.5.10d fitting and coppering.

Commissioned: 3.1781 under Capt. Benjamin Caldwell; paid off 6.1783 after wartime service. Small Repair at Chatham (for £12,593.0.9d) 10.1783 – 6.1784. Fitted for sea at Chatham 10 – 11.1790. Small to Middling Repair at Chatham (for £12,110) 11.1790 – 8.1791. Fitted at Chatham (for £4,882) 1 – 3.1793. Recommissioned 2.1793 under Capt. Horatio Nelson; sailed for the Mediterranean 4.5.1793; in Mediterranean fleet 1794, for Corsica operations; in action 13.3.1795 and 13.7.1795; operations off Vado 1796; at Loano Bay 25.4.1796; convoy off Onaglia 31.5.1796; in 6.1796 under Capt. John Samuel Smith; paid off 9.1796. Refitted at Chatham (for £10,623) 10.1796; recommissioned 11.1796 under Capt. Robert Fancourt (-1802); Nore mutiny 1797; in Dickson's squadron at Elsinore 8.1800, then at Battle of Copenhagen 2.4.1801; paid off 4.1802. Fitted at Chatham (for £17,695) 4.1802 – 9.1804; recommissioned 7.1804 under Capt. John Harvey, for Channel fleet; in Calder's Action 22.7.1805. Refitted at Portsmouth (for £51,290) 9.1805. In 9.1805 under Capt. Sir Edward Berry; in Weather column at Battle of Trafalgar 21.10.1805 (losing 2 killed, 8 wounded); at Battle of San Domingo 6.2.1806. Took (with *Carysfort*) 18-gun *La Lutine* in the West Indies 24.3.1806; took 16-gun privateer *La Dame Ernouf* 30.3.1806. In 6.1806 under Capt. Joseph Spear, then 11.1806 Capt. William Fahie. Refitted at Chatham (for £39,407) 12.1806 – 1.1807; in 1807 under Capt. Jonas Rose; in Copenhagen expedition in 8.1807, then to West Indies; sailed for the Tagus 1.1.1808, thence to South America. Wrecked off Maldonado in the River Plate 16.6.1809.

Stately Thomas Raymond, Northam.

As built: 160ft 0½in, 131ft 7in x 44ft 6½in x 19ft 9in. 1,388$^{56}/_{94}$ bm.

Ord: 5 & 10.2.1777. K: 25.5.1779. L: 27.12.1784. C: 30.12.1784 – 25.2.1785 at Portsmouth for Ordinary.

First cost: £25,037.9.11d to builder, plus £6,735 extras, plus ? fitting.

Small Repair and coppered at Portsmouth (for £3,638) 9.1787 – 4.1788. Partly fitted at Portsmouth (for £1,802); in 1790 under Capt. Robert Calder for Spanish Armament. Fitted at Portsmouth (for £4,671) 2 – 6.1793.

Commissioned: 3.1793 under Capt. John Samuel Smith, as flagship of Vice-Adm. Sir Richard King. In 1794 under Capt. Richard Fisher, then 1795 under Capt. Billy Douglas; sailed for the East Indies 12.3.1795, joining Elphinstone's squadron at the Cape of Good Hope; took (with others) privateer *La Milanie* 7.7.1796; at capture of Dutch squadron in Saldanha Bay 17.8.1796. In 3.1797 under Capt. Patrick Campbell, then Capts. Andrew Todd in 8.1797, John Spranger in 8.1798 and John Osborn in 11.1798. Fitted as troopship at Chatham (for £8,278) 6 – 8.1799; recommissioned 7.1799 under Capt. George Scott; sailed for the Mediterranean 4.1800; in Egypt operations 1801 (*en flûte*), then in Mediterranean 1802-04, home in 1804. Repaired by Perry & Co, Blackwall (for £22,422) 11.1804 – 5.1805; recommissioned 4.1805 as a 64 under Capt. George Parker, for North Sea; in Baltic in 1808; burnt (with the *Nassau*) the Danish 74-*gun Prinds Christian Frederick*, near Grenaa 22.3.1808; under Capt. William Cumberland in 6.1808. Repaired at Portsmouth (for £6,652) 8 – 10.1808. Under Capt. James Whitley Dundas in ?4.1809, as flagship of Rear-Adm. Thomas Bertie in the Baltic. Repaired at Portsmouth (for £10,394) 2 – 4.1810; under Capt. Robert Campbell, sailed for the Mediterranean 28.12.1810; then under Capt. Edward Dickson. In 8.1812 under Capt. William Stewart, off Portugal 1812-13; under Capt. Charles Bateman in ?11.1812; in 1813 under Capt. Charles Inglis, as flagship of Vice-Adm. George Martin. BU at Portsmouth 7.1814.

Belliqueux John Perry & Hankey, Blackwall.

As built: 160ft 0in, 131ft 6$^{7}/_{8}$in x 44ft 4¾in x 19ft 0in. 1,379$^{38}/_{94}$ bm. Draught 11ft 10½in / 17ft 10in.

Ord: 19.2.1778. K: 6.1778. L: 5.6.1780. C: 13.6 – 31.8.1780 at Woolwich.

First cost: £37,235.19.7d including fitting & coppering.

Commissioned: 5.1780; paid off 8.1783 after wartime service. Small Repair at Plymouth (for £13,952.11.8d) 5 – 12.1784. Fitted at Plymouth (for £10,769) 3.1793 – 1.1794; recommissioned 4.1793 under Capt. William Otway; in 6.1793 under Capt. George Bowen; sailed for Jamaica 20.3.1794; in Ford's squadron at Port-au-Prince 31.5.1794. In 6.1794 under Capt. James Brine; paid off 9.1795. Refitted at Chatham (for £9,292) 9.1795 – 5.1796; recommissioned 5.1796 under Capt. John Inglis, for Duncan's fleet; at Battle of Camperdown 11.10.1797, losing 25 killed and 78 wounded. In 12.1797 under Cmdr. Henry Inman (acting), to 1.1798. In 6.1798 under Capt. Robert England; in 8.1798 Duncan's flagship. In 10.1798 under Inglis again, then 5.1799 Capt. Rowley Bulteel (-1801); with Mitchell's squadron in the Helder late 1799; sailed for the East Indies 4.1800; took French 40-gun *La Concorde* off Brazilian coast 8.1800. Repaired by Perry & Co, Blackwall (for £23,720) 10.1804 – 3.1805, then fitted at Woolwich 3 – 4.1805; recommissioned 3.1805 under Capt. George Byng (-1811); sailed for the East Indies again 9.1805; with Popham's squadron at the Cape of Good Hope, then to East Indies; with Pellew's squadron at Batavia 11.1806; at occupation of Rodrigues 1809; to China with convoy 6.1810, then home in 8.1811 to pay off into Ordinary at Sheerness. Fitted as prison ship at Chatham 10.1813 - 2.1814; in 1814 under Lieut. William Lee. BU at Chatham 3.1816.

Indefatigable Henry Adams, Bucklers Hard.

As built: 160ft 1¼in, 131ft 10¾in x 44ft 5in x 19ft 0in. 1,384$^{3}/_{94}$ bm.

Ord: 3.8.1780. K: 5.1781. L: (early in) 7.1784. C: 11.7 – 13.9.1784 at Portsmouth.

First cost: £25,210.4.5d to build; total £36,154.18.7d including fitting & coppering.

Cut down to 38-gun frigate and fitted at Portsmouth (for £8,764) 9.1794 - 2.1795.

Commissioned: 12.1794 under Capt. Sir Edward Pellew (-1798), for cruising; took French 44-gun *La Virginie* off the Lizard 22.4.1796; took (with squadron) French brigs 10-gun *Les Trois Couleurs* and 16-gun *La Blonde* off Ushant 11.6.1796; took 12-gun privateer schooner *La Revanche* off Brest 2.10.1796; drove French 74-gun *Les Droits de L'Homme* ashore off the Penmarcks 13.1.1797; took more privateers in the Channel – 8-gun *Le Basque* 30.4.1798 and 16-gun *La Nouvelle Eugénie* 11.5.1797; retook 24-gun privateer *Le Hyène* (ex HMS *Hyaena*) off Teneriffe 14.10.1797; took (with others, in the Channel) more privateers – 12-gun *Le Vengeur* 4.1.1798, 8-gun *L'Inconcevable* 16.1.1798, and 22-gun *L'Heureuse Nouvelle* 28.1.1798; took 16-gun privateer *L'Heureux* off Bayonne 5.8.1798, 20-gun *La Vaillante* 7.8.1798 and 16-gun *La Minerve* off Ushant 31.12.1798. In 3.1799 under Capt. Henry Curzon (-1800); took 14-gun privateers - *La Vénus* 31.5.1799 and *Le Vengeur* 6.1799; with Warren's squadron at Ferrol 26.8.1800; took (with *Fisgard*) French 28-gun *La Vénus* off Portuguese coast 28.10.1800. In 1.1801 under Capt. Matthew Scott (-1801). Fitted for Ordinary at Plymouth 3 – 4.1802. Fitted for sea 7 – 9.1803; recommissioned 12.1803 under Capt. Graham Moore; action with four Spanish frigates (Montevideo treasure fleet) off Cadiz 5.10.1804, taking *Medea*, *Clara* and *Fama*, and sinking *Mercedes*. In 10.1805 under Capt. John Rodd (-1809), for blockade of Brest; her boats (with squadron's) took French 36-gun *Le César* in the Gironde 15.7.1806; in operations in Basque roads 12/13.4.1807; took French privateers – 14-gun *La Diane* off the Gironde 31.7.1808 and 3-gun *La Clarisse* in the Channel 14.1.1809. In 10.1809 under Capt. Henry E. R. Baker, then 12.1809 Capt. John Broughton (-1812), then 6.1812 Capt. John Fyffe (-1815), on South American station. BU at Sheerness 8.1816.

Nassau James Martin Hillhouse, Bristol.

As built: 160ft 1in, 131ft 8in x 44ft 5in x 19ft 1in. 1,384$^{26}/_{94}$ bm.

Ord: 14.11.1782. K: 3.1783. L: 20.9.1785. C: 8.11.1785 – 2.2.1786 at Plymouth.

First cost: £26,440.3.5d to build, plus fitting £1,391.12.5d at Bristol and £5,578 (coppering) at Plymouth.

Commissioned: 7.1790 under Capt. Andrew Sutherland, for Spanish Armament; fitted at Plymouth (for £5,718) 6 – 9.1790, then paid off. Fitted at Plymouth (for £20,963) 2 – 7.1795; recommissioned 3.1795 under Capt. Herbert Sawyer (-1797), for the North Sea; Nore Mutiny 26.5 – 13.6.1797; later under Capt. Edward O'Bryen, as flagship of Vice-Adm. Sir Richard Onslow, then under Capt. William Hargood. Fitted as troopship at Chatham (for £2,010) 6 – 7.1799; then under Capt. George Tripp; wrecked on the Haak Sands (off Texel) 14.10.1799 (42 drowned).

***WORCESTER* Class.** In 11.1765 orders were issued for two new 64s to be built in the Royal Dockyards, and the two Surveyors were requested to produce competitive draughts in

the usual fashion. Thomas Slade's final 64-gun draught returned to the overall length of his early 1761 design for the *Saint Albans*, but with somewhat fuller lines. In 10.1768 two further vessels were ordered from the Royal Dockyards to this draught, but the Chatham-built *Stirling Castle* was to be wrecked in 1780.

Dimensions & tons: 159ft 0in, 130ft 7½in x 44ft 6in x 19ft 0in. 1,373$^{73}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Worcester Portsmouth Dyd (M/Shipwright Thomas Bucknall).

As built: 159ft 0in, 130ft 1$^{3}/_{8}$in x 44ft 7¾in x 19ft 0in. 1,379$^{49}/_{94}$ bm. Draught 11ft 10in / 16ft 7in.

Ord: 16.11.1765. K: 6.5.1766. L: 17.10.1769. C: 26.11.1771.

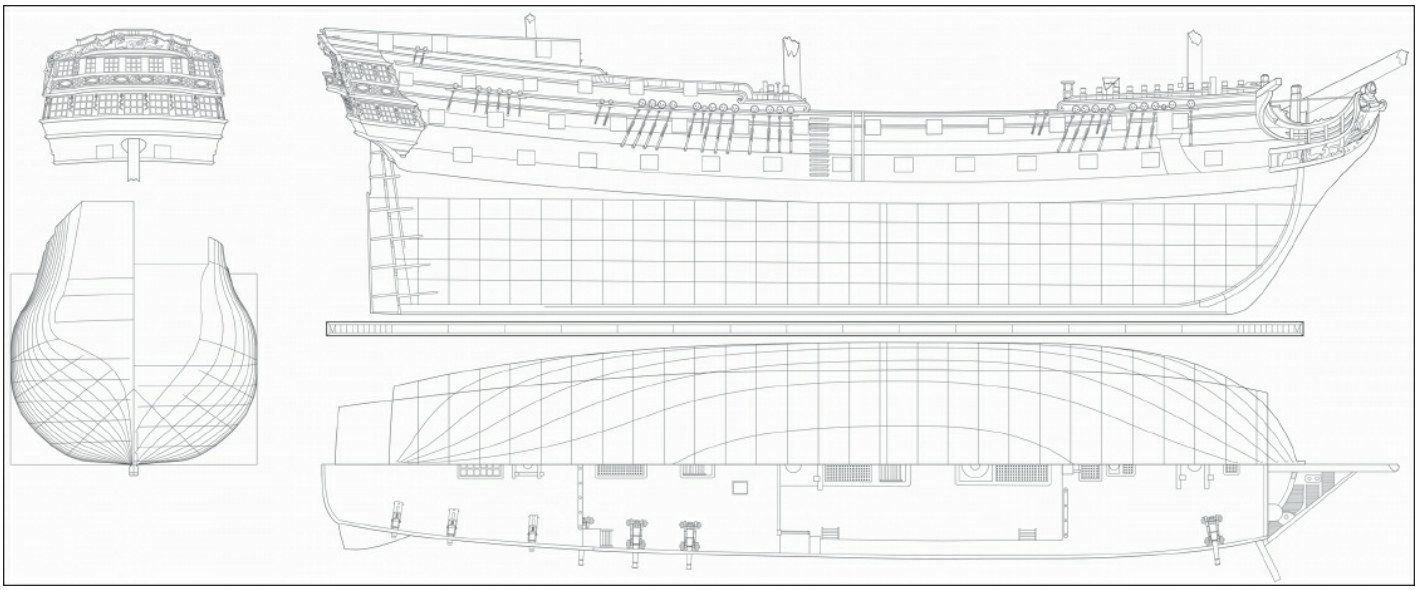
First cost: £26,407.11.1d to build, plus fitting £7,569.15.1d.

Commissioned: 1.1771 as guardship at Portsmouth; fitted as such 3 – 4.1773. Refitted at Portsmouth (for £7,109.8.1d) 1.1779; in East Indies 1779-1785, coppered at Bombay; paid off 1.1786. Fitted at Deptford as a hulk 8.1787 - 1.1788 (copper replaced by wooden sheathing), and so served until 1815. BU at Deptford 12.1816.

Lion Portsmouth Dyd (M/Shipwright Thomas Bucknall to 10.1772, completed by Edward Hunt).

As built: 159ft 0in, 130ft 4in x 44ft 8in x 19ft 0in. 1,377$^{86}/_{94}$ bm. Draught 11ft 11in / 16ft 0in.

Ord: 12.10.1768. K: 5.1769. L: 3.9.1777. C: 7.9.1778.



Polyphemus, 64 guns, as completed. The first 64s to be designed after the Seven Years War, John Williams's design for the *Intrepid* Class, to which *Polyphemus* belonged, differed little in size or layout from the preceding Slade and Bately draughts. Nevertheless, the *Intrepid*s became the most numerous group of 64s built to one draught, but while these ships were fast they suffered from the defects of most Williams designs – they were lacking in both stability and weatherliness.

First cost: £26,220.18.10d to build, plus fitting £4,923.4.3d.

Commissioned: 5.1778; refitted and coppered (for £8,255.14.11d) at Portsmouth 12.1780 – 1.1781; paid off 8.1783 after wartime service. Middling Repair at Portsmouth (for £13,489) 2 – 9.1787. Fitted at Portsmouth (for £4,759) 7.1790; recommissioned 6.1790 under Capt. Seymour Finch, for the Spanish Armament; paid off 9.1791. Fitted at Portsmouth (for £9,460) 3 – 7.1792; recommissioned 5.1792 under Capt. Sir Erasmus Gower; sailed 26.9.1792 for China, with Lord Macartney's Embassy; paid off 10.1794. Fitted at Chatham (for £8,518) 10.1794 – 4.1795; recommissioned 2.1795 under Capt. George Palmer, for the North Sea; later under Capt. Henry Inman. In 1796 under Capt. Edmund Crawley; Nore Mutiny 1797. In 7.1797 under Capt. Charles Cobb, then 9.1797 under Capt. Manley Dixon; sailed for the Mediterranean 2.6.1798; at Blockade of Malta 1798-1800; in action against 34-gun frigates *Santa Cazilda*, *Pomona*, *Proserpine* and *Santa Dorotea* 15.7.1798 (the last-named being taken); took (with *Foudroyant* and *Penelope*) 80-gun *Le Guillaume Tell* 31.3.1800, losing 8 killed and 38 wounded. In 4.1800 under Capt. Lord William Stuart, then Capt. George Hamond 7.1800; paid off 11.1800. Fitted at Chatham (for £13,545) 2 – 5.1801; recommissioned 3.1801 under Capt. Henry Mitford; sailed for the East Indies 20.5.1801. Repaired by John Dudman, Deptford (for £58,124) 12.1804 – 12.1805; completed fitting at Deptford (for £15,509) 1.1806; recommissioned 12.1805 under Capt. Robert Rolles; sailed for the East Indies 5.1806; took 14-gun privateer *La Réciprocité* off Beachy Head 27.12.1807. In 2.1808 under Capt. Henry Heathcote; sailed for China 5.3.1808; sailed for the East Indies 18.7.1810; at reduction of Java 7.1811. In 1812 flagship of Vice-Adm. Robert Stopford at the Cape of Good Hope, then 1812-13 flagship of Rear-Adm. Charles Tyler; in this period commanded sucessively by Capts. James Johnstone, George Douglas, Henderson Bain and John Eveleigh. Fitted as sheer hulk at Plymouth 8.1814, to Sheerness 9.1816. Sold to John Levy & Son at Chatham (for £2,300) to BU 30.11.1837.

***INTREPID* Class.** To evaluate competitively against Slade's *Worcester* design, a slightly smaller ship was designed by John Williams, who in 6.1765 had replaced William Bately when the latter retired, and this was approved 18.12.1765. Another fourteen 64s followed to this draught during Williams's tenure of office, but of these *Defiance* was wrecked in 1780. *Anson* and *Magnanime* were razéed into frigates in 1794-95 (re-armed like *Indefatigable*, with UD 26 x 24pdrs; QD 8 x 12pdrs + 4 x 32pdr carronades; Fc 4 x 12pdrs + 2 x 32pdr carronades).

Dimensions & tons: 159ft 6in, 131ft 0in x 44ft 4in x 19ft 0in. 1,369$^{50}/_{94}$ bm.

Men: 500 (491 from 1794); 310 as 44-gun frigates. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades. *Nonsuch* as floating battery carried 20 x 68pdr carronades (LD) and 26 long guns.

Intrepid Woolwich Dyd (M/Shipwright Joseph Harris to 7.1767, completed by William Gray).

As built: 159ft 6in, 131ft 0in x 44ft 5in x 19ft 0in. 1,374$^{65}/_{94}$ bm. Draught 10ft 11½in / 16ft 6in.

Ord: 16.11.1765 (approved 18.12.1765). K: 1.1767. L: 4.12.1770. C: 31.1.1771.

First cost: £28,281.9.9d, including fitting.

Commissioned: 1770 for Falkland Islands dispute. Fitted as a guardship at Portsmouth 10.1771. Fitted for the East Indies (for £5,547.5.7d) 3.1772; sailed for the East Indies 16.4.1772; fitted to be laid up at Plymouth 5.1773; paid off 4.1775. Fitted for Home service at Plymouth (for £12,550.6.3d) 7.1778 – 4.1779; refitted and coppered at Portsmouth (for £5,071.2.4d) 5 – 12.1779; recommissioned 1.1779; sailed for the Leeward Islands 30.1.1780; paid off 8.1782 after wartime service. Fitted for Ordinary at Plymouth 10.1783. Middling to Great Repair at Plymouth (for £31,098) 2.1790 – 7.1792. Fitted at Plymouth (for £4,492) 3 – 7.1793; recommissioned 2.1793 under Capt. Charles Carpenter; at occupation of Toulon; sailed for Jamaica 20.5.1794; took (with *Chichester*) French 36-gun *La Sirène* off San Domingo 8.1794; took privateers in West Indies – *Le Perroux*, *La Républicain Pagest* and *Le Sans Pareil* 1 – 2.1795; took 26-gun *La Perçante* off Porto Plata 23.4.1796; paid off 11.1796. Fitted at Portsmouth (for £15,239) 12.1796 – 5.1797; recommissioned 3.1797 under Capt. Robert Parker (drowned 11.1797); sailed with convoy to Cape of Good Hope 17.6.1797. In 3.1798 under Capt. William Hargood (-1802), in the East Indies. Repaired by Daniel Brent, Rotherhithe (for £38,215) 10.1804 – 7.1805; completed fitting at Deptford 8.1805; recommissioned 8.1805 under Capt. Philip Wodehouse (-1807); sailed for the Mediterranean; in Sidney Smith's squadron at Naples 6.1806. In 1807 under Capt. John Laugharne, then 10.1807 Capt. Richard Worsley; sailed for the Leeward Islands 30.11.1807; with Hood's squadron at Madeira 24 – 26.12.1808, under Capt. Warwick Lake (acting). In 1809 under Capt. Christopher Nesham; at capture of Martinique 2.1809. Fitted as a receiving ship at Plymouth 5.1810; in Ordinary there to 1815. Sold to D. Beatson (for £3,030) 26.3.1828.

Monmouth Plymouth Dyd (M/Shipwright Israel Pownoll).

As built: 159ft 6in, 131ft 0in x 44ft 4in x 19ft 0in. 1,369$^{51}/_{94}$ bm. Draught 11ft 2½in / 17ft 4¾in.

Ord: 10.9.1767 (approved 22.10.1767, named 11.1767) K: 5.1768. L: 18.4.1772. C: 10.1777 – 9.5.1778.

First cost: £30,586.17.3d to build, plus fitting £7,426.15.1d.

Commissioned: 1.1778; sailed for the Leeward Islands 18.6.1778; refitted and coppered at Portsmouth (for £13,034.9.3d) 12.1779 – 12.1780; sailed 13.3.1781 for Porto Praya, and thence to India; paid off 7.1784 after wartime service. Renamed *Captivity* as prison ship at Portsmouth 20.10.1796, and fitted as such (for £1,331) 10 – 11.1796. In 12.1796 under Lieut. Samuel Blow (-1799), then 1800 Lieut. Emanuel Hungerford, 9.1801 Lieut. Jacob Silver and 12.1805 Lieut. ? McDonald (-1806). BU at Portsmouth 1.1818.

Nonsuch Plymouth Dyd (M/Shipwright Israel Pownoll).

As built: 159ft 5in, 130ft 10½in x 44ft 47/8in x 19ft 0½in. 1,373 bm. Draught 11ft 4in / 17ft 6in.

Ord: 30.11.1769 (approved 12.3.1770). K: 1.1772. L: 17.2.1774. C: 25.4.1776.

First cost: £29,967.5.5d to build, plus fitting £6,764.14.1d.

Commissioned: 8.1775 as guardship at Plymouth; refitted as such (for £3,052.15.3d) 12.1776; sailed for North America 23.3.1777; paid off 1779. Small Repair, coppered and fitted at Chatham (for £10,339.12.7d) 1 – 5.1780; recommissioned 3.1780; paid off 1781. Refitted at Portsmouth (for £9,146.2.1d) 6 – 9.1781; sailed for West Indies 15.1.1782; paid off 8.1783 after wartime service. Cut down (by AO 3.2.1794) and fitted at Chatham as a floating battery (for £7,998) 2 – 5.1794; commissioned 3.1794 under Capt. Billy Douglas; in 6.1794 under Capt. Philip d'Auvergne (Prince de Bouillon) in the Channel Islands, as Senior Officer of Gunboats; paid off 12.1794. Recommissioned 2.1795 under Capt. William Mitchell, as floating battery at Hull; from 8.1795 under Capt. Henry Blackwood, ?4.1796 Capt. Robert D. Oliver and 10.1797 Capt. Isaac Wolley (-1799). BU at Sheerness 6.1802.

Ruby Woolwich Dyd (M/Shipwright William Gray to 3.1773, completed by Nicholas Phillips).

As built: 159ft 6in, 130ft 7½in x 44ft 6in x 19ft 0in. 1,374 bm. Draught 11ft 2in / 16ft 10in.

Ord: 30.11.1769 (approved 12.3.1770). K: 9.9.1772. L: 26.11.1776. C: 27.2.1778.

First cost: £26,980.12.5d to build, plus fitting £4,562.9.11d.

Commissioned: 9.1777; sailed for Jamaica 24.5.1778; paid off 1.1782 after wartime service. Fitted and coppered at Portsmouth (for £15,326.2.1d) 3 – 8.1782; recommissioned and sailed 11.9.1782 to relief of Gibraltar. Small to Middling Repair at Portsmouth (for £15,038) 7.1785 – 3.1786. Fitted at Portsmouth (for £5,941) 3 – 8.1793; recommissioned 4.1793 under Capt. Sir Richard Bickerton, for the Channel; joined Montagu's squadron in 6.1794. Later under Capt. Henry Stanhope; sailed for the Cape of Good Hope 12.3.1795; surrender of Dutch squadron in Saldanha Bay 17.8.1795. In 3.1796 under Capt. George Brisac, in East Indies, then under Capt. Thomas Bertie and ?2.1797 Capt. Jacob Waller; paid off into Ordinary at Chatham 11.1797. Repaired and fitted at Chatham (for £24,923) 1.1798 – 7.1799; recommissioned 5.1799 under Capt. Alan Gardner, for the Channel. In 1800 under Capt. Solomon Ferris; took 22-gun privateer *La Fortune* in the South Atlantic 14.7.1800. Made good defects at Chatham (for £6,955) 3.1801; in 4.1801 under Capt. Sir Edward Berry, for the Baltic and North Sea; in 4.1802 under Capt. Henry Hill. Fitted at Chatham (for £8,083) 4.1802 – 7.1803, then in Ordinary there. Recommissioned 5.1803 under Capt. Francis Gardner; in 10.1803 under Capt. David Colby, then 2.1804 Capt. Charles Rowley and 7.1806 Capt. John Draper, in the North Sea; sailed for Portugal 1.1.1808. In 12.1808 under Capt. Robert Hall, for the Baltic, then 6.1809; flagship of Rear-Adm. Manley Dixon 1810. In ?6.1810 under Capt. Matthew Bradby, then 7.1810 Cmdr. Thomas White (acting). Recommissioned 10.1810 and fitted at Chatham 4 – 6.1811 as depot ship for Bermuda; sailed for North America 25.7.1811. In 1812 under Lieut. Peter Trounce, as receiving ship at Bermuda under broad pennant of Capt. Andrew Evans (-1817); in 1813-14 under Lieut. James Ward, then 1815 Lieut. James Knight. BU at Bermuda 4.1821.

Vigilant Henry & Anthony Adams, Bucklers Hard.

As built: 159ft 6½in, 130ft 107/8in x 44ft 5½in x 19ft 0in. 1,376 bm. Draught 10ft 11in / ….

Ord: 14.1.1771 (approved 23.3.1771). K: 2.1771. L: 6.10.1774. C: 29.10.1774 – 11.7.1778 at Portsmouth.

First cost: £32,026.11.7d to build, plus fitting £26, 395.6.1d.

Commissioned: 3.1778; paid off 9.1781 after wartime service. Fitted and coppered at Chatham (for £11,467.13.11d) 10.1781 – 3.1782; recommissioned 1.1782; paid off 7.1783. Fitted as prison ship at Portsmouth (for £2,722) 3 – 4.1795, and again (for £1,712) 10.1796; recommissioned 12.1796 under Lieut. Robert Young in this role. In 8.1798 under Lieut. John Hewett, (-1800). In 1801 under Lieut. James Wood; paid off 4.1802. Sank in Portsmouth Harbour 1.1806, but raised 4.1806 and repaired. Meanwhile recommissioned 1.1806 under Lieut. John McDonald, then 7.1806 under Lieut. William Somerville (-1811), 1813 Lieut. James M'Arthur and 1814 Lieut. William Stone, still as prison ship. BU there 4.1816.

Eagle John & William Wells, Rotherhithe.

As built: 159ft 8½in, 131ft 3in x 44ft 4in x 19ft 0in. 1,372 bm. Draught 10ft 8in / 16ft 9½in.

Ord: 14.1.1771 (approved 15.2.1771). K: 4.1771. L: 12.5.1774. C: 30.7.1776 at Woolwich.

First cost: £22,552.10.7d to build (£27,835.13.0d incl. masts & yards), plus fitting £7,093.19.1d.

Commissioned: 2.1776; sailed for North America 11.5.1776 as flagship of Lord Howe; attacked unsuccessfully while in New York Harbor by David Bushnell's submersible *Turtle* 6.9.1776; refitted at Portsmouth (for £7,469.3.10d) 12.1778 – 2.1779; coppered 1.1783 at Bombay; paid off 1.1786 after wartime service. Fitted as a lazarette at Chatham 3.1794. Recommissioned 6.1796 under Lieut. John Gardiner, as prison ship in the Medway; in 12.1796 under Lieut. George Dyer, then 1798 Lieut. James James (-1802); renamed *Buckingham* 15.8.1800; paid off 4.1802. Recommissioned 7.1803 under Lieut. John Maston (-1805), as prison ship at Gillingham, then 1806-12 under Lieut. George Paul. BU at Chatham 10.1812.

America Deptford Dyd (M/Shipwright Adam Hayes).

As built: 159ft 6in, 131ft 0in x 44ft 4in x 19ft 0in. 1,369$^{50}/_{94}$ bm. Draught 11ft 1in / 16ft 4in.

Ord: 18.6.1771. K: 10.1771. L: 5.8.1777. C: 29.3.1778.

First cost: £32,001.1.6d including fitting.

Commissioned: 12.1777; refitted and coppered at Portsmouth (for £7,210.17.5d) 2 – 3.1780; paid off 1783 after wartime service. Small to Middling Repair at Portsmouth (for £16,579) 3.1786 – 1.1787. Fitted at Portsmouth (for £5,409) 3 – 8.1793; recommissioned 4.1793 under Capt. John Rodney (-1794), for the Channel fleet. In 1795 under broad pennant of Capt. John Blankett; sailed for the East Indies 12.3.1795; with Elphinstone's squadron at the Cape of Good Hope 1795. In 1796 under Capt. Edward Buller; at capture of Dutch squadron at Saldanha Bay 17.8.1796; paid off 1.1797. Small Repair at Chatham (for £16,050) 3 – 12.1797; recommissioned 10.1797 under Capt. John Smith (-1799), in Duncan's fleet; took 14-gun privateer *Hussar* in the North Sea 8.1798; with Mitchell's squadron in the Helder 1799 (grounded 30.8.1799). Small Repair at Chatham (for £11,706) 11.1799 – 4.1800; recommissioned 3.1800 under Capt. Joseph Bingham; flagship of Vice-Adm. Sir William Parker 4.1800; sailed for Halifax 5.1800. Stranded on Formingas Rocks 13.12.1800, salved and converted to prison ship at Port Royal (Jamaica) 1801. Lent to the Transport Board 1804. BU 1807.

Anson Plymouth Dyd (M/Shipwright Israel Pownoll to 2.1775, completed by John Henslow).

As built: 159ft 6in, 130ft 11/8in x 44ft 5¼in x 19ft 0in. 1,375 bm. Draught 11ft 4in / 16ft 11in.

Ord: 24.4.1773 (approved 19.5.1773). K: 1.1774. L: 4.1.1781. C: 15.10.1781 (including coppering).

First cost: £44,473.11.0d including fitting & coppering.

Commissioned: 9.1781; sailed for the Leeward Islands 15.1.1782; paid off 7.1782. Refitted and coppering raised at Portsmouth (for £5,486.13.7d) 10 – 11.1782. Small Repair at Chatham (for £7,723.9.6d) 4 – 8.1784. Very Small Repair at Chatham 2.1794. Cut down to 44-gun frigate (by AO 11.8.1794) and fitted at Chatham (for £8,426) 7 - 12.1794; recommissioned 10.1794 under Capt. Philip Durham (-1800); in Quiberon operations 6 – 10.1795; in Warren's attack on convoy off Pointe du Raz 20.3.1796 (28-gun storeship *L'Etoile* taken). Made good defects at Plymouth (for £6,404) 5.1797; destruction of 28-gun *La Calliope* on the Penmarcks 16.7.1797; took (with *Boadicea*) privateers – 8-gun *Le Zéphyr* 19.10.1797 and 20-gun *Le Railleur* 17.11.1797; recapture of 30-gun corvette *Daphne* in Bay of Biscay 29.12.1797; took 12-gun privateer *Le Jason* in the Channel 8.2.1798; in action (with *Canada* and *Phaeton*) against 36-gun *La Charente* off Île d'Aix 22.3.1798; took (with *Phaeton*) 18-gun privateer *Le Mercure* 31.8.1798 and 36-gun *La Flore* 6.9.1798; at Warren's Action with Bompart 12.10.1798; took (with *Kangaroo*) 40-gun *Le Loire* 18.10.1798; took (with Ethalion) 14-gun privateer *Le Boulonnois* in the North Sea 2.2.1799. Made good defects at Plymouth (for £8,679) 7 - 8.1799; took 18-gun privateer *Le Hardi* in the Channel 29.4.1800; took gunboats off Gibraltar 29.6.1800 – 10-gun *Gibraltar*, 10-gun *Salvador*, and privateer 10-gun *El Severno*. Refitted (for £8,590) 12.1800 – 1.1801; in 1.1801 under Capt. William Cracraft (-1805); convoy duties 1801; in Mediterranean 1802-05; took 4-gun privateer *La Marguerite* 15.10.1803. Fitted at Plymouth for temporary service 9.1805 – 1.1806; recommissioned 12.1805 under Capt. Charles Lydiard; sailed for the Leeward Islands 4.4.1806; took (with *Arethusa*) 38-gun *Pomona* off Havana and destroyed 12 gunboats 23.8.1806; encounter with 84-gun *Foudroyant* outside Havana 15.9.1806; at capture of Curacao 1.1.1807; wrecked in Mounts Bay 29.12.1807 (60 drowned including Lydiard).

Polyphemus Sheerness Dyd (M/Shipwright George White to 3.1778, then John Jenner to 4.1779, completed by Henry Peake).

As built: 160ft 0in, 133ft 3in x 44ft 7in x 19ft 0in. 1,408$^{71}/_{94}$ bm. Draught 11ft 0in / 16ft 9in.

Ord: 1.12.1773 (approved 16.12.1773). K: 1.1776. L: 27.4.1782. C: 24.7.1782 (incl. coppering).

First cost: £37,218.5.1d including fitting & coppering.

Commissioned: 4.1782; sailed for Gibraltar, and later to West Indies; paid off 6.1783 after wartime service. Small Repair at Chatham (for £6,371.10.4d) 12.1783 – 9.1784. Small

Repair and fitted at Chatham (for £8,771) 12.1793 – 6.1794; recommissioned 4.1794 under Capt. George Lumsdaine (-1800); capture of Dutch 74-gun *Overyssel* 22.10.1795; refitted at Plymouth (for £5,605) 5 – 7.1796; flagship of Robert Kingsmill on the Irish station 1796-1800; took (with *Apollo*) 14-gun privateer *Les Deux Amis* 12.1796; capture of 40-gun *La Tortue* off Ireland 5.1.1797. Fitted at Chatham (for £12,753) 11.1799 – 3.1800; in 1800-01 under Capt. John Lawford; at Battle of Copenhagen 2.4.1801, losing 6 killed and 25 wounded; paid off into Ordinary 4.1802. Fitted at Chatham 3 – 9.1804; recommissioned 7.1804 under Capt. Robert Redmill (-1806), for the Channel fleet; took Spanish 36-gun *Santa Gertruyda* off Cape St Mary 7.12.1804; in Lee column at Battle of Trafalgar 21.10.1805, losing 2 killed and 4 wounded; with Hood's squadron off Rochefort 1806; her boats (with squadron's) took French 36-gun *Le César* in the Gironde 15.7.1806. Recommissioned 7.1806; in 10.1806 under Capt. John Broughton, later under Capt. Peter Heywood, as flagship of Rear-Adm. George Murray; in River Plate operations 1807. In 1808 under Capt. William Cumby, as flagship of Vice-Adm. Bartholomew Rowley; sailed for Jamaica 2.7.1808; her boats took 3-gun *Colibri* off San Domingo 15.11.1808; at capture of French 74-gun *Le d'Hautpoult* 17.4.1809. In 1811 under Capt. Thomas Graves, on the Jamaica station. In 10.1811 under Cmdr. Nicholas Pateshall (temp.), then 12.1811 Capt. Cornelius Quinton as flagship of Vice-Adm. Charles Stirling at Jamaica, then Capt. Peter Douglas; paid off 11.1812. Fitted as powder magazine at Chatham 3 - 9.1813; in Ordinary to 1815 at Chatham, then powder ship in Medway to 1826. Fitted at Chatham for Ordinary 2 – 4.1826. BU completed at Chatham 15.9.1827.

Magnanime Deptford Dyd (M/Shipwright Adam Hayes).

As built: 159ft 6in, 131ft 6in x 44ft 4in x 19ft 0in. 1,370 bm. Draught 11ft 5in / 16ft 5in.

Ord: 16.10.1775. (approved 7.11.1775, named 13.11.1775) K: 23.8.1777. L: 14.10.1780. C: 26.10 – 29.12.1780 at Woolwich (coppered).

First cost: £34,298.2.0d to build, plus £2,074.12.6d fitting & coppering.

Commissioned: 10.1780; sailed 13.3.1781 for Gibraltar, and 26.6.1781 for East Indies; paid off 6.1784 after wartime service. Fitted for Ordinary at Plymouth 6 – 7.1784. Very Small Repair at Plymouth (for £9,376.7.11d) 7.1785 – 1.1786. Cut down to 44-gun frigate (by AO 11.8.1794) and fitted at Plymouth (for £17,066) 6.1794 - 2.1795; recommissioned 11.1794 under Capt. Isaac Schomberg. In 9.1795 under Capt. Michael de Courcy (-1798); took privateers – 8-gun *Le Triton* off Cape Clear 22.6.1797, 8-gun *Le Tiercelet* 15.8.1797, 18-gun *L'Eugénie* 16.3.1798, 20-gun *L'Audacieux* 2.4.1798, and 12-gun *La Colombe* 16.8.1798; took (with *Naiad*) 36-gun *La Décade* off Finisterre 24.8.1798; in Warren's action with Bompart 12.10.1798 (took 36-gun *L'Embuscade*). Made good defects at Plymouth (for £6,694) 5 – 6.1799; in 1799-81 under Capt. William Taylor; on African coast 4.1800; in the Leeward Islands 1800-02; paid off 2.1802. In 1802 under Capt. John Giffard, later under Capt. Henry Vansittart; at mutiny of West Indies Regiment at Dominica 4.1802; paid off 8.1802. Fitted 'to lie in the Clyde' 9 – 11.1803; recommissioned 10.1803 under Capt. John Broughton, as a floating battery at Bristol; laid up at Sheerness 10.1804. Commissioned 1.1805 under Lieut. James Cuthbert as hospital ship at Sheerness, subsequently under Lieuts. Isaac Collett 1806-07, Cuthbert again 1809-10, and John Molyneux 1810; in Ordinary there 1812-13. BU at Sheerness 7.1813.

Sampson Woolwich Dyd (M/Shipwright Nicholas Phillips to end 1777, then George White to 4.1779, completed by John Jenner).

As built: 159ft 5½in, 131ft 2¼in x 44ft 5¾in x 18ft 10½in. 1,380 bm. Draught 11ft 6in / 16ft 5in.

Ord: 25.7.1776. K: 20.10.1777. L: 8.5.1781. C: 29.6.1781.

First cost: £35,890.12.10d, including fitting & coppering.

Commissioned: 4.1781; paid off and recommissioned 4.1783, and fitted for guardship at Plymouth 5 – 9.1783; paid off 6.1786. Small Repair at Plymouth (for £19,255) 6 – 7.1792; commissioned 2.1793 under Capt. Robert Montagu; fitted at Plymouth 7.1793; sailed with trade (*ie* convoy) for the East Indies 20.3.1794; paid off 12.1794 and recommissioned same month. In 4.1795 under Capt. Thomas Louis, later under Capt. William Clark; sailed for Jamaica 23.5.1795. In 2.1796 under Capt. George Gregory, then 5.1796 Capt. George Tripp, later Capt. Joseph Bingham; paid off 2.1797. Recommissioned 11.1797 under Lieut. William Bevians (-1800) as prison ship at Plymouth. In 9.1801 under Lieut. John Norris; paid off 4.1802. Hulked as powder magazine at Plymouth 8.1802. Receiving ship at Cork 10.1805 (but not in commission). Fitted at Plymouth and rearmed as 64-gun 12.1805 - 1.1806; recommissioned 4.1806 under Capt. Sir Thomas Masterman Hardy, then 7.1806 under Capt. Samuel Warren, then Capt. William Cuming, as flagship of Rear-Adm. Charles Stirling; sailed with convoy for Cape of Good Hope 30.8.1806, and thence to River Plate; home in 7.1807; paid off into Ordinary at Chatham 12.1807. Commissioned 3.1808 as prison hulk in the Medway, under Lieut. John Watherston to 1811, then Lieut. William Mounier in 1812 and Lieut. Thomas Steventon in 1812-13. In 1814 in Ordinary at Chatham. Fitted as a sheer hulk at Woolwich (for £14,147) 8 – 9.1814. Sold at Deptford to John Levy, Rochester (for £1,830) 30.5.1832 to BU.

Repulse Robert Fabian, East Cowes.

As built: 159ft 6in, 130ft 11in x 44ft 7½in x 19ft 0in. 1,386$^{69}/_{94}$ bm. Draught 11ft 6in / 16ft 1in.

Ord: 5.2.1777 & 16.5.1777. K: 12.1.1778. L: 28.11.1780. C: 11.12.1780 – 15.2.1781 at Portsmouth.

First cost: £36,489.5.4d, including fitting & coppering.

Commissioned: 11.1780; paid off 7.1783 after wartime service. Made good defects at Portsmouth (for £10,180.13.4d) 7.1783 – 5.1784. Fitted at Woolwich (for £16,772) 12.1794 – 6.1795; recommissioned 4.1795 under Capt. William Fairfax; took 6-gun privateer *Le Petit Pearen* off the Dutch coast 3.12.1795. In 11.1796 under Capt. James Alms (-1800); escaped Nore mutiny 9.6.1797; refitted at Portsmouth (for £11,062) 10.1798 – 2.1799; sailed for the Mediterranean 6.5.1799; wrecked on a rock off Ushant 10.3.1800, and run ashore near Audierne (3 drowned).

Diadem Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

As built: 159ft 10in, 131ft 11in x 44ft 5in x 19ft 0in. 1,375$^{47}/_{94}$ bm. Draught 11ft 11in / 16ft 7in.

Ord: 5.12.1777 & 11.6.1778 (named 23.7.1778). K: 2.11.1778. L: 19.12.1782. C: 19.7.1783 as guardship.

First cost: £36,401.9.8d including fitting and coppering.

Commissioned: 3.1783 as guardship at Chatham; at Plymouth from 1784, where copper repaired (for £1,547.3.4d) to 4.1784; paid off 3.1786. Small Repair at Plymouth (for £7,706.0.3d) 1 – 5.1790. Fitted at Plymouth (for £5,053) 1 - 5.1793; recommissioned 2.1793 under Capt. Andrew Sutherland; sailed for the Mediterranean 15.10.1793; in Toulon operations 1793-94. In 1795 under Capt. Charles Taylor; in Hotham's Action off Genoa 13.3.1795, with 3 killed and 7 wounded; in Action off Hyères 13.7.1795. In 1796 under Capt. George Towry; in Nelson's squadron off Genoa 4.1796; flagship of Nelson at Leghorn 8.1796; at Battle of St Vincent 14.2.1797, with 2 killed and 7 wounded; at blockade of Cadiz 4.1797. Fitted as troopship at Plymouth (for £7,412) 4 - 5.1798. Refitted at Portsmouth (for £6,733) 5 – 7.1799; recommissioned 1799 under Capt. John Dawson. In 1800 under Capt. Thomas Livingstone; in Quiberon operations 4 – 6.1800. In 1801 under Capt. John Larmour, with Keith's squadron in the Mediterranean; in landings at Aboukir Bay 8.3.1801; paid off at Woolwich 4.1802. Small to Middling Repair and fitted at Woolwich 4.1804 – 1.1805; recommissioned 12.1804 (as 64-gun again) under Capt. Home Popham, for the Channel; in 5.1805 under Capt. Charles Grant, then 1.1806 under Capt. Hugh Downman, as flagship of the now Rear-Adm. Popham; at capture of Cape of Good Hope and then River Plate operations; took Spanish brig *Arrogante* off Montevideo 30.7.1806. Later in 1806 under Capt. Samuel Warren, as flagship of Rear-Adm. Charles Stirling, for continued operations in River Plate area. Fitted for troops at Chatham 4 – 7.1810; recommissioned 6.1810 as a troopship under Capt. John Phillimore, for Lisbon; to Halifax station 1812. In 5.1813 under Capt. John Hanchett; in boat attack on Norfolk (Virginia) 22.6.1813; paid off at Plymouth 12.1814. Fitted as receiving ship at Plymouth 5 – 6.1815. Troopship again 1822-25, then reverted to receiving ship at Plymouth. BU there 9.1832.

Standard Deptford Dyd (M/Shipwright Adam Hayes).

As built: 159ft 6in, 131ft 0in x 44ft 4in x 19ft 0in. 1,369 bm. Draught 12ft 2in / 17ft 1in.

Ord: 5.8.1779 (named 30.8.1779). K: 5.1780. L: 8.10.1782. C: 18.10 – 19.12.1782 at Woolwich.

First cost: £34,347.11.4d to build, plus £1,606.9.10d fitting and coppering.

Commissioned: 9.1782 under Capt. William Dickson (-1786); recommissioned 4.1783 as guardship at Plymouth; fitted as such 9.1783; paid off 9.1786 and recommissioned same month under Capt. Charles Chamberlayne in same role; paid off 2.1788. Fitted at Plymouth (for £12,490) 2 – 6.1795; recommissioned 4.1795 under Capt. Joseph Ellison, for Warren's squadron; in Quiberon operations 6 – 9.1795; sailed for East Indies 28.2.1796 (temp. under Capt. ?H. Lukin); in North Sea 10.1796. In 2.1797 under Capt. Thomas Parr, then 9.1797 under Capt. Thomas Shivers; in Nore Mutiny; paid off 12.1797; paid off 4.1798. Recommissioned 2.1799 as a prison ship at Sheerness, under Lieut. Thomas Pamp. Fitted as a convalescent ship at Chatham 11.1799; recommissioned 12.1799 under Lieut. Jacques Dalby, as hospital ship at Sheerness. Fitted at Chatham (for £15,110) as 64-gun again 3 – 5.1801; recommissioned 4.1801 under Capt. Charles Stewart, for the North Sea; paid off 4.1802. Repaired by Barnard & Co, Deptford (for £34,301) 11.1804 – 8.1805, then fitted at Deptford Dyd to 9.1805; recommissioned 8.1805 under Capt. Thomas Harvey (-1808), for the Mediterranean; joined Louis's squadron in the Eastern Mediterranean; with Duckworth in the Dardanelles 19.2.1807; took (with *Active*) Italian 18-gun *Friedland* off Cape Blanco 26.3.1808; her boats took gunboat *Volpe* off Corfu 26.6.1808. In 1809 under Capt. Askew Hollis (-1812), in the Baltic; sailed for the Medierranean 19.12.1810; in 2.1811 under Capt. Joshua Horton (temp.), on Portugal station. In 5.1811 under Capt. Charles Fleeming (temp.); paid off into Ordinary 1813. BU at Sheerness 10.1816.

***INFLEXIBLE* Class.** Designed by John Williams in 1777, based on the scaled-down lines of Slade's 74-gun *Albion* design of 1759, in turn based on the old 90-gun *Neptune* of 1730, which had been built to the 1719 Establishment. Thus the lines were already over sixty years old by the time that the *Inflexible* took the water. She was found to be deficient in sailing qualities, and no further 64s were built to this design after 1780. The *Diadem* (above) was originally intended to be to this design, but was modified to *Intrepid* Class design in 1778.

Dimensions & tons: 159ft 6in, 131ft 0in x 44ft 6in x 18ft 0in. 1,379$^{8}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

[*Inflexible* re-armed 12.1806 with Gover's 24pdrs: LD 26 x 24pdrs, UD 26 x 24pdrs, QD 2 x 24pdrs + 10 x 24pdr carr., Fc 2 x 24pdr carr.]

Inflexible John Barnard, Harwich.

As built: 159ft 8in, 131ft 1in x 44ft 7in x 18ft 7½in. 1,385$^{83}/_{94}$ bm.

Ord: 5.2.1777 & 26.2.1777. K: 4.1777. L: 7.3.1780. C: 13.6.1780 at Chatham.

First cost: £34,619.12.2d to build (£36,227.3.5d including fitting and coppering).

Commissioned: 2.1780; paid off 6.1784 after wartime service. Middling Rerpair at Chatham (for £14,867) 4.1785 – 1.1786. Fitted as a storeship at Chatham (for £5,709) 9 - 12.1793; recommissioned 10.1793 under Capt. Solomon Ferris (-1799), for the Downs; paid off 4.1795. Fitted and re-armed as 64 at Woolwich (for £8,672) 4 - 7.1795; recommissioned 4.1795 for Duncan's fleet. Employed as a troopship from 3.1798; fitted as a troopship at Sheerness (for £2,543) 5 - 7.1799; paid off 10.1799. Fitted as a troopship at Chatham (for £6,713) 12.1799 – 3.1800; recommissioned 1.1800 under Capt. Benjamin Page; paid off 4.1802 into Ordinary. Fitted as troopship again at Chatham 11.1803 – 2.1804; recommissioned 1.1804 under Capt. Thomas Bayley, for North Sea; re-established as a 64 in 1.1805; took 4-gun privateer *L'Alerte* 12.4.1805. Fitted for sea (as a 64) at Chatham 1 – 6.1807; recommissioned 2.1807 under Capt. George Scott. Later under Capt. Joshua Watson for Copenhagen expedition 8.1807, then paid off. Recommissioned 8.1808 under Capt. Donald Mackay; from 10.1808 under Capt. Thomas Browne. Fitted at Chatham as a powder magazine for Halifax, Nova Scotia 5.1809 (by AO 16.4.1808), where stationed 1809-20. BU there 1820.

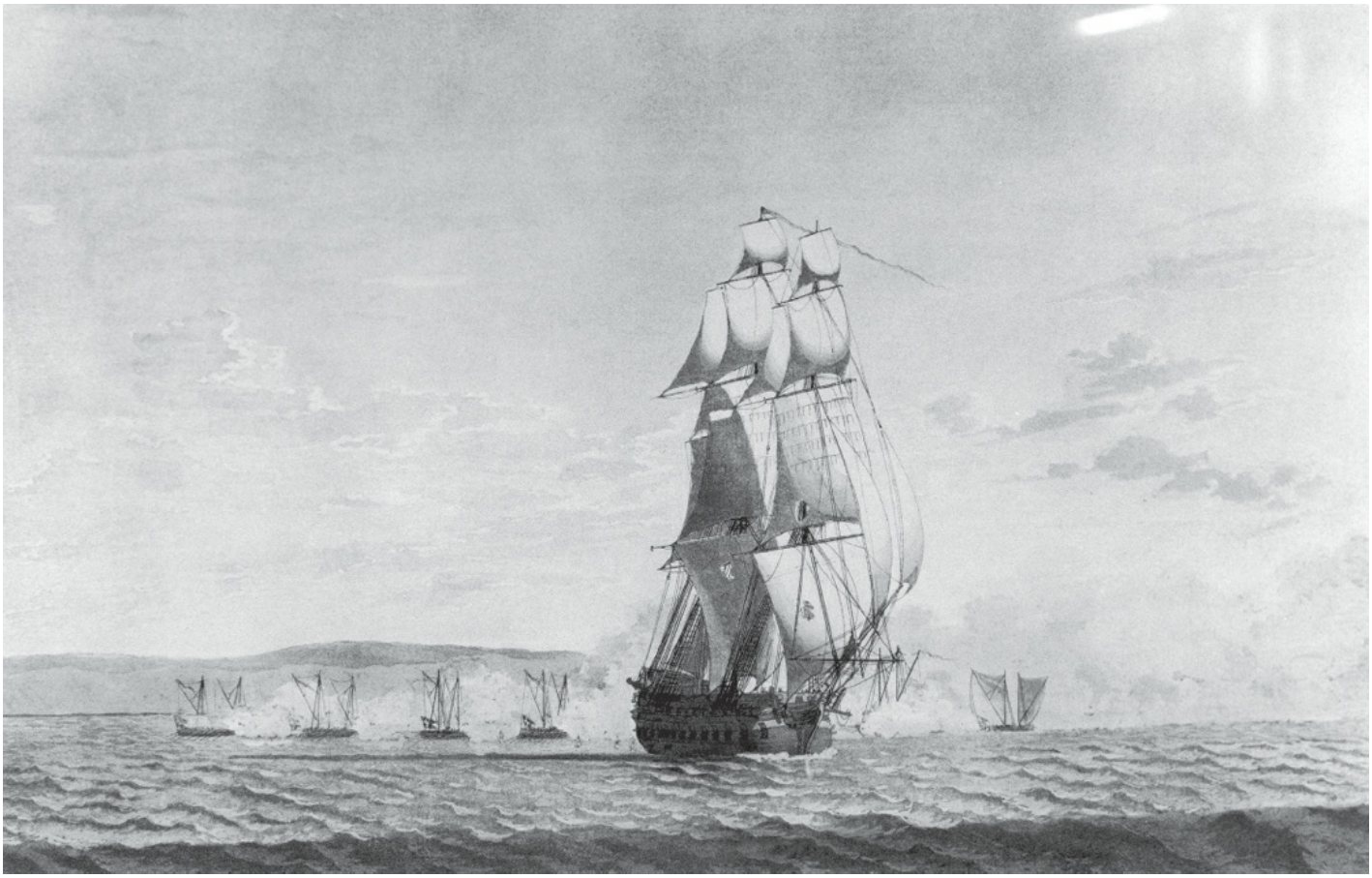
Africa Adams and Barnard, Deptford.

As built: 160ft 10in, 132ft 9in x 44ft 9in x 18ft 1in. 1,415 bm. Draught 11ft 9in / 16ft 0in.

Ord: 11.2.1778 (approved 29.2.1778). K: 2.3.1778. L: 11.4.1781. C: 7.1781 at Deptford & Woolwich Dyds.

First cost: £39,003.24.7d (including fitting & coppering).

Commissioned: 3.1781; paid off 5.1784 after wartime service (in East Indies). Fitted for Ordinary at Plymouth 6.1784. Small Repair at Plymouth (for £10,727.3.4d) 12.1784 – 7.1785. Fitted at Plymouth (for £8,460) 9.1793 – 2.1794; recommissioned 10.1793 under Capt. Roddam Home (-1796); sailed for Nova Scotia 18.5.1794; in attack on Leogane 21.3.1796; paid off 10.1796. Fitted at Chatham as a hospital ship (for £3,966) 9.1798; recommissioned at Sheerness 9.1798 under Lieut. John Bryant; from 1800 under Lieut. John Dixon. Fitted by Pitcher at Northfleet as a 64 (for £32,208) 9.1804 – 7.1805; recommissioned under Capt. Henry Digby 7.1805; in Weather column at Battle of Trafalgar 21.10.1805, lost 18 dead, 44 wounded. In 1.1806 under James R. Farquharson, then 2.1806 under I. Wooley, later Capt. James Ross, in the Channel. In 1807 under Capt. Henry Bayntun; at Cape of Good Hope 7.1807. In 2.1808 under Capt. John Barrett, in the Baltic; action with 25 Danish gunboats 20.12.1808. Recommissioned 2.1809 under Capt. Loftus Bland, for the Baltic; in 10.1809 under Capt. Thomas Dundas, then Capt. George Ryves in 4.1810, later Capts. Stair Douglas, Thomas Baker in 20.1810 and John Surman Carden in 1811; sailed for North America 28.1.1811. In 11.1811 under Capt. John Bastard, as flagship of Vice-Adm. Herbert Sawyer. In Broke's squadron 7.1812; at capture of 14-gun *Nautilus* 16.7.812; chase of USS *Constitution* 14.8.1812; took schooner *Lewis*. BU at Portsmouth 5.1814.



While the major Danish warships had been taken by the British Navy at the surrender of Copenhagen in 1807, smaller Danish craft developed for inshore conflict in the confined waters of the Danish archipelago and the Baltic continued to pose major problems for the British, particularly in safeguarding convoys. Even Saumarez's decision to strengthen convoy escorts with small ships of the line was no solution, as the numerous Danish gunboats remained a potent threat. Here the 64-gun *Dictator* is forced to retreat when attacked by six such gunboats off Kioge Bay on 26 June 1808.

Dictator Robert Batson, Limehouse.

As built: 159ft 4in, 130ft 8in x 44ft 8¼in x 18ft 0in. 1,387$^{87}/_{94}$ bm. Draught 12ft 1in / 15ft 11in.

Ord: 21.10.1778 (approved 13.11.1778). K: 5.1780. L: 6.1.1783. C: 18.1 – 30.5.1783 at Woolwich (as guardship).

First cost: £35,383.0.8d to build, plus £2,438.11.1d fitting.

Commissioned: 1.1783 as guardship in the Medway; paid off 3.1786. Small Repair at Chatham (for £4,000) 3 – 7.1789. Fitted at Chatham (for £4,350) 7 – 10.1790; recommissioned 8.1790 under Capt. Richard Bligh, as flagship of Rear-Adm. Sir Richard King. Recommissioned 4.1791 under Capt. Thomas Tonken, as flagship of Rear-Adm. John Dalrymple and receiving ship at Blackstakes; paid off 9.1791. Fitted at Chatham (for £4,264) 9 – 12.1793; recommissioned 9.1793 under Capt. Edmund Dod. In 6.1793 under Capt. Nathan Brunton; sailed for West coast of Africa 5.3.1794; home late 1794 and paid off. Fitted at Portsmouth (for £9,323) 2 – 7.1795. In 9.1795 under Capt. Thomas Totty; sailed for Jamaica 26.2.1796; in 1797 under Capt. Thomas Western then Capt. William Rutherford. Fitted at Plymouth as a troopship (for £10,378) 5 - 6.1798; in 1798 under Capt. Thomas Byam Martin, then 1799 under Capt. John Oakes Hardy (-1801), in North Sea; Egypt operations (*en flûte*); paid off 3.1802. Fitted at Chatham as a floating battery (for £6,888) 2 - 5.1803, for Sheerness; recommissioned 4.1803 under Capt. John Newhouse, for King's Deep; in 1804 under Capt. Charles Tinling, as guardship in King's Deep, later under Capt. Richard Hawkins. Repaired (as 64 again) at Cox & Co, Thames (for £26,061) 10.1804 – 5.1805, then fitted at Deptford Dyd to 7.1805; recommissioned 6.1805 under Capt. James Macnamara, for North Sea, then under Capt. Donald Campbell in 6.1807 (-1808); in Copenhagen Expedition 8.1807; with Saumarez's fleet in the Baltic 1808. In ?3.1809 under Capt. Richard Pearson, then ?7.1810 under Capt. Robert Williams, in the Baltic, and later Capt. James Pattison Stewart (-1812). In 4.1812 under

Capt. Alexander Schomberg; destroyed (with others) 40-gun *Nayaden* and took 18-gun brigs *Laaland* and *Rich* in Lyngoe Fiord 6.7.1812; her boats took Danish lugger 3.8.1812. In 8.1812 under Capt. William Hanwell; paid off 11.1812. Fitted as troopship at Chatham 6 – 9.1813; in 8.1813 under Capt. George Crofton, then in 12.1813 under Cmdr. Henry Dilkes Byng, to North America. Under (temp.) Lieut. James Tattnall in 1814/15, then Cmdr. Henry Montresor in 2.1815. Laid up at Portsmouth 10.1815. BU there 6.1817.

Sceptre Randall & Co, Rotherhithe.

As built: 159ft 9in, 131ft 3in x 44ft 9in x 18ft 0in. 1,397$^{70}/_{94}$ bm.

Ord: 5.2.1777 & 16.1.1779 (approved 11.2.1779). K: 5.1780. L: 8.6.1781. C: 17.8.1781 (coppered) at Deptford Dyd.

First cost: £25,289.5.10d to builder, plus £396.4.10 extra; total £37,811.17.5 including fitting.

Commissioned: 1.1781; paid off 6.1784 after wartime service. Fitted for Ordinary at Portsmouth 8.1784. Small Repair at Portsmouth (for £15,148.18.11d) 1 – 7.1785. Recommissioned 3.1793 under Capt. James Dacres, for Howe's fleet; fitted at Portsmouth (for £7,344) 4 – 5.1793; sailed for Jamaica 1.11.1793; in San Domingo operations 5 – 6.1794. In 1795 under Capt. William Essington, as flagship of Vice-Adm. John Macbride in North Sea; sailed for the East Indies 12.3.1795; at surrender of Dutch squadron in Saldanha Bay 17.8.1796. In 3.1797 under Capt. Thomas Alexander, then Capt. Valentine Edwards in 9.1797; destroyed 10-gun privateer *L'Éclair* at Rodrigues 19.9.1799; wrecked in Table Bay 5.11.1799 (*c.*300 men drowned).

***CROWN* Class.** Designed by Edward Hunt, 1779. This final British design for a 64 made few changes, but extended the overall length a further 6in to 160½ft. One notable change was the provision of a fourteenth pair of gunports on the UD, forwards in the chase position, but no additional guns were provided for these, which lay so close to the manger walls that their use must have been extremely restricted.

Dimensions & tons: 160ft 6in, 131ft 8½in x 44ft 6in x 19ft 5in. 1,387$^{29}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs (+ 2 x 24pdr carronades from 1794); RH (from 1794) 6 x 18pdr carronades.

Crown Perry & Hankey, Blackwall.

As built: 160ft 5in, 131ft 5in x 44ft 10in x 19ft 5½in. 1,405$^{8}/_{94}$ bm. Draught 11ft 6in / 18ft 2in.

Ord: 14.10.1778. K: 9.1779. L: 15.3.1782. C: 17.3 – 18.5.1782 at Woolwich.

First cost: £25,361.19.2d to build, plus £12,509.19.4d fitting and coppering.

Commissioned: 3.1782; joined squadron cruising in the Bay of Biscay 7.1782; sailed 11.9.1782 with Howe to cruise off Lisbon; paid off 4.1784, recommissioned same month as guardship at Plymouth. Refitted as guardship (for £2,808) 4.1784. Paid off 1786, then rebolted in copper at Plymouth (for £3,469) 5.1786 – 6.1787; recommissioned 9.1786, still guardship, then paid off 10.1788. Fitted for foreign service at Chatham (for £2,742) 10 – 11.1788; recommissioned 10.1788, then sailed for East Indies; paid off 6.1792. Fitted as a prison ship at Portsmouth (for £4,030) 5.1798; recommissioned 6.1798 under Lieut. John Baker (-1801). In 9.1801 under Lieut. Benjamin Leigh. Fitted as powder hulk at Portsmouth (for £696) 4.1802. Fitted as prison ship again 6.1806; recommissioned same month under Lieut. John Smith (died 12.1806); then under Lieut. James Rose 1807-11 and Lieut. William Wickham 1812-14. In Ordinary 1815. BU at Portsmouth 3.1816.

Ardent George Parsons & Stares, Bursledon.

As built: 160ft 8in, 131ft 11¾in x 44ft 7½in x 19ft 4½in. 1,397$^{82}/_{94}$ bm.

Ord: 15.10.1779. K: 10.1780. L: 24.12.1782. C: 24.12.1782 – 27.8.1783 at Portsmouth.

First cost: £25,343.18.11d to build, plus £13,694.16.7 fitting and coppering.

Commissioned: 3.1783 as guardship at Portsmouth; paid off 3.1786. Recommissioned 6.1786 as guardship at Portsmouth, paid off 2.1788. Middling to Great Repair at Portsmouth (for £19,042) 4.1788 – 7.1789, then fitted at Portsmouth (for £5,595) to 8.1790; recommissioned 6.1790 under Capt. James Vashon for Spanish Armament, then Russian Armament; paid off 9.1791. Recommissioned 2.1793 under Capt. Robert Sutton; fitted at Portsmouth to 5.1793; sailed for the Mediterranean 23.5.1793; in attack on mortello tower 1.10.1793; blew up by accident (unknown cause) off Villefranche, French Mediterranean coast with no survivors 4.1794.

Scipio William Barnard, Deptford.

As built: 160ft 8in, 131ft 8½in x 44ft 8¾in x 19ft 5in. 1,401$^{60}/_{94}$ bm. Draught 12ft 6in / 17ft 10½in.

Ord: 11.11.1779. K: 1.1780. L: 22.10.1782. C: 11.1782 – 15.1.1783 at Woolwich.

First cost: £25,616.17.11d to build, plus £1,918.15.8d other costs, plus ££6,646.18.4d fitting & coppering.

Commissioned: 10.1782. Fitted for Channel service (for £1,241.11.7d) at Sheerness to 9.1783; recommissioned 4.1783 as guardship at Sheerness; paid off 6.1786. Refitted as guardship at Chatham (for £4,604.17.8d) 7 – 11.1786; remained guardship in Medway to 1789. Fitted for Channel service at Chatham 5.1790; recommissioned 3.1790 under Capt. Thomas Pasley for Spanish Armament; in 8.1790 under Capt. Edward Thornbrough. Repaired at Chatham (for £8,805) 4.1794 – 5.1795; recommissioned 11.1794 under Capt. Mark Robinson; in 1.1795 under Capt. Richard Fisher, then 2.1795 Capt. Robert M'Dougall; sailed for the Leeward Islands 8.8.1795. In 3.1796 under Capt. Francis Laforey, then 3.1797 Capt. Charles Davers; returned to England 9.1797 and paid off 12.1797. BU at Chatham 10.1798.

Véteran Robert Fabian, East Cowes [note the elder Robert Fabian died 1786; his son, with the same name, completed the ship].

As built: 160ft 4½in, 131ft 3$^{7}/_{8}$in x 44ft 8$^{5}/_{8}$in x 19ft 5in. 1,396$^{78}/_{94}$ bm.

Ord: 3.9.1780. K: 7.1781. L: 14.8.1787. C: 15.8 – 13.9.1787 at Portsmouth (for Ordinary).

First cost: £24,259.12.0d to build, plus £9,695 fitting and coppering.

Commissioned: 3.1793 under Capt. Charles Nugent, for Howe's fleet; fitted at Portsmouth (for £6,613) 4 – 5.1793; sailed for the Leeward Islands 26.11.1793. In 1794 under Capt. Lewis Robinson; at Martinique 3.1794 (Robertson killed). In 6.1794 under Capt. George Bowen, at Guadeloupe, later Capt. Sampson Edwards. In 1795 under Capt. William Hancock Kelly, still in Leeward Islands; paid off 10.1796. Recommissioned 5.1797 under Capt. Abraham Guyot; in 8.1797 under Capt. George Gregory; in Lee column at Battle of Camperdown 11.10.1797, lost 4 killed, 21 wounded. In 3.1798 under Capt. James Walker, then in 6.1798 under J. Mosse as flagship of Vice-Adm. Archibald Dickson. In 2.1799 under Capt. Archibald Collingwood Dickson (-1801); at Mitchell's operations on the Dutch coast 8.1799; in Baltic expedition 1801. In 1.1804 under Capt. Richard King, then Capt. James Newman in 6.1804, at Jamaica (-1805). In 1807 under Capt. Andrew Evans at Jamaica, as flagship of Vice-Adm. Bartholomew Rowley in 1808. Fitted as a prison ship at Portsmouth 7.1809; commissioned 6.1809 under Lieut. Henry Marshall (-1811), then Lieut. William Henry Boyce in 1813 and Lieut. Stephen Donovan in 1814. In Ordinary there 1815. BU at Portsmouth 6.1816.

Ex FRENCH PRIZES (1758 – 1782). In 1792 the Navy List still included three 64-gun ships taken from the French during the Seven Years War, plus three of the four ships captured in 1780-82 (the fourth, *Solitaire*, had been sold in 1786).

Bienfaisant (French *Le Bienfaisant*, built 1752 – 2.1756 at Brest. L: 13.10.1754. Mathurin-Louis Geoffroy design.)

Dimensions & tons: 153ft 9in, 129ft 1½in x 44ft 6in x 19ft 4¼in. 1,360$^{7}/_{94}$ bm.

Men: 500. Guns: LD 26 x 24pdrs; UD 28 x 12pdrs; QD 6 x 6pdrs; Fc 4 x 6pdrs.

Taken at Louisburg by Boscawen's squadron 25.7.1758. Purchased for the RN 10.4.1759.

Commissioned: 1759; fitted at Portsmouth (for £8,645.8.11d) 1 – 5.1759. Paid off 8.1763 after wartime service. Great Repair at Plymouth (for £22,482) 3.1768 – 6.1771. Recommissioned 11.1776. Fitted as guardship 5.1777. Refitted at Plymouth (for £5,460.5.4d) 3 – 4.1778. Refitted and coppered at Plymouth (for £6,132.11.11d) 4 – 6.1779. Made good damage at Plymouth (for £9,826.3.6d) 5 – 7.1780. Paid off 3.1783 after wartime service. Refitted at Plymouth (for £5,232.3.1d) 3 – 4.1782. Fitted for Ordinary at Plymouth 2 – 7.1783. Recommissioned as prison ship at Plymouth 7.1794 under Lieut. Edward Collingwood (-1800); in 1801 under Lieut. William Bevians; paid off into Ordinary 9.1801. Recommissioned 6.1803 under Lieut. George Broad, then Lieut. Robert Browne ?5.1804 (died 1808), Lieut. William Boyce 1808-11, Lieut. James Milne 1812, and Lieut. A(lexander or Archibald) McDonald 1814. BU at Plymouth 11.1814.

Modeste (French *Le Modeste*, built 4.1756 – 5.1759 at Toulon. L: 12.2.1759. Noël Pomet design).

Dimensions & tons: 158ft 6in, 129ft 0in x 44ft 5¾in x 19ft 8in. 1,357$^{47}/_{94}$ bm.

Men: 500. Guns: LD 26 x 24pdrs; UD 28 x 12pdrs; QD 6 x 6pdrs; Fc 4 x 6pdrs.

Taken at Lagos by Boscawen's squadron 18.8.1759. Purchased for the RN 7.1.1760. Registered and named 11.1.1760.

Commissioned: 4.1760. Fitted at Portsmouth (for £8,535.19.9d) 6 – 7.1760. Paid off 3.1764 after wartime service. Middling Repair at Portsmouth (for £18,706.13.11d) 12.1766 – 1.1768. Fitted at Portsmouth (for £6,186.9.8d) 1 – 5.1771; recommissioned 1.1771; paid off 10.1772. Fitted at Portsmouth as receiving ship 7 - 8.1778. BU at Portsmouth 8.1800.

Belleisle (French East Indiaman *Le Bertin*, built 5.1760 – 2.1761 at Lorient. L: 29.10.1760).

Dimensions & tons: 168ft 5½in, 138ft 5½in x 45ft 0½in x 20ft 7in. 1,494$^{26}/_{94}$ bm.

Men: 500 (420 from 1782). Guns: Originally LD 26 x 24pdrs; UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 2 x 6pdrs. From 1782. LD 24 x 68pdr carronades; UD 26 x 42pdr carronades; QD/Fc 8 x 24pdr carronades.

Taken 3.4.1761 by *Hero* and *Venus*; arrived Plymouth 5.6.1761. Purchased for the RN 3.7.1761. Named and established 8.7.1761.

Commissioned: 8.1761. Fitted at Plymouth (for £12,476.19.1d) 7.1761 – 1.1762; paid off 7.1763 after wartime service. Fitted as guardship at Plymouth 1.1764; fitted there as troopship 5.1765 and again 3.1768. Small to Middling Repair at Plymouth (for £15,127.18.11d) 3.1771 – 4.1772. Fitted as guardship at Plymouth (for £3,820.6.4d) 8.1776 – 1.1777. Refitted at Plymouth (for £3,186.17.10d) 12.1777 – 2.1778. Fitted at Plymouth for East Indies (for £9,175.5.5d) 4 – 6.1778, and again (for £3,347.14.2d) in 2.1779. Fitted at Chatham for North Sea with all-carronade armament (see above) and a 60-gun ship's masts and yards (for £7,397.13.2d) 3 – 6.1782. Paid off 3.1783 after wartime service. Fitted at Chatham as a lazarette (for £1,547.3.10d) 8 – 12.1784, thence to Stangate Creek where transferred to Customs and deleted from the Navy List. Sold to J. Beatson (for £2,730) 3.2.1819.

Prothee (French *Le Protée*, built 2.1771 – 2.1773 at Brest. L: 10.11.1772. Design by Joseph-Louis Ollivier).

Dimensions & tons: 164ft 1in, 140ft $0^{7}/_{8}$in x 44ft 7in x 19ft 0in. $1{,}480^{83}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

Taken in the Bay of Biscay by Digby's squadron 24.2.1780.

Commissioned: 3.1780. Fitted at Spithead (for £5,330.9.8d) 1780. Refitted and coppered at Portsmouth (for £14,036.7.4d) 3 – 7.1781. Paid off 8.1783 after wartime service. Fitted at Portsmouth as a prison ship (for £2,546) 9.1795; recommissioned 12.1796 under Lieut. Joseph Novil Eastwood; then under Lieut. William Bevians 9.1797, Lieut John Mackenzie 1798 (-1800). In 9.1801 under Lieut. William Taylor; paid off 11.1801. Later under Lieut. William Todman 1806-11, Lieut. Timothy Bird in 1812, and Lieut. Abraham Chapman in 1813-14. BU at Portsmouth 9.1815.

***Le CATON* Class**. Two ships had been built to this 1770 design by Joseph-Marie-Blaise Coulomb, both of which fell into RN hands when taken by Rodney in the Mona Channel (between Puerto Rico and San Domingo) in 1782.

Caton (French *Le Caton*, built 4.1770 – 5.1778 at Toulon. L: 5.7.1777).

Dimensions & tons: 166ft 0in, 136ft 4¾in x 44ft 0½in x 19ft 4in. $1{,}407^{23}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

Taken by Rodney's squadron in the Mona Passage 19.4.1782. Registered with effect from same date.

First cost: £13,712.7.10d purchase price.

Commissioned: (by Adm. Rodney) 19.4.1782 under Capt. Richard Fisher for passage home; sailed 25.7.1782 for England; registered 29.1.1783 (backdated to commissioning date). Arrived Plymouth 19.10.1783 and fitted for Ordinary there 1 – 2.1784. Hospital ship 8.1790 under Cmdr. James May. Fitted as a hospital ship at Plymouth 1793; recommissioned 1.1794 under Lieut. William Bevians (-1796); under Lieut. Richard Brown 8.1797 (-1801). Recommissioned as prison hospital ship there 5.1803 under Lieut. William Brett (-1812); under Lieut. John Simpson 1813 (-1814). Sold at Plymouth (for £2,500) 9.2.1815.

Argonaut (French *Le Jason*, built 1.1778 –5.1779 at Toulon. L: 13.2.1779).

Dimensions & tons: 166ft 0in, 136ft 8¼in x 44ft 8½in x 19ft 1in. $1{,}451^{75}/_{94}$ bm.

Men: 500 (491 from 1794). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

Taken by Rodney's squadron in the Mona Passage 19.4.1782.

First cost: £14,647.8.1d purchase price.

Commissioned: (by Adm. Rodney) 19.4.1782 under Capt. John Aylmer for passage home; registered 29.1.1783 (backdated to commissioning date) under original name, then renamed *Argonaut*. Small Repair at Plymouth (for £12,745.7.4d) 2 – 7.1783. Fitted and coppered at Plymouth (for £9,513) 4 – 9.1793; recommissioned 1.1793, still under Aylmer; sailed for Nova Scotia 18.5.1794. In 1795 under Capt. Alexander Ball; took (with *Oiseau*) 22-gun *L'Espérance* off the Chesapeake 8.1.1795; paid off 10.1796. Fitted at Chatham as a hospital ship (for £273) 11.1796 – 2.1797; recommissioned 2.1797 under Lieut. Philip Hue, then under Lieut. George Paul 1799, and Lieut. John Stevens in 1801; paid off 4.1802. Recommissioned 8.1804 as hospital ship at Chatham under Lieut. James James; paid off 7.1828 (still under James). BU there 2.1831.

(B) Vessels acquired from 1 February 1793

PURCHASED VESSELS (1796). Five ships purchased from the East India Company in early 1796 while building or being serviced by Thamesside yards; of these, *York* was lost in 1804 and *Agincourt* sold in 1814. These conversions differed from the Navy-built 64s in having a detached quarterdeck and forecastle, and being about 12ft to 14ft longer – the East India Company had designed them to carry 28 guns (18pdrs) on the LD, with one more gun port per deck on each side. This extra port, however, was not used by four of them, which were established with the same armament and men as existing 64s. The exception was *Agincourt*, allocated 28 x 24pdrs and 28 x 18pdrs to fill all her LD and UD ports; she carried only 6 x 9pdrs on the QD (vice 10 on the other ships).

York (East India Company *Royal Admiral*, built 1777 by William Barnard & Co, Grove Street Yard, Deptford).

[Employed on 8 voyages to the East Indies for Sir Richard Hotham before being bought by the Navy Board.]

Dimensions & tons: 174ft 3in, 144ft 4in x 43ft 2½in x 19ft 7½in. $1{,}433^{30}/_{94}$ bm. Draught 12ft 0in / 15ft 7in.

Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

L: 24.3.1796. C: 9.4.1796 – 6.1796 at Deptford Dyd.

First cost: £37,665 for hull, plus £4,148 fitting.

Commissioned: 4.1796 under Capt. John Ferrier; sailed for the Leeward Islands 4.1.1797. Took (with others) packet *Santa Douval* 7.1799 in the West Indies. In Ordinary at Woolwich 6.1802. Small Repair and fitted at Deptford 10.1802 – 8.1803; recommissioned 6.1803 under Capt. Henry Mitford; missing, presumed foundered with all hands in North Sea 1.1804.

Ardent (East India Company *Princess Royal*, building by Thomas Pitcher, Northfleet).

Dimensions & tons: 173ft 3in, 144ft 0in x 43ft 0in x 19ft 10in. $1{,}416^{24}/_{94}$ bm.

Men: 491. Guns: LD 26 x 24pdr; UD 26 x 18pdr; QD 10 x 9pdr; Fc 2 x 9pdr.

Registered and named 14.7.1795. L: 9.4.1796. C: 26.4 – 7.8.1796 at Woolwich.

First cost: £22,652 to builder (including coppering), plus £5,262 fitting.

Commissioned: 5.1796 under Capt. Richard Burges, for Duncan's fleet; in Nore mutiny, got to sea 10.6.1797; in Weather column at Battle of Camperdown 11.10.1797, lost 41 killed (incl. Burges), 107 wounded. In 11.1797 under Capt. Thomas Bertie (-1801); joined Mitchell's squadron on the Dutch coast 8/9.1799; flagship of Adm. Sir Hyde Parker 2.1801, for Copenhagen expedition; Battle of Copenhagen 2.4.1801, lost 30 killed, 64 wounded; in 6.1801 under Capt. George M'Kinley, later Capt. William Nowell. Small Repair and fitted at Chatham (for £11,829) 8.1802 – 4.1803; recommissioned 3.1803 under Capt. Robert Winthrop (-1805); in Pellew's squadron off Ferrol 11.1803; chased 32-gun *La Bayonnaise* (*en flûte*) 28.11.1803 – blown up by own crew to avoid capture; temp. flagship of Adm. Lord (George) Keith 2.1805, in North Sea. Recommissioned 7.1806 under Capt. George Eyre; in 9.1806 under Capt. Ross Donnelly, then Capt. Edwin Chamberlayne in 5.1807; sailed 28.9.1807 to join River Plate operations. Under Capt. William Parkinson in 2.1808. Fitted at Sheerness as guardship 4 – 6.1808, to lie at Leith. Later 1808 or 1809 under Capt. John Sykes. Recommissioned 4.1808 under Capt. James Giles Vashon, as flagship of Vice-Adm. James Vashon; from 10.1808 under Capt. John Bligh. Recommissioned 4.1809 under Capt. Robert Honeyman (-1811), for the Baltic. Fitted at Chatham as troopship 2 – 6.1812; recommissioned 4.1812 for Baltic under Capt. John Davie, later under Capt. George Bell. Fitted at Portsmouth as prison ship 2 – 5.1813, for Bermuda under Capt. John Cochet; in 5.1814 under Cmdr. Sir William Burnaby (-1815). Hulk at Halifax 1817-22. BU at Bermuda 3.1824.

Monmouth (East India Company *Belmont*, building by Randall & Co, Rotherhithe).

Dimensions & tons: 173ft 1in, 144ft 1½in x 43ft 4in x 19ft 8in. $1{,}439^{51}/_{94}$ bm. Draught 10ft 7in / 15ft 9in.

Men: 491. Guns: LD 26 x 24pdr; UD 26 x 18pdr; QD 10 x 9pdr; Fc 2 x 9pdr.

Registered and named 14.7.1795. L: 23.4.1796. C: 31.10.1796 at Deptford Dyd.

First cost: £24,292 to builder (including coppering), plus £5,902 fitting.

Commissioned: 9.1796 under Capt. Lord (William) Northesk, for North Sea; in Nore mutiny 1797; under (acting) Cmdr. James Walker in Lee column at Battle of Camperdown 11.10.1797, lost 5 killed, 22 wounded. Repairs (for £4,577) 2.1798; under Capt. Robert Deans 3.1798, in North Sea; flagship of Vice-Adm. Archibald Dickson from 1.1799. Repairs at Sheerness (for £4,873) 3.1799. Under Capt. George Hart in 4.1799 (-1805); in Mitchell's squadron in the Helder 8.1799; sailed for the Mediterranean 6.1801; flagship of Rear-Adm. Thomas Russell in North Sea 1804. Recommissioned 3.1807 under Capt. Edward Durnford King, as flagship of Rear-Adm. William O'Bryen Drury; sailed for East Indies 15.9.1807; paid off 9.1808. Recommissioned 10.1809 under Cmdr. Michael Dod, as victualling vessel in the Downs; in 4.1811 under Capt. Hyde Parker, later Capt. Francis Beauman; in 1812 under Capt. William Nowell (-1813), then Capt. William Wilkinson, all as flagship of Vice-Adm. Thomas Foley as well as victualler. In Ordinary at Woolwich 1815, then sheer hulk at Deptford 6.1815; at Woolwich 1828-33. BU at Deptford 5.1834 (although still appeared on subsequent Navy Lists for some years).

Agincourt (East India Company *Earl Talbot*, building by Perry & Co, Blackwall).

Dimensions & tons: 172ft 8in, 143ft 9½in x 43ft 4½in x 19ft 8¾in. 1,438$^{92}/_{94}$ bm. Draught 11ft 2in / 15ft 10in.

Men: 491. Guns: LD 28 x 24pdrs; UD 28 x 18pdrs; QD 6 x 9pdrs; Fc 2 x 9pdrs. As troopship LD nil; UD 28 x 18pdrs; QD 2 x 9pdrs + 8 x 24pdr carronades; Fc 2 x 9pdrs + 8 x 24pdr carronades.

Registered and named 14.7.1795. L: 23.7.1796. C: 27.8.1796 – 31.3.1797 at Woolwich.

First cost: £17,451 for hull, plus £5,930 fitting.

Commissioned: 10.1796 under Capt. John Williamson; at Gravesend during Nore mutiny 1797; in Lee column at Battle of Camperdown 11.10.1797, no casualties. In 1.1798 under Capt. John Lawford, then 3.1798 Capt. John Bligh, as flagship of Vice-Adm. William Waldegrave; to Newfoundland in summer 1798. Refitted at Portsmouth (for £9,235) 12.1798 – 1.1799; to blockade of Rochefort in 1799, still Waldegrave's flagship. In 1800 under Capt. George Ryves (-1804), as flagship of Rear-Adm. Charles Pole; sailed for the Mediterranean 1.1801. In ?8.1803 under (temp.) Capt. Charles Marsh Schomberg. In 1804 under Capt. Thomas Briggs (-1805), for Channel fleet. In 1806-07 under Capt. Richard Hill, for North Sea. Fitted at Chatham as a victualler 2 – 10.1808; recommissioned as victualler in the Downs under Capt. Robert Henderson; in 11.1808 under Capt. William Kent (-1811). Fitted at Chatham as 28-gun troopship 7 – 10.1810; recommissioned as troopship 6.1810. Renamed *Bristol* 6.1.1812. In 7.1812 under Capt. John Thompson, in the Mediterranean, then Capt. George Wyndham in the North Sea (-1813); took 4-gun privateer *La Petite Louise* 21.3.1813. Sold (for £4,510) 15.12.1814.



Monmouth, 64 guns, escorting an East India convoy from St Helena. This ship was one of five East Indiamen building on the Thames that were purchased by the Admiralty and converted to 64-gun Third Rates. Unlike the purpose-built 64s, these long ships had 14 LD and 14 UD ports on each side and, while completed with proper QDs and forecastles, mounted four fewer 9pdrs on the QD than the traditional 64s. Derisively labelled the 'tea and sugar ships' on account of their mercantile origins, their capacious hull forms made them slow and unwieldy sailers, but like the armed merchant cruisers of the Second World War they proved valuable stop-gap ships.

Lancaster (East India Company *Pigot*, building by Randall & Co, Rotherhithe).

Dimensions & tons: 173ft 6in, 144ft 3in x 43ft 2in x 19ft 9in. 1,429$^{69}/_{94}$ bm.

Men: 491. Guns: LD 26 x 24pdr; UD 26 x 18pdr; QD 10 x 9pdr; Fc 2 x 9pdr. L: 29.1.1797. C: 13.2 – 17.4.1797 at Deptford Dyd.

First cost: £29,659 to builder (including coppering), plus £9,132 fitting.

Commissioned: 2.1797 under Capt. John Wells; in Nore mutiny 1797 at Gravesend, returned to duty 6.6.1797; in Weather column at Battle of Camperdown 11.10.1797, lost 3 killed, 18 wounded; on Irish station 1798. Refitted (for £9,021) 4 – 5.1799. In 1799 under Capt. Thomas Larcom (died 4.1804), as flagship of Vice-Adm. Sir Roger Curtis; later to Cape of Good Hope and East Indies. In 1805-07 under Capt. William Fothergill, in East Indies, then in 1807 in Stirling's squadron in the River Plate. Fitted at Chatham as a receiving ship 8 – 9.1807, for Malta, but instead in 10.1807 in Ordinary at Chatham. Fitted as a victualler at Chatham 10 – 12.1808. Victualler at Plymouth in 1812, then at Sheerness 1813-15. Lent to West India Dock Co as boys training ship 11.3.1815. Returned to Admiralty 2.1.1832 and sold at Woolwich (for £2,410) to Joshua Crystall 30.5.1832.

Ex DUTCH PRIZES (1796-1799). Fourteen Dutch 64s/66s/68s were added to the RN between 1796 and 1799. In Dutch service, the first pair had been rated at 64 guns, the next four at 66 guns, and the last eight at 68 guns.

Overyssel (Dutch *Overyssel*, launched 1781 at Ferrol as Spanish *San Felipe Apostol* and purchased 21.5.1793 at Cadiz by the Dutch).

Dimensions & tons: 153ft 6$^{1}/_{8}$in, 124ft 8½in x 43ft 0in x 18ft 1¼in. 1,226$^{49}/_{94}$ bm.

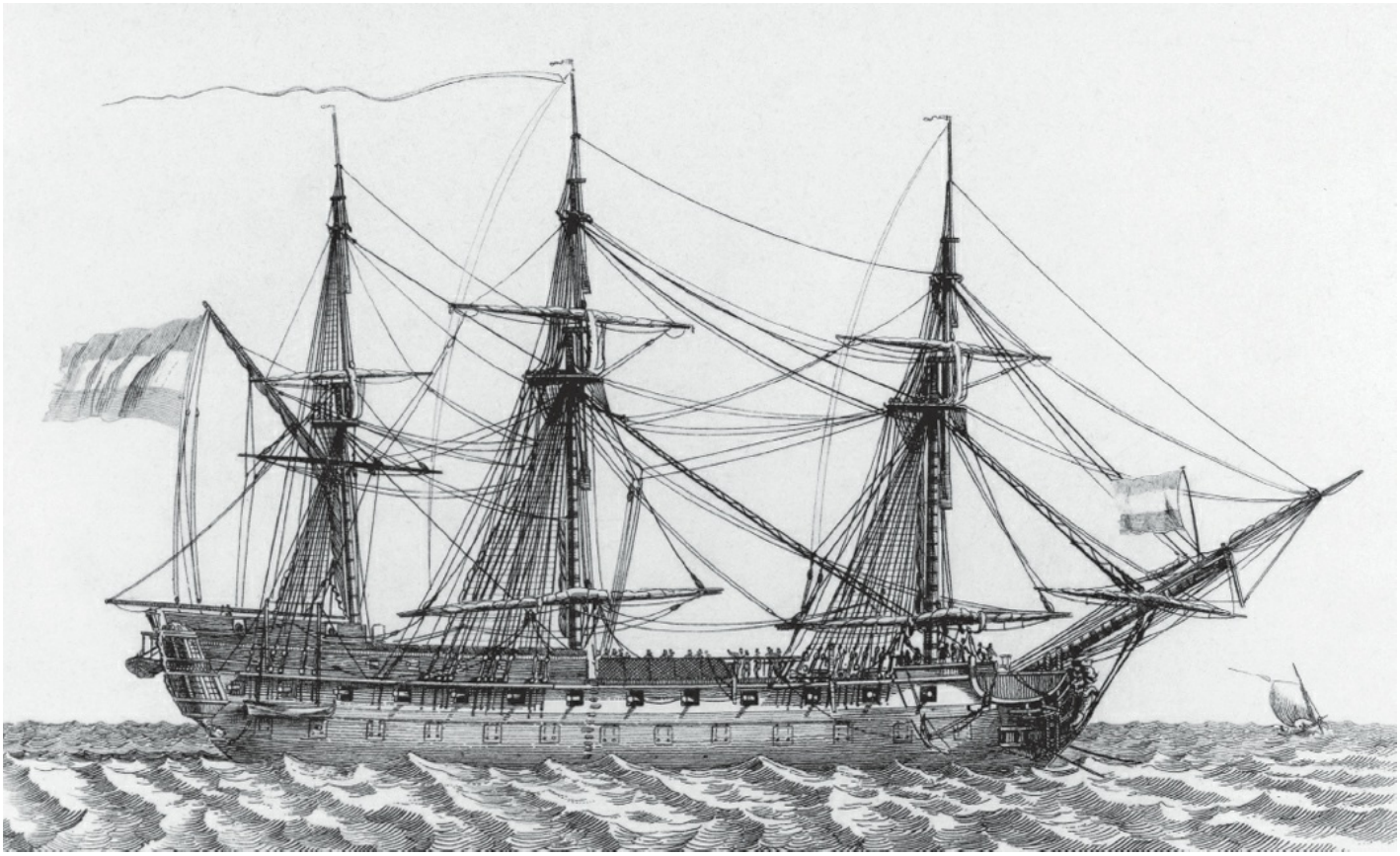
Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 8 x 9pdrs; Fc 4 x 9pdrs.

Taken by *Polyphemus* at Queenstown 22.10.1795. Arrived 7.5.1796 at Plymouth; registered 28.5.1796.

Commissioned: 7.1796 under Capt. William Swaffield, as flagship of Adm. Joseph Peyton (-1799) in the Downs; fitted at Plymouth as flagship (for £3,074) 6 – 10.1796; from 11.1796 under Capt. John Young, then 1798 under Capt. John Bazely (-1801); from 1799 flagship of Vice-Adm. Skeffington Lutwidge; in Helder operations 1799; paid off into Ordinary 1.1802. Fitted at Chatham as provision receiving ship 10 – 12.1805 for Sheerness. In Ordinary from 1807. Left Sheerness 8.1809 to be made a breakwater for Harwich (by AO 17.6.1809); used at Harwich 1810. Wreck sold (for £45) 3.1.1822.

Zealand (Dutch *Zeeland*, launched 1784 at Vlissingen).

Dimensions & tons: 156ft 8¼in, 127ft 3$^{5}/_{8}$in x 44ft 4$^{3}/_{8}$in x 18ft 4in. 1,332$^{71}/_{94}$ bm.



The Dutch Navy, no longer a major power by the late eighteenth century, concentrated on colonial and trade protection, and notwithstanding an overambitious attempt in the 1780s to rebuild their battlefleet (75 ships of the line and 40 frigates were envisaged!), by 1792 the line of battle comprised 27 two-deckers of 60 to 68 guns (as illustrated here by the French artist Baugean), together with seven larger (74-gun) and seven smaller (56-gun) ships; by 1799, 23 of these ships had been taken or destroyed by the RN. Such ships were not highly regarded by the British, and few of the prizes saw any front-line service.

Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

Taken 19.1.1796 at Plymouth (having arrived there 6.2.1795). Registered 25.10.1796.

Commissioned: 3.1797 under Capt. Thomas Shivers; fitted at Plymouth as guardship (for £12,471) 5 – 9.1797. In 10.1797 under Capt. Thomas Parr, as guardship at the Nore and flagship of Vice-Adm. Skeffington Lutwidge, then 1799 of Rear-Adm. Alexander Graeme. ?Troopship 6.1799. In 6.1800 under Capt. William Mitchell. Fitted as receiving ship at Sheerness (for £5,685) 5.1803. In 9.1804 under Capt. Adrian Renou (died 1805). In 1805 under Capt. Henry Lidgbird Ball, as flagship of Rear-Adm. Bartholomew Rowley, at the Nore, later under Capt. Robert Fancourt, as flagship of Rear-Adm. Thomas Wells (-1807). Fitted at Sheerness as convict hulk for Medway 11.1809. Renamed *Justitia* 19.8.1812. Moved to Woolwich 1814. Sold to John Small Sedger (for £700) 2.11.1830.

Dordrecht (Dutch *Dordrecht*, launched 1782 by Jacob Spaans, Dort).

Dimensions & tons: 159ft 6in, 130ft 0in x 45ft 0in x 17ft 0in. 1,437 bm.

Men: 491 (215 as troopship). Guns: LD 28 x 24pdrs (10 removed as troopship); UD 28 x 18pdrs (10 removed as troopship); QD 6 x 6pdrs; Fc 6 x 6pdrs.

Taken 17.8.1796 at Saldanha Bay by Elphinstone's squadron.

Commissioned: 12.1796 under Capt. Charles Brisbane as guardship at Cape of Good Hope. Under Capts. John Sprat Rainier in 4.1797, Samuel Hood Linzee in 9.1797, and Brisbane again in 1.1798, then (acting) Capt. David Atkins in the Swale. Fitted as troopship at Sheerness (for £6,350) 7 – 8.1799; under Capt. Robert Honeyman in 1.1800. Fitted as receiving ship at Chatham 4 – 9.1800; to Ordinary there 1807-14; to Sheerness 11.1814 as hulk. Sold to John Small Sedger (for £2,400) 21.5.1823 to BU.

***PRINS FREDERIK* Class.** Three vessels of this Dutch 66-gun design were taken in 1796-97.

Prince Frederick (Dutch *Revolutie*, originally *Prins Frederik* 1795, launched 1777 Zwindrecht, Rotterdam).

Dimensions & tons: 156ft 9in, 129ft 4in x 42ft 11in x 16ft 3½in. 1,267$^{7}/_{94}$ bm.

Men: 491 (as storeship 230). Guns: LD 24 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs + 2 x 24pdr carronades; RH 6 x 18pdr carronades. As storeship LD nil, UD 24 x 12pdrs, QD 6 x 6pdrs, Fc 2 x 6pdrs.

Taken 17.8.1796 at Saldanha Bay by Elphinstone's squadron. Registered 11.3.1797 as storeship.

Commissioned: 12.1796 under Capt. Edward Ramage as storeship; arrived Sheerness 25.1.1797. Under Cmdr. John Watts in 1797. Fitted as storeship at Woolwich (for £15,567) 9.1797 – 5.1798; paid off 11.1797 and recommissioned 2.1798 under Capt. Charles Hare, for North Sea. In 6.1798 under Capt. John Stevens Hall. Fitted as convalescent ship at Plymouth 4 – 5.1800; recommissioned 5.1800 under Lieut. William Galton, for convalescents at Plymouth. Fitted at Plymouth as a hospital ship 12.1803 – 3.1804, for Berehaven; under Lieut. Samuel Gordon (-1806), then Lieut. Abdiel Orseur (1807-10), then Cmdr. Peter Fisher in 10.1810. In 2.1812 under Cmdr. Thomas Grove (died 1814); flagship of Vice-Adm. Sir Edward Buller at Plymouth from 1813. In ?6.1814 under Cmdr. Richard Pridham, as flagship of Rear-Adm. Sir Thomas Byam Martin (-1814). In Ordinary at Plymouth 1815. Sold at Plymouth to G. Bayley (for £1,200) 5.6.1817.

Wassenar (Dutch *Wassenaar*, launched 1781 at Zwindrecht, Rotterdam).

Dimensions & tons: 158ft 2in, 131ft 1¼in x 42ft 8in x 20ft 2½in. 1,269$^{48}/_{94}$ bm.

Men: 491 (250 as troopship). Guns: LD 28 x 24pdrs (removed as troopship); UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 2 x 9pdrs.

Taken 11.10.1797 at Camperdown by Duncan's fleet. Registered 3.1.1798. Arrived Sheerness 28.10.1797.

Commissioned: 3.1798 under Capt. Charles Craven; fitted as troopship at Sheerness (for £9,122) 2 - 5.1798; flagship of Adm. Joseph Peyton in the Downs 10.1798. In 1800 under Capt. John Larmour, for the Mediterranean; then Capt. Frederick Maitland in 1801, then Capt. Henry E. R. Baker in 2.1802. Fitted as powder hulk at Chatham 9.1802; in use there to 1815. Sold to John Small Sedger (for £2,820) 13.8.1818 to BU.

Delft (Dutch *Hercules*, launched 1781 by Jacob Spaans, Dort).

Dimensions & tons: 157ft 2in, 129ft 6¼in x 42ft 10½in x 16ft 11½in. 1,266$^{43}/_{94}$ bm.

Men: 491 (250 as troopship). Guns: LD 28 x 24pdrs (removed as troopship); UD 28 x 18pdrs; QD 4 x 9pdrs + 8 x 24pdr carronades; Fc 4 x 9pdrs + 2 x 24pdr carronades.

Taken 11.10.1797 at Camperdown by Duncan's fleet. Registered 3.1.1798. Arrived at Chatham 8.1.1798.

Commissioned: 5.1798 under Capt. Robert Redmill; renamed by AO 30.8.1798; fitted as troopship at Chatham (for £16,144) 2 - 8.1799. To Yarmouth 1801, thence to Leeward Islands. Fitted at Chatham as powder hulk 8.1802. Fitted at Chatham as breakwater 2.1822, and sunk as breakwater at Harwich 19.9.1822.

***ADMIRAL DE VRIES*.** The largest of the Dutch 68-gun ships, built for the Frisian Admiralty.

Admiral de Vries (Dutch *Admiraal Tjerk Hiddes de Vries*, built 1781 at Harlingen).

Dimensions & tons: 157ft 5in, 127ft 11 5/8in x 44ft 8½in x 16ft 2½in. 1,360 54/94 bm.

Men: 491 (250 as troopship). Guns: LD 28 x 24pdrs (removed as troopship); UD 28 x 18pdrs (4 removed as troopship); QD 8 x 9pdrs; Fc 8 x 9pdrs.

Taken 11.10.1797 at Camperdown by Duncan's fleet. Registered 3.1.1798. Arrived at Chatham 7.1.1798.

Commissioned: 3.1798 (for Transport Service at Deptford) under Capt. Charles Wm. Paterson; completed fitting as troopship at Chatham (for £7,364) 7.1798; paid off 10.1798. In 12.1798 under Cmdr. John Wight; to West Indies 7.1799. Prison ship at Jamaica 12.1799; possibly receiving ship there 1802. Sold at Jamaica (for £240) 2.1806.

***DE RUYTER* Class.** Eight Dutch 68-gun ships to this design were taken, two at Camperdown in 1797 and the other six off Texel in 1799, but of the latter the *Verwagting* (built at Hoorn 1783) was not added to the RN. A ninth vessel of this class, the original *Overyssel* (built 1783 at Amsterdam), was lost by the Dutch in 1794 (and replaced by a vessel purchased from Spain and given the same name).

Haarlem (Dutch *Haarlem*, launched 1785 at Amsterdam).

Dimensions & tons: 156ft 7in, 127ft 1¾in x 44ft 3in x 17ft 3in. 1,324 24/94 bm.

Men: 491 (250 as troopship). Guns: LD 28 x 24pdrs (removed as troopship); UD 28 x 18pdrs (4 removed as troopship); QD ?2 x 9pdrs; Fc 2 x 9pdrs.

Taken 11.10.1797 at Camperdown by Duncan's fleet. Registered 3.1.1798. Arrived at Chatham 8.1.1798.

Commissioned: 4.1798 under Capt. George Burlton (-1801); fitted at Chatham as troopship 19.6.1798. In 1801 under Cmdr. John Stewart, for Egypt operations. In 1802 under Cmdr. John Buchanan (died 1802), for the Mediterranean, then Cmdr. James Northey. Fitted at Chatham to lie in Ordinary in Stangate Creek 12.1804 – 1.1805; 'given' to Customs *c.*1807. Fitted at Chatham as receiving ship 10.1810 - 1.1811. Sold at Chatham (for £1,360) 2.5.1816.

Gelikheid (Dutch *Gelikheid*, ex *Prins Frederik Willem* 1795, built 1788 at Amsterdam).

Dimensions & tons: 155ft 8in, 126ft 8 1/8in x 44ft 0in x 17ft 1in. 1,304 47/94 bm.

Men: 491 (73 as hulk). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 4 x 9pdrs.

Taken 11.10.1797 at Camperdown by Duncan's fleet. Registered 3.1.1798. Arrived at Chatham 8.1.1798.

Fitted at Chatham as a prison ship (for £17,573 including making good defects) 8.1798.

Commissioned: 10.1798 under Lieut. Francis Wheatley as a prison ship (-1800). Fitted at Chatham 3 – 5.1803; recommissioned 3.1803 under Capt. David Colby, for North Sea, as flagship of Rear-Adm. Edward Thornbrough. In 11.1803 under Capt. Francis Gardner, as guardship in the Humber. Fitted at Chatham 11.1805 – 1.1806. In ?5.1807 under I. Wooley, as sheer hulk at Falmouth. Hulk at Portsmouth 1813-13. Sold at Portsmouth (for £2,620) 1.9.1814.

Leyden (Dutch *Leyden*, built 1790 at Amsterdam).

Dimensions & tons: 155ft 11½in, 127ft 5 1/8in x 43ft 11in x 17ft 2in. 1,307 24/94 bm.

Men: 491 (from 1807, 350). Guns: LD 26 x 24pdrs; UD 26 x 24pdrs; QD 2 x 24pdrs + 2 x 24pdr carronades; Fc 2 x 24pdrs; all 24pdrs on UD/QD/Fc (except carronades) were Gover's light guns. From 1807 had LD unchanged; UD 26 x 24pdr carronades; QD 2 x 24pdr carronades; Fc 2 x 24pdr carronades.

Taken 30.8.1799 in the Vlieter off Texel by Mitchell's squadron.

Fitted at Chatham (for £13,571) 6.1800 – 11.1800.

Commissioned: 9.1800 under Capt. William Bedford, for North Sea (-1801). Recommissioned 4.1803 as floating battery (250 men only) at the Nore under Capt. John Seater; paid off 7.1804. Fitted at Chatham 12.1806 – 7.1807; recommissioned 2.1807 under Capt. William Cumberland. Fitted at Sheerness for temporary service 7.1809; recommissioned 5.1809 under Capt. Thomas Usher, for the Baltic. Fitted as troopship at Portsmouth 4 – 8.1810; recommissioned 6.1810 under Capt. Edward Chetham, for Lisbon. In 6.1812 under Capt. John Davie, trooping in Mediterranean; paid off 12.1814. Sold at Woolwich (for £4,440) 9.2.1815.

De Ruyter (Dutch *Admiraal de Ruijter*, built 1778-80 at Amsterdam).

Dimensions & tons: 151ft 2in, 122ft 6 1/8in x 44ft 0½in x 17ft 6in. 1,263 93/94 bm.

Men: … . Guns: (8.9.1800) LD 26 x 24pdrs; UD 26 x 18pdrs; QD 2 x 18pdrs + 6 x 24pdr carronades; Fc 2 x 18pdrs + 2 x 24pdr carronades.

Taken 30.8.1799 in the Vlieter off Texel by Mitchell's squadron. Arrived 28.6.1800 at Chatham.

Fitted at Chatham as a prison ship (for £15,756) 4 – 7.1801.

Commissioned: 8.1801 under Cmdr. Barrington Dacres; from 12.1801 under Capt. Volant Ballard, for the Jamaica station; at Antigua from 8.1803. From 6.1804 under Lieut. Whittaker, then under Lieut. Joseph Becket 8.1804; wrecked in hurricane at Antigua 3.9.1804 (1 drowned).

Texel (Dutch *Cerbrus*, built 1784 at Amsterdam).

Dimensions & tons: 156ft 0in, 126ft 11¼in x 44ft 2in x 17ft 1in. 1,317 10/94 bm.

Men: 491 (250 as floating battery). Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 2 x 9pdrs.

Taken 30.8.1799 in the Vlieter off Texel by Mitchell's squadron. Arrived 4.7.1800 at Chatham.

Fitted at Chatham (for £13,260) 9.1800 – 1.1801.

Commissioned: 11.1800 under Capt. Richard Incledon, for North Sea. In 3.1802 under Capt. Henry Garrett. Fitted as a floating battery at Chatham (for 5,887) 5.1803, possibly for defence of Leith roads; recommissioned under Capt. George Byng 3.1803 as a floating battery for Downs station; under Cmdr. Donald Campbell 9.1804, as guardship at Leith and flagship of Rear-Adm. James Vashon (-1807); later under Capt. Robert Jackson, then Capt. James Giles Vashon. Laid up at Chatham 9.1808. Powder hulk at Chatham 1812-15. Sold to Mr. Beatson at Chatham (for £2,740) 11.6.1818.

Utrecht (Dutch *Utrecht*, built 1781 at Amsterdam).

Dimensions & tons: 156ft 8in, 127ft 9½in x 44ft 3in x 17ft 1in. 1,330 92/94 bm.

Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 2 x 9pdrs.

Taken in the Vlieter off Texel by Admiral Mitchell's squadron 30.8.1799.

Fitted at Chatham (for £15,293) 7.1800 – 4.1803. Under Capt. John West 9.1801, then Cmdr. (Capt. 4.1802) Barrington Dacres in 10.1801.

Commissioned: in 3.1803 under Capt. Thomas Rogers, for the Downs; in 9.1803 under Capt. Henry Inman and later Capt. John Wentworth Loring, as flagship of Rear-Adm. Robert Montague in the Downs; later flagship of Vice-Adm. Philip Patton there, then in 1804 of Rear-Adm. John Holloway; from 6.1804 under Capt. Francis Pickmore, and 6.1805 of Capt. Thomas Seccombe. Laid up at Chatham 4.1806, in Ordinary until 1814. Sold there (for £1,800) 23.3.1815.

Guelderland (Dutch *Gelderland*, launched 1781 at Amsterdam).

Dimensions & tons: 157ft 2in, 128ft 3in x 44ft 4¼in x 16ft 7in. 1,342 5/94 bm.

Men: … . Guns: … .

Taken 30.8.1799 in the Vlieter off Texel by Mitchell's squadron. Arrived Sheerness 14.4.1801 and laid up.

Not Commissioned: Fitted as receiving ship at Chatham 10.1810 – 1.1811. Sold at Chatham (for £1,530) to Mr. Freake 5.3.1817.

Ex FRENCH PRIZES (1800). While France maintained no 64-gun ships of her own by 1793, she acquired two such vessels on the surrender of Malta by the Knights of the Order of St John to Vice-Adm. Brueys's fleet on 12.6.1798. The Order's naval forces had comprised two 64-gun ships (as well as two frigates and four galleys), both of which were renamed and acquired by the RN in turn when France surrendered Malta to the British on 5.9.1800.

Athenian (French *L'Athénien*, ex Maltese Knights' *San Giovanni*, K: 1796, L: (by the French) 10.1798, C: 12.1799 at Senglea Dyd, Malta; M/Shipwright Giuseppe Maurin).

Dimensions & tons: 52.89 x 14.5 x 6.16 metres; 1,416 bm (Maltese measurements).

163ft 7¼in, 133ft 2¾in x 44ft 6 1/8in (43ft 9in mld.) x 19ft 1in. 1,403 32/94 bm as initial RN measurements; later re-measured as 163ft 3in, 132ft 0in x 44ft 9in (44ft 0in mld.) x 19ft 8in. 1,411 89/94 bm.

Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 2 x 9pdrs + 8 x 24pdr carronades; Fc 2 x 9pdrs + 4 x 24pdr carronades.

Commissioned: (at Malta) 1800 or 1801 under Capt. Thomas Livingstone. Arrived Portsmouth 22.9.1802 and laid up. Fitted at Portsmouth 1 – 3.1804. Recommissioned 3.1804 under Capt. Francis Fayerman. In 10.1805 under Capt. John Giffard; sailed for East Indies, but home again at end of 1805. In 8.1806 under Capt. Richard Fellowes, in the Mediterranean. In 10.1806 under Capt. Robert Raynsford; wrecked on the Esquerques Rocks off Sicily 20.10.1806 (353 drowned including Raynsford, and 123 saved). Wrecked in a storm off Tunisia in 1806, with heavy loss of life.

Dego (French *Le Dégo*, ex Maltese Knights' *San Zacharia*, K: 1763, L: 7.3.1765, C: 21.7.1765 at Senglea Dyd, Malta; M/Shipwrights Agostino & Giuseppe Scolaro). This vessel was stripped for firewood during the French occupation of Malta, and – past repair – was used as a harbour hulk for several years.

Dimensions & tons: 46.5 x 12.96 x 6.43 metres; 1,161 bm (Maltese measurements, not measured for RN).

Not Commissioned: used as prison ship by the French before 9.1800, and probably by British thereafter. Sold *c.*1803.

Ex DANISH PRIZE (1801). Of the thirteen Danish warships taken as prizes at the Battle of Copenhagen in 1801, the only one to be taken to the UK was the 60-gun *Holstein* (employed as a hospital ship for the voyage to England). The other twelve were burnt.

Holstein (Danish *Holstein*, K: 23.3.1770. L: 11.4.1772. C: 1774 at Nyholm, Copenhagen; design by F. M. Krabbe).

Dimensions & tons: 161ft 3in, 131ft $8^{1}/_{8}$in x 44ft 7½in x 19ft 2in. $1{,}394^{74}/_{94}$ bm.

Men: 491. Guns: LD 26 x 24pdrs; UD 24 x 18pdrs; QD 12 x 24pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades.

Taken at Copenhagen 2.4.1801. Arrived 16.10.1802 at Chatham and laid up.

Repaired by Perry & Co, Blackwall (for £22,022) 3 – 9.1805. Renamed *Nassau* in 1805.

Commissioned: 9.1805 under Capt. Robert Campbell (-1809), for North Sea. In Copenhagen expedition 1807. Destroyed (with *Stately*) Danish 74-gun *Prinds Christian Frederik* off Grenaa (in the Great Belt) 22.3.1808. Sailed with convoy for St Helena 21.2.1809. Took French 4-gun *Le Jean Bart* off the Start 1.9.1809; laid up at Chatham 9.1809. Commissioned 3.1810 as prison ship at Chatham under Lieut. William Field (-1814). Sold at Chatham (for £2,510) 3.11.1814.

(C) Vessels acquired from 18 May 1803

Ex DANISH PRIZE (1807)

Three Danish 64-gun ships were taken at the surrender of Copenhagen in 1807, but two of these – *Dittsmarchen* and *Mars* – were found to be unfit for service and were therefore burnt.

Syeren (Danish *Seijeren*, K: 19.9.1793. L: 26.9.1795 at Copenhagen; design by Ernst Stibolt).

Dimensions & tons: 165ft $0^{1}/_{8}$in, 134ft 7¾in x 45ft 7½in x 19ft 4in. $1{,}490^{82}/_{94}$ bm.

Men: 491. Guns: LD 26 x 24pdrs; UD 26 x 18pdrs; QD 4 x 9pdrs + 6 x 24pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades; RH 6 x 18pdr carronades.

Taken at the fall of Copenhagen 7.9.1807. Arrived Portsmouth 19.12.1807 and laid up.

Not Commissioned: Intended renaming as *Behemoth* in 1809 was cancelled. Harbour service 1809. First sold (for £2,200) 1.9.1814 but ship was retained. Re-sold (for £1,000) 23.11.1815.

4 Fourth Rates

At the start of 1793, the RN still had four elderly 60-gun ships afloat – although all were now hulked as harbour craft. They also had seventeen ships of 50 or 52 guns – all small twodeckers. While only four new 50-gun ships were ordered during the wartime period, the Navy purchased a number of Indiamen in 1795 and later years, fitting them as 56-gun ships, and prizes taken from the Dutch added six vessels of 52 guns, while from 1812 onwards new super-frigates were acquired that fell into the Fourth Rate category.

Fourth Rates of 60 guns (two-deckers)

The first two 60-gun ships begun after the 1748 peace treaties, and the Consolidation Act passed on 11.5.1749 for the improvement of the British Navy, were both designed by Joseph Allin in 1750. Fresh orders were placed in 6.1750, and the Surveyor was permitted in both cases to extend the dimensions from the restrictions of the 1745 Establishment. The *Dunkirk* was some 3½ ft longer than the 1745 Establishment dimensions, while the *Montagu* was 7ft more than the Establishment; the *Dunkirk* was sold in 3.1792 and the *Montagu* was sunk as a breakwater in 8.1774.

***MEDWAY* Class.** The Navy Board in 1751 attempted to have the dimensions allowed under the Establishment enlarged, but the Privy Council would not sanction this. The Admiralty Board thus gave instructions to build these ships by the Establishment draught, 'with some variations thereon, but strictly to observe the principal dimensions established (27.3.1746)', and a slightly amended design was produced by Joseph Allin (approved 25.4.1751). Her Plymouth-built sister *York*, ordered on the same date, was BU in 6.1772.

Dimensions & tons: 150ft 0in, 123ft 0½in x 42ft 8in x 18ft 6in. $1{,}191^{41}/_{94}$ bm.

Men: 420. Guns: LD 24 x 24pdrs; UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Medway Deptford Dyd (M/Shipwright John Holland [died 5.1752], then Thomas Fellowes [died 3.1753]; completed by Thomas Slade).

As built: 149ft 4in, 123ft 0½in x 42ft 10in x 18ft 6in. 1,204 bm. Draught 10ft 0in / 16ft 3in.

Ord: 28.3.1751 (and named). K: 13.6.1751. L: 14.2.1755. C: 26.3.1755.

First cost: £26,468.8.4d (including fitting).

Commissioned: 1.1755. Paid off 7.1765. Underwent Great Repair at Chatham (for £22,565.8.5d) 3.1770 – 4.1772, then fitted there (for £5,313.11.6d) 2 – 5.1774; recommissioned 3.1774. Refitted and coppered at Plymouth (for £9,165.10.1d) 9.1780 – 1.1781. Following service in both wars, finally paid off 5.1783. Fitted for Ordinary at Plymouth 6 – 8.1783, then fitted as receiving ship there 5 - 6.1787. Renamed *Arundel* 1802. BU at Plymouth 3.1811.

***RIPPON*.** Design by Joseph Allin. Originally ordered 15.5.1751 to the same design as the *Medway*, but suspended 30.5.1751. The re-order in 1752 called for Allin to produce an altered draught, with dimensions and scantlings varied from the Establishment specification.

Dimensions & tons: 155ft 0in, 129ft 0in x 42ft 5in x 18ft 7in. $1{,}234^{47}/_{94}$ bm.

Men: 420. Guns: LD 24 x 24pdrs; UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Rippon Woolwich Dyd (M/Shipwright Adam Hayes to 3.1753, then Edward Allin to 12.1755; completed by Israel Pownoll).

As built: 155ft 5in, 128ft 0in x 42ft 6in x 18ft 7in. $1{,}229^{74}/_{94}$ bm. Draught 11ft 6in / 16ft 6½in.

Ord: 8.11.1752. (Named 22.11.1752) K: 23.11.1752. L: 20.1.1758. C: 26.5.1758.

First cost: £32,765.0.11d (including fitting).

Commissioned: 2.1758. Paid off 3.1763. Fitted as a guardship at Portsmouth 10 – 11.1763, and so served there until fitted for sea 8.1768. In service to 1770, then paid off 5.1771. Underwent Medium Repair and fitted at Plymouth (for £22,805.14.1d) 10.1774 – 9.1776. Recommissioned 5.1776 for service in East Indies (to 1781). Following a survey in 1770, *Rippon* was reduced to 54 guns and 380 men; she carried LD 22 x 12pdrs and UD 24 x 12pdr (QD/Fc unchanged). Receiving ship at Plymouth 1788. BU 1.1808.

***PEMBROKE*.** Design by Joseph Allin, based on the *Monarch* (French prize).

Dimensions & tons: 156ft 0in, 132ft 6in x 42ft 1in x 18ft 0in. $1{,}247^{52}/_{94}$ bm.

Men: 420. Guns: LD 24 x 24pdrs; UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Pembroke Plymouth Dyd (M/Shipwright John Lock to 8.1755; completed by Thomas Bucknall).

As built: 156ft 0in, 128ft 7in x 42ft 3¼in x 18ft 0in. $1{,}222^{9}/_{94}$ bm.

Ord: 8.11.1752. (Named 22.11.1752) K: 1.1.1753. L: 2.6.1757. C: 18.6.1757.

First cost: £24,734.10.4d (including fitting).

Commissioned: 5.1757. Large Repair at Plymouth (for £17,614.8.9d) 12.1766 – 1.1768. Paid off 3.1772. Fitted as hulk 3 – 7.1776, for Halifax, Nova Scotia. BU at Halifax 8.1793.

With the outbreak of war imminent in 1755, two 60-gun ships were ordered in 11.1755 from commercial shipyards, to the 1750 draught for the *Dunkirk* (launched 1754); of these two ships, the Harwich-built *Achilles* was hulked at Portsmouth in 1782 and sold to BU in 6.1784, while the Rotherhithebuilt *America* was paid off in 8.1764 and BU at Plymouth in 7.1771.

***EDGAR* Class.** Design by Thomas Slade. The contract to build this ship at £15.9.0d per ton, and to launch her by the end of 4.1758, was signed 7.6.1756. Of two sisters to this design also ordered in 1756 (albeit each at £15.15.0d per ton) from Thames-side builders, the Rotherhithe-built *Edgar* had been sunk as a breakwater at Sheerness in 8.1774, and the (slightly modified) Blackwall-built *Firm* had become a receiving ship at Portsmouth in 5.1784 but was sold there in 11.1791.

Dimensions & tons: 154ft 0in, 126ft 0¼in x 43ft 6in x 18ft 4in. $1{,}268^{38}/_{94}$ bm.

Men: 420. Guns: LD 26 x 24pdrs; UD 26 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs.

Panther William Martin and John Henniker, Chatham.

As built: 154ft 0in, 127ft 0in x 43ft 7½in x 18ft 4¼in. $1{,}285^{59}/_{94}$ bm. Draught 11ft 7in / 16ft 5½in.

Ord: 25.5.1756. K: 6.1756. (Named 3.8.1756) L: 22.6.1758. C: 3.9.1758 at Chatham Dyd.

First cost: £19,506.13.7d to build, plus £6,359.15.9d fitting.

Commissioned: 7.1758. Paid off 1783. Hospital ship 1791. Commissioned as prison ship (hulk) at Plymouth 3.1807, under Lieut. Thomas Sherwin from 4.1807 to 8.1807; in 1809 under Lieut. Richard Falkland; from 1810 under Lieut. Gill, then from 11.1810 under Lieut. J.(?) Harrison. BU at Plymouth 11.1813.

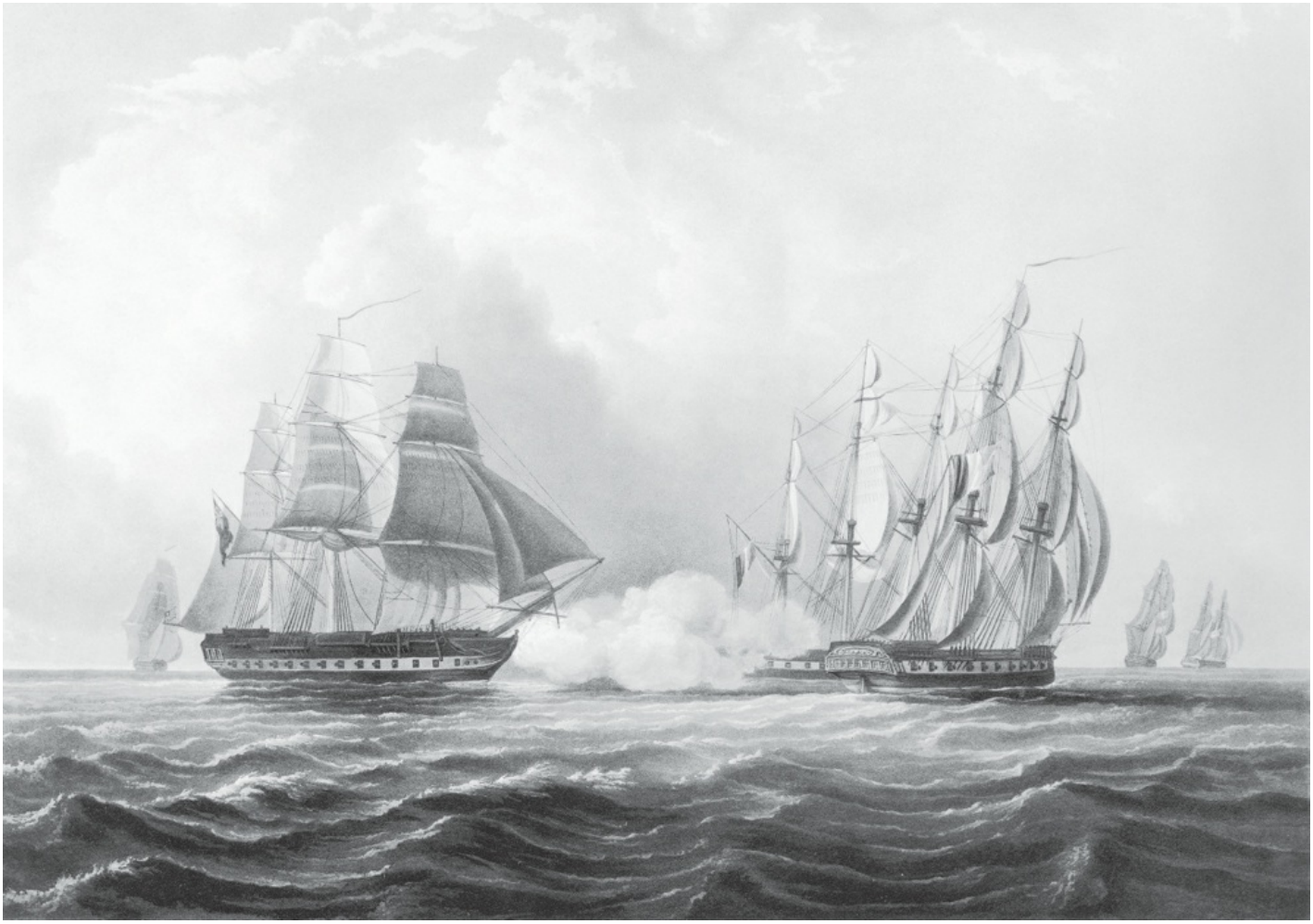
No further 60-gun ships were built for the Royal Navy.

Fourth Rates of 58 guns (two-deckers), converted from 74-gun Third Rates

The success of the large American frigates during the War of 1812 caused the revival of the earlier concept of cutting down a smaller two-decker line of battle ship to produce a powerful frigate. However, the earlier British experiment had used three 64-gun ships cut down to the clamps of the UD, with 24pdrs on the gun deck (see under Fifth Rates), whilst by the end of the Napoleonic Wars the obvious ships to use were 74s, the last of which were ordered or building by then. Described as 'super-frigates', but technically not frigates at all as they had two complete gun decks. The emphasis was shifting to larger ships of the line – and the substantial reserve of 74s would be used for the next few years to produce more heavy frigates to supplement those razéed in 1812-13.

***MAJESTIC* Class.** Razées, 58-gun Fourth Rates. See under Third Rate 74s in Chapter 3 for dimensions, full history, etc.

Men: 495. Guns: LD 28 x 32pdrs; UD 28 x 42pdr carronades; Fc 2 x 12pdrs (*Majestic* only 1 x 12pdr).



The razées of 1813 followed a scheme proposed by Capt. John Hayes, who came from a shipbuilding background (and was to design a number of warships post-war). He was given command of the first to commission, *Majestic*, which proved her potential in February 1814, when the ship attacked a small French squadron, capturing the *Terpsichore*, as celebrated in this print (the *Majestic* is to the left). As part of the New York blockading squadron, *Majestic* later took part in the chase and capture of the USS *President*, but was not fast enough to get into close action.

Majestic Converted at Chatham Dyd (ex Third Rate of Modified *Canada* Class).
Conversion begun: 19.1.1813. C: 5.1813.
Commissioned: 1.1813 under Capt. John Hayes; sailed for North America 2.6.1813. Took 44-gun *La Terpsichore* between the Azores and Madeira 3.2.1814; took 4-gun US privateer *Dominica* 22.5.1814; took (with others) 44-gun USS *President* 15.1.1815. Paid off into Ordinary 7.1815. BU at Pembroke after stranding 4.1816.

Goliath Converted at Chatham Dyd (ex Third Rate of Modified *Arrogant* Class).
Conversion begun 3.1813. C: 7.1813.
Commissioned: 1813 under Capt. Frederick Lewis Maitland, for service in the West Indies. BU at Chatham 6.1815.

Saturn Converted at Plymouth Dyd (ex Third Rate of Modified *Arrogant* Class) for £50,423 Conversion begun: 4.1813. C: 12.1813.
Commissioned: 8.1813 under Capt. James Nash; took 10-gun US privateer *Hussar* 28.5.1814. Small Repair and altered at Plymouth (for £14,210) 10 – 12.1817, then laid up. Fitted at Plymouth as a lazarette 8 – 9. 1825, for Milford. Fitted as a receiving ship at Pembroke (for £2,925) 7 – 11.1845. Fitted as guardship at Pembroke 10.1849 – 3.1850. BU at Pembroke 1.2.1868 (by AO 1.8.1867).

Notes: Called 'frigates', but retained two full gundecks with minimal upperworks – a rudimentary poop and a topgallant forecastle with the latter carrying a single 12pdr mounted on an elevating carriage along the centreline (soon replaced by 2 x 12pdrs except in *Majestic*). After 1815 two further 74s (*Elephant* and *Excellent*) began conversion into 58-gun ships along similar lines (*Excellent* never completed conversion).

Fourth Rates of 52/56 guns (two-deckers)

To meet the need for small two-deckers for convoy duties during the French wars, nine ships built or building as East Indiamen on the Thames had been purchased in 1795 and converted to carry 56 guns. Several of the former East India Company ships had made several voyages to the Far East, all arriving back in England for the last time in 9.1794. Five of these were wartime losses, and two were sold in 1807 and another in 1813. Another two East Indiamen were purchased and similarly armed in 1804.

Calcutta (ex mercantile *Warley*, launched 16.10.1788 by Perry & Co, Blackwall), 56 guns.
Dimensions & tons: 156ft 11in, 129ft 7¾in x 41ft 3½in x 17ft 2in. $1{,}175^{73}/_{94}$ bm.
Men: 324 (160 as storeship). Guns: LD 28 x 18pdrs; UD 26 x 32pdr carronades; Fc 2 x 32pdr carronades. LD guns removed 1796 - 1802 when used as a transport. (Armed 27.10.1802): UD 16 x 24pdr carronades, Fc 2 x 6 pdrs; reverted to established armament 5.9.1804.
She made two round trips to China for the East India Company 1789-90 and 1792-94.
Registered by AO 9.3.1795 (named 12.5.1795). Fitted by Perry (for £10,300) 4.1795 – 2.6.1795.
Commissioned: 5.1795 under Capt. William Bligh; paid off 2.1796. By AO 5.1.1796 she was delivered to the Transport Board 2.1796; recommissioned 6.1796 as transport under Lieut. Robert Arnold; in 8.1797 under Lieut. Edward Jekyll Canes; in 1.1798 under Lieut. Richard Poulden (at capture of Minorca 11.1798); and in 1799 under Lieut. John Anderson. Fitted at Chatham as a convict ship 5.1802 – 2.1803; recommissioned 11.1802 under Capt. Daniel Woodriff; sailed for Port Philip (Australia) 25.4.1803; home by 24.7.1804. Taken by the French (Allemand's squadron) off Scilly Isles 26.9.1805; 6 killed, 6 wounded (she was later destroyed in action by British ships in the Basque roads 12.4.1809).

Grampus (ex mercantile *Ceres*, launched 28.11.1787 by Perry & Co, Blackwall), 54 guns
Dimensions & tons: 157ft 1in, 130ft 5¾in x 41ft 3in x 15ft 6½. $1{,}180^{89}/_{94}$ bm.
Men: 155 (?as storeship). Guns: LD 28 x 18pdrs; UD 26 x 32pdr carronades.
She made three round trips to China for the East India Company 1788-89, 1790-91 and 1793-94.
Registered by AO 9.3.1795. Fitted & coppered by Perry (for £10,800) 4.1795 – 2.6.1795.
Commissioned: 12.1794 under Capt. Alexander Christie, for North Sea. In 9.1795 under Capt. John Williamson; sailed 3.1796 for Jamaica; paid off 9.1796. Fitted as a storeship (for

£183) at Sheerness 11.1796 – 2.1797; recommissioned 12.1796 as a storeship, under Lieut. Charles Carne (-1798); abandoned by mutineers at Sheerness 5.1797; sailed for Jamaica 8.1797. In 1798 under Capt. George Hart, as transport. Grounded on Barking Shelf in the Thames 19.1.1799; abandoned 21.1.1799.

Hindostan (i) (ex mercantile *Hindostan*, launched 3.11.1789 by William Barnard, Deptford), 56 guns.

Dimensions & tons: 160ft 3in, 132ft 0½ in x 42 ft 2in x 17ft 1in. $1{,}248^{75}/_{94}$ bm.

Men: 140 as storeship. Guns: LD 28 x 18pdrs; UD 26 x 32pdr carronades; Fc 2 x 18pdr carronades. [As a storeship, LD guns removed.]

She made one round trip to China for the East India Company 1790-91 and in 1792-94 was chartered to take Lord Macartney on a special embassy to China.

Registered by AO 9.3.1795. Fitted by Barnard, Deptford (for £11,062) to 15.5.1795.

Commissioned: 4.1795 under Capt. Robert Moorsom, for North Sea; under Capt. Thomas Bertie 11.1795; sailed for Jamaica 24.2.1796, then in San Domingo operations; under Capt. Francis Collingwood 10.1796; paid off 8.1797. Fitted at Plymouth as a guardship (for £3,555) 6.1797 – 6.1798; commissioned 12.1797 as a 28-gun storeship for Cork, under Capt. Joshua Mulock (-1800); sailed for the Mediterranean 18.1.1800. Re-fitted at Deptford (for £10,292) 11.1800 – 1.1801; sailed for the Cape of Good Hope 3.1801. Re-registered as a storeship by AO 6.5.1801; under Cmdr. Samuel Mottley in 5.1801; in 12.1801 under Lieut. William Fothergill (-1803). In 1804 under Cmdr. John Le Gros; sailed for the Mediterranean 12.2.1804; burnt by accident in Rosas Bay 2.4.1804.

Abergavenny (ex mercantile *Earl of Abergavenny*, launched 24.8.1789 by Thomas Pitcher, Northfleet), 56 guns.

Dimensions & tons: 160ft 0in, 131ft 6in, 41ft 1½in x 17ft 0in. $1{,}182^{93}/_{94}$ bm.

Men: 324 (140 as storship). Guns: LD 28 x 18pdrs; UD 26 x 32pdr carronades, Fc 2 x ?9pdrs.

She made two round trips to China for the East India Company 1790-91 & 1793-94.

Registered by AO 9.3.1795. Fitted by Pitcher (for £8,704) to 17.7.1795.

Commissioned: 4.1795 under Capt. Edward Tyrrel Smith (-1796); sailed for Jamaica 24.2.1796. From 12.1796 under Capt. John Cochet, at Jamaica; from 6.1798 under Capt. Samuel Forster, at Jamaica. In 3.1800 under Capt. Christopher Laroche, guardship at Jamaica. From 7.1800 under Capt. Robert Mends; from 11.1800 Capt. Charles Grant; from 8.1801 Capt. James Carthew; from 11.1801 Capt. Capt. Henry Vansittart, 5.1801 Cmdr. John Wentworth Loring, 6.1801 Lieut. (acting) Thomas New; from 2.1802 Lieut. George Cumyns; from 7.1802 Capt. George McKinley, all as Jamaica guardship. Sold 1807 (by AO 25.11.1805).



To meet the need for small two-deckers for convoy duties during the French wars, nine ships built or building as East Indiamen on the Thames had been purchased in 1795 and converted to carry 56 guns. As an experiment, one of these, *Glatton*, had been given a very powerful all-carronade armament at the instigation of her captain, Henry Trollope. In July 1796 the ship encountered and routed a French squadron that included a razéed 74, three frigates and some smaller vessels, suffering only minor damage to her top-hamper, as shown in this post-battle view. However, the ship was regarded as too vulnerable with no long guns, and the LD was re-armed with conventional 18pdrs.

Malabar (i) (ex mercantile *Royal Charlotte*, launched 2.11.1789 by Thomas Pitcher, Northfleet), 54 guns.

Dimensions & tons: 161ft 0in, 132ft 3¼in x 42ft 2¼in x 17ft 6in. $1{,}252^{19}/_{94}$ bm.

Men: 350. Guns: LD 28 x 18pdrs; UD 26 x 32pdr carronades.

She made two round trips to China for the East India Company 1790-91 & 1792-94.

Registered by AO 9.3.1795 (named 12.5.1795). Fitted by Pitcher (for £11,271) to 17.7.1795.

Commissioned: 4.1795 under Capt. Thomas Parr; sailed for West Indies 24.2.1796; foundered in North Atlantic while sailing with homebound convoy 11.10.1796 (crew saved by merchant brig).

Glatton (ex mercantile *Glatton*, launched 29.11.1792 by Wells & Co, Blackwall), 56 guns.

Dimensions & tons: 163ft 11¼in, 133ft 4¼in x 42ft 1in x 17ft 0in. $1{,}256^{21}/_{94}$ bm.

Men: 343. Guns: orig. LD 28 x 68pdr carronades; UD 28 x 42pdr carronades; all mounted on non-recoil principle. 32pdr carronades replaced 42pdr type 'within a month'. In 8.1796, Fc 2 x 32pdr carronades & RH 2 x 18pdr carronades added. Later re-armed with LD 28 x long 18pdrs *vice* carronades.

She made one round trip to China for the East India Company 1793-94. Fitted by Wells & Co (for £7,396) 15.5.1795.

Commissioned: 4.1795 under Capt. Henry Trollope, for North Sea; in action with French squadron in North Sea 15.7.1796. Under Capt. Charles Cobb 8.1797 (-1800), with Mitchell's squadron at surrender of Dutch fleet off Texel 28 – 30.8.1799. Under Capt. George Stephens 11.1800, then Capt. William Bligh 1801 for expedition to Baltic; in Battle of Copenhagen 2.4.1801; later under Capts. William Nowell and William Birchall. Fitted as guardship 'for short sea' at Sheerness (for £2,147) 7 – 8.1801; under Capt. John Ferris

Devonshire 8.1801. Recommissioned 5.1802 as convict tranport under Capt. Nathaniel Porlock; sailed to NSW 23.9.1802; returned home 22.9.1803. Fitted at Woolwich 11 – 12.1803; under James Colnett, as flagship of Rear-Adm. James Vashon. Reduced to 44-gun Fifth Rate 1804. Recommissioned 3.1806 under Capt. Thomas Seccombe; sailed for the Mediterranean 22.11.1806. Her boats (with those of Hirondelle) took a Turkish treasure ship at Sigri harbour, on Mitylene; captured a transport off Corfu 29.11.1807. Seccombe killed 1.1808; then under Cmdr. Henry Hope (acting), then Cmdr. Charles Irvine (acting) in 3.1808. Under Capt. George Bligh ?12.1808; convoy home 7.1809; laid up at Sheerness 10.1809. In Baltic 1811., then under R.G. Peacock (master) at Portsmouth 1812-14. Water depot at Sheerness 1814. Fitted at Sheerness 4 – 6.1830 as a breakwater; sailed for Harwich Harwich 10.1830 to be expended there.

Coromandel (ex mercantile *Winterton*, purchased on stocks from Perry & Co., Blackwall), 56 guns.

Dimensions & tons: 169ft 0in, 139ft $3^{5}/_{8}$in x 42ft 5¼in x 17ft 2in. $1{,}334^{41}/_{94}$ bm.

Men: 324. Guns: LD 28 x 18pdrs; UD 28 x 32pdr carronades. As transport 24 x 9pdrs only.

L: 9.5.1795. C: 5.7.1795 at Sheerness & Chatham (for £5,156). Registered 20.5.1795.

Commissioned: 6.1795 under Capt. John Inglis. Delivered up to Transport Board (by AO 20.5.1796) and paid off 7.1796. Recommissioned as troopship 7.1796 under Lieut. Harrison; struck from Navy List 9.8.1796. Under Lieut. Robert Simmonds 1797; at capture of Minorca 11.1798. Under Cmdr. John Mortimer 7.1799 (- 1801), in West Indies. Fitted as troopship at Chatham 8.1802. Fitted at Chatham as an Army convalescent ship 6 – 10.1807, and stationed at Jamaica. Sold (by AO 6.5.1813) at Jamaica to William Barnes (for £700) 24.7.1813.

Madras (ex mercantile *Lascelles*, purchased on stocks from Wells & Co., Rotherhithe), 56 guns.

Dimensions & tons: 175ft 1½in, 144ft 0in x 43ft 1¾in x 17ft 6in. $1{,}425^{83}/_{94}$ bm. Draught 11ft 7in / 13ft.

Men: 344. Guns: LD 28 x 18pdrs; UD 28 x 32pdr carronades.

L: 4.7.1795. C: 6.7 – 16.11.1795 at Deptford.

First cost: £9,448 to complete building, plus £3,753 (to builder) & £2,633 (Deptford) fitting.

Commissioned: 8.1795 under Capt. John Dilkes (-1800); sailed for the Leeward Islands 25.2.1796; in Leeward Islands to 1798. Refitted at Chatham (for £9,684) 9 – 12.1798; sailed for Cape of Good Hope 6.1799. At Canton 2.1800. In 1.1801 under Capt. Charles Hare (died 7.1801); sailed en flûte for the Mediterranean 6.1801. Under Capt. Thomas Briggs 2.1801 (-1803), then Capt. Charles Schomberg 9.1803 (-1807) as guardship at Malta. Paid off 1807 after magazine explosion and laid up at Valetta; sold there by AO 27.4.1807 (partly dismantled).

Weymouth (ex mercantile *Earl of Mansfield*, purchased on stocks from Wells & Co., Rotherhithe), 56 guns.

Dimensions & tons: 175ft 5in, 144ft 1in x 43ft 3in x 19ft 7in. $1{,}433^{56}/_{94}$ bm. Draught 10ft 11in / 13ft 9in.

Men: 344. Guns: LD 28 x 18pdrs; UD 28 x 32pdr carronades. (26 guns as transport)

Registered 28.8.1795. L: 30.9.1795. C: 5.10.1795 (begun, never completed) at Deptford.

First cost: £11,380 to complete building.

Not Commissioned: Delivered up to the Transport Board (under AO 15.2.1796) 2.1796. In 6.1796 under Lieut. Robert Passmore, then Cmdr. Charles Ryder 7.1798, then Cmdr. Ambrose Crofton 8.1799. Wrecked on Lisbon Bar 21.1.1800.

Malabar (ii) (ex mercantile *Cuvera*, launched 12.9.1798 at Calcutta), 56 guns.

Dimensions & tons: 168ft 6in, 127ft 4in x 37ft 2in x … . $935^{56}/_{94}$ bm.

Men: 150 as storeship. Guns: LD 28 x 18pdr; UD 28 x 24pdr carronades. (as storeship UD 10 x 24pdr carronades, QD 6 x 24pdr carronades, Fc 2 x 9pdrs).

A teak-built Indiaman, she made one round trip to England in 1799; used as a troop transport in India in 1801-02 and was purchased from East India Company by AO 30.5.1804. Fitted by Barnard & Co, Deptford 6.1804 – 24.7.1804; completed at Deptford Dyd 19.11.1804.

Commissioned: 7.1804 under Capt. George Byng (later Viscount Torrington); under Capt. Robert Hall, sailed for the West Indies 1805 (-1806); took (with sloop *Wolf*) privateer schooner *Le Napolèon* and destroyed similar *Le Régulator*, both off Port Azarades 2.1.1806. Under Capt. George Scott in 3.1806 and Capt. James Aycough in ?7.1806. Fitted at Woolwich 11.1806 – 1.1807. Recommissioned as 20-gun storeship 12.1806 under Capt. John Temple, for North Sea; sailed for the River Plate 25.6.1807. Fitted as a storeship 7 - 8.1808; recommissioned 5.1808 under J. Henzell (master), then ?7.1809 (- 1815) under F. Bradshaw (master), in the Mediterranean. Renamed *Coromandel* 7.3.1815. Fitted at Chatham 7 – 9.1818. Fitted at Portsmouth as Convict ship 8 – 10.1819, for voyage to NSW. Laid up at Portsmouth 12.1821. Fitted at Portsmouth as receiving ship 6 - 10.1827, for convicts at Bermuda 1828-53. BU there 12.1853 (by AO 2.5.1853).

Hindostan (ii) (ex mercantile *Admiral Rainier*, launched 1799 by Hudson, Bacon & Co. at Calcutta), 52 guns.

Dimensions & tons: 158ft 6in, 121ft 9in x 37ft 0in x … . $886^{54}/_{94}$ bm.

Men: 294 (141 as storeship). Guns: LD 26 x 18pdrs; UD 26 x 24pdr carronades. (as storeship UD only 20 x 24pdr carronades, + 2 x 9pdrs).

A teak-built Indiaman, she made one round trip to England from India 1800; arrived in England from Bengal in 9.1803; purchased from East India Company by AO 30.5.1804.

Commissioned: 7.1804 under Capt. Mark Robinson; in 8.1804 under Capt. Alexander Fraser; sailed for the East Indies 2/3.1805; in action (with *Tremendous*) against French *La Canonnière* 21.4.1806. Recommissioned 12.1806 under Capt. Bendall Littlehales; repairing at Woolwich 1.1807; in 2.1807 under Capt. Thomas Bowen; sailed for the Mediterranean with convoy 28.6.1807, home at end of year. Became 22-gun storeship by AO 11.11.1807. Under Cmdr. Lewis Hole in 12.1807. In 4.1808 under Cmdr. Fitzowen Skinner, with squadron off Lisbon; paid off end 1808. Recommissioned as troopship 11.1808, under Cmdr. John Pasco; sailed for New South Wales 3.5.1809. Storeship again 7.1811, under ?Duncan Weir; in Mediterranean to 1815, then storeship at Woolwich. Renamed *Dolphin* 22.9.1819. Hulked at Woolwich as a convict ship 3.1824. Renamed *Justitia* 1831. Sold 24.10.1855.

Ex DUTCH PRIZES. Of six Dutch two-deckers of 54 guns which had been incorporated following their capture by the RN, the *Broederschap* and (larger) *Brakel* were disposed of during the war, and the remaining four were hulked or laid up. A seventh ship, the *Delft* (sistership to the *Brakel*) was captured 11.10.1797, but foundered before being added to the RN. None retained any guns by 1815 (originally armed as follows).

Men: 350 (215 as troopships). Guns: LD 22 x 24pdr; UD 24 x 12pdr; QD 6 x 6pdr; Fc 2 x 6pdr.

Brakel (Dutch *Brakel*, launched 1782 at Zwindrecht, Rotterdam).

Dimensions & tons: 148ft 3½in, 117ft 7in x 42ft 1½in x 17ft 2¾in. $1{,}109^{80}/_{94}$ bm.

Men: 355 (as troopship, 240). Guns: LD 22 x 24pdrs; UD 24 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs. (As troopship LD nil, UD 18 x 12pdrs only, with QD/Fc as above.)

Seized at Plymouth 4.3.1796.

Commissioned: 3.1797 under Capt. Thomas Bertie, for North Sea; from 10.1797 under Capt. James Mosse. Fitted as a guardship at Plymouth (for £12,700) 5.2 – 10.8.1797. Under Capt. James Walker 6.1798. Fitted at the Nore as a troopship (for £3,229) 6.1799. Under Capt. George Clarke 8.1800, as flagship of Rear-Adm. John Holloway, the Assistant Port Admiral at Portsmouth. Under Clark in the Mediterranean 1801-03. Fitted as a receiving ship at Chatham 2 – 4.1807. In Ordinary at Chatham 1812-14. Sold at Chatham (for £1,640) 29.9.1814.

Tromp (Dutch *Maarten Harpentzoon Tromp*, launched 1777 at Zwindrecht, Rotterdam).

Dimensions & tons: 143ft 10½in, 117ft 10in x 40ft 8¾in x 15ft 3in. $1{,}039^{65}/_{94}$ bm.

Men: … . Guns: as prison ship 10 x 6pdrs; as guardship 4.6.1803 UD 12 x 12pdrs.

Taken by Elphinstone's squadron at Saldanha Bay 17.8.1796. Registered 15.12.1797.

Commissioned: 12.1796 at the Cape under Capt. Andrew Todd. In 2.1797 under Capt. John Turnor and in 11.1797 under Capt. Billy Douglas. Fitted as a troopship at Portsmouth (for £6,817) 3.1 – 19.4.1798; recommissioned as 24-gun troopship 2.1798 under Capt. Richard Hill; in 1799 under Capt. Richard Worsley, paid off 12.1799. Ordered to be a prison in the West Indies by AO 13.1.1800; fitted as a prison ship at Chatham (for £5,417) 2 – 6.1800; recommissioned 4.1800 as a storeship under Cmdr. Terence O'Neill; sailed 7.1800 for the West Indies. Prison ship at Port Royal under Lieut. Felix Frankling, then Lieut. William Byam in 1800 (both Acting), then Lieut. John Fitzgerald (-1802); returned to UK 9.1802 and paid off. Recommissioned 6.1803 under Cmdr. John Norway (-1805 when dismissed the service). Fitted at Portsmouth as a guardship 8.1803. Hospital ship at Falmouth 1.1806, under Lieut. Michael M'Carthy (-1810). Fitted at Portsmouth as a receiving ship 4 – 5.1811. In Ordinary at Plymouth 1812-14. Sold at Portsmouth (for £700) 9.8.1815.

Alkmaar (Dutch *Alkmaar*, launched 1783 at Enkhuizen).

Dimensions & tons: 143ft 4in, 117ft 10¼in x 40ft 9in x 15ft 6½in. $1{,}040^{83}/_{94}$ bm.

Men: … . Guns: from 12.3.1801 UD 18 x 9 pdrs, QD 6 x 9 pdrs; as a storeship, from 16.1.1805 UD 12 x 9 pdrs, QD 4 x 6 pdrs.

Taken at Camperdown 11.10.1797. Arrived at Sheerness 20.10.1797 and registered 15.12.1797.

Commissioned: 3.1798 under Capt. George Burdon; fitted at Sheerness as a troopship (for £8,968) 6.1798; in Margate roads 1798. Under Capt. Thomas Elphinstone at Sheerness 1800; later under Capt. Thomas Maling, as flagship of Rear-Adm. John Holloway (1800), then of Rear-Adm. Thomas Totty (from 1.1801). Fitted as a hospital ship at

Portsmouth 3 – 4.1801. Fitted at Chatham as a storeship (for the Downs) 6 – 9.1805. Paid off and laid up at Sheerness 4.1807. In Ordinary at Sheerness 1812. Sold at Sheerness (for £1,050) 30.11.1815.

Broederschap (Dutch *Broederschap*, launched 1769 at Amsterdam).

Dimensions & tons: 140ft 1in, 114ft 11in x 41ft 8½in x 8ft 8½in. 1,063$^{31}/_{94}$ bm.

Men: … . Guns: as a floating battery, from 7.7.1803 = UD 8 x 32pdr carronades, 2 x mortars, 4 x 12 pdr carronades.

Taken in the Texel 28.8.1799 by Vice-Adm. Andrew Mitchell's squadron. Fitted at Sheerness as a hulk 28.4 – 24.5.1800.

Commissioned: 9.1803 under Cmdr. John H. Cartier, and fitted as a floating battery at Sheerness 10.1803. From 7.1804 under Cmdr. John Richards. BU at Sheerness 10.1805.

Beschermer (Dutch *Beschermer*, launched 1784 at Enkhuizen).

Dimensions & tons: 145ft 1in, 118ft 7in x 40ft 10in x 16ft 4in. 1,051$^{67}/_{94}$ bm.

Men: … . Guns: LD 24 x 18pdrs; UD 24 x 32pdr carronades; QD 6 x 32pdr carronades; Fc 2 x 32pdr carronades. Reduced to 40 guns (20 x 24pdrs, 20 x 18pdrs), then QD 6 x 6pdrs + Fc 2 x 6pdrs added.

Taken in the Texel by Vice-Adm. Andrew Mitchell's squadron 30.8.1799. Fitted as a floating battery at Chatham (for £7,120) 28.6.1800 – 26.7.1801. Established 2.1801.

Commissioned: 7.1801 under Capt. Alexander Frazer; from 4.1803 under Capt. Robert Mansel, then 1.1804 under Capt. Volant Vashon Ballard. Lent to East India Dock Company as a hulk at Blackwall from 4.11.1806 to 8.1838. Sold to Joshua Crystall for £410 to BU 9.1838.

Batavier (Dutch *Batavier*, launched 1779 at Amsterdam).

Dimensions & tons: 144ft 7in, 118ft 1$^{7}/_{8}$in x 40ft 10in x 16ft 5in. 1,047$^{87}/_{94}$ bm.

Men: … . Guns: LD 24 x 18pdrs; UD 24 x 32pdr carronades; QD 6 x 32pdr carronades; Fc 2 x 32pdr carronades. Reduced to 40 guns (20 x 24pdrs, 20 x 18pdrs), then QD 6 x 6pdrs + Fc 2 x 6pdrs added.

Taken in the Texel 30.8.1799 by Vice-Adm. Andrew Mitchell's squadron. Fitted as a floating battery at Chatham (for £7,831) 14.7.1800 – 15.7.1801. Established 2.1801.

Commissioned: 6.1801 under Capt. William Broughton, for the Channel; from 4.1803 under Capt. Patrick Tonyn. Laid up at Chatham 8.1804 – 4.1809, them at Woolwich under Lieut. Thomas D. Birchall as a hospital ship to 1.1817. To Blackwall to receive distressed seamen 1.1817. Fitted at Woolwich as a convict ship to lie at Sheerness 9.1817. BU at Sheerness 3.1823.

Fourth Rates on the Great Lakes

As part of the build-up in RN strength on the freshwater Great Lakes, two 56-gun Fourth Rates (two-deckers) were constructed at Kingston Dyd, Ontario, for service on Lake Ontario.

PRINCE REGENT. Design attributed to George Record, but was probably by John Goudie, the builder, whose foreman Patrick Fleming actually took responsibility for the construction. It appears similar in concept to the 24pdr-armed 'spar-deck' frigates *Leander* and *Newcastle*, built in 1813 by Wigram.

Prince Regent Kingston Dyd (M/Shipwright John Goudie – private contract).

Dimensions & tons: 155ft 10in, 131ft 1in x 43ft 1in (42ft 6in mld.) x 9ft 2in. 1,293$^{50}/_{94}$ bm. Draught (load) 16ft 0in / 17ft 0in.

Men: 280. Guns: LD 28 x 24pdrs; UD 4 x 68pdr carronades + 24 x 32pdrs. [By 1830 LD 30 x 24pdrs; UD 2 x 24pdrs + 6 x 68pdr carronades + 22 x 32pdr carronades.]

L: 14.4.1814. C: end of 4.1814.

Commissioned: late 1814 under Capt. Frederick Hickey, under broad pennant of Sir James Yeo. Renamed *Kingston* 9.12.1814. Later under Capt. Richard O'Connor. In 1.1816 under Capt. Sir Robert Hall (-1817). Paid off into Ordinary 1817. Ordered to be sold 1.1832, but no buyer appeared and she sank in Deadman Bay (Kingston) during the mid-1830s (in some sources stated to be sold in 1837, but this appears untrue).

***PSYCHE* Class.** This design originated in Admiralty plans in 12.1813 to prefabricate the frames for two 32-gun frigates (and two brig-sloops) at Chatham Dyd, and ship them to Canada to be assembled on the Great Lakes. The frames for the two frigates – *Psyche* and *Prompte* – were begun 1.1814, and taken down 2.1814 for shipment to Quebec. The expenses at Chatham were £7,-37 and £7,079 respectively. On arrival, it was decided to sell the frames at Montreal, 'it not being practical to convey it to the Lakes'. However, it appears that the designs were sent to Thomas Strickland, the M/Shipwright at Kingston Dyd, and were modified by him to construct one two-decker.

Psyche Kingston Dyd (M/Shipwright Thomas Strickland).

Dimensions & tons: 130ft 0in, 108ft 0½in x 36ft 7in x 10ft 3in. 769$^{1}/_{94}$ bm. Draught 8ft 10in / 9ft 8in.

Men: 280. Guns: LD 28 x 24pdrs; UD 28 x 32pdr carronades.

K: 31.10.1814. L: 25.12.1814.

Not Commissioned: (?). Completed in early 1815, but in Ordinary by that summer, and her subsequent fate was similar to that of *Kingston* (ex *Prince Regent*) above.

Fourth Rates of 50 guns (two-deckers)

At the start of 1793 the British Navy had some nineteen ships of 50 guns, of which seven were in commission, five were in Ordinary (*ie* reserve) and seven were reduced to harbour service; a further three new vessels were on order. They were established with a complement of 350 men (316 officers, seamen and marines; 29 servants and boys; and 5 'widow's men'; this total was increased by one officer but simultaneously reduced by 8 servants and boys to 343 from 16.4.1794) and with ordnance of 22 x 24pdrs, 22 x 12pdrs and 6 x 6pdrs, giving a broadside weight of 414 lbs on each side - to which 6 x 24pdr carronades and 6 x 12pdr carronades were added on 19.11.1794, raising the broadside to 522 lbs. Like the other small two-deckers, the twodecker 50s were already an antiquated type by 1793; their principal role was now as flagships on distant stations and other such tasks which required a ship of force but did not justify the presence of a ship of the line, but by 1815 even this role was being taken over by the more powerful and faster large frigates. Vessels surviving to 2.1817 were re-rated as 58 guns at that time.

PRESTON. Design by Joseph Allin, approved 25.4.1751.

Dimensions & tons: 144ft 0in, 117ft 8½in x 41ft 0in x 17ft 8in. 1052$^{47}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Preston Deptford Dyd (M/Shipwright Thomas Fellowes to 3.1753 [died], then Thomas Slade to 8.1755; completed by Adam Hayes).

As built: 143ft 3in, 115ft 4in x 41ft 3in x 17ft 3in. 1,043$^{81}/_{94}$ bm. Draught 9ft 10in / 15ft 6in.

Ord: 25.4.1751 (and named). K: 13.6.1751. L: 7.2.1757. C: 15.5.1757.

First cost: £23,703.14.4d (including fitting).

Commissioned: 1.1757, service in Levant, off Dunkirk and then Mediterranean again; paid off 1763. Small Repair at Portsmouth (for £4,987.14.5d) 6.1764 – 4.1765. Recommissioned 5.1766; service in Jamaica; paid off 9.1769. Middling to Large Repair at Portsmouth (for £20,124.13.7d) 1.1772 – 7.1773; fitted there (for £3,724.1.6d) 1 – 4.1774. Recommissioned 1.1774; North American service, then in 1780 to West Indies; paid off 1780. Small Repair and coppered at Chatham (for £11,282.0.4d) 11.1780 – 5.1781. Fitted as sheer hulk at Woolwich 4 - 10.1785 (copper replaced by wood sheathing). BU at Woolwich 1.1815.

CHATHAM. Design by Joseph Allin, approved 8.11.1752. While this vessel saw no active service after 1783, she remained as an auxiliary until 1814.

Dimensions & tons: 147ft 0in, 124ft 0in x 40ft 0in x 17ft 8in. 1,055$^{30}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Chatham Portsmouth Dyd (M/Shipwright Peirson Lock to 12.1755 [died], completed by Edward Allin).

As built: 147ft 0in, 123ft 0¼in x 40ft 3in x 17ft 8in. 1,067$^{37}/_{94}$ bm.

[Later re-measured at 147ft 0in, 122ft 2in x 40ft 3in x 17ft 8in. 1,052$^{40}/_{94}$ bm.]

Ord: 20.10.1752 (named 22.11.1852). K: 14.12.1752. L: 25.4.1758. C: 23.5.1758.

First cost: £24,580.9.9d (including fitting).

Commissioned: 1.1758. Served through Seven Years War and paid off 1764. Underwent Small Repair and fitted at Portsmouth (for £10,240) 1 – 6.1766. Service primarily in Leeward Islands 1766-69. Underwent Middling Repair at Portsmouth (for £17,739.9.9d) 3.1770 – 6.1772. Leeward Islands 1772-75, North America 1775-1778. Small Repair

and fitted at Sheerness (for £8,181.8.11d) 4 – 9.1778. Home Waters 1778-1780. Refitted & coppered at Sheerness (for £5,828.4.0d) 1 – 4.1780. North America 1780-83. Fitted for Ordinary at Plymouth 11.1783. Fitted as convalescent ship at Plymouth (for £804) 3.1793, under Lieut. Lionel Hill. Fitted at Plymouth to deploy to Falmouth (for £5,238) 1 – 4.1797. Receiving ship at Falmouth 1800, under Lieut. James Manderson; paid off 3.1802. Fitted at Chatham as a floating magazine for Plymouth 12.1805. Renamed *Tilbury* 29.6.1810. BU at Chatham 5.1814.

WARWICK. Design by William Bately, approved in modified form 29.8.1759.
Dimensions & tons: 151ft 0in, 122ft 9in x 40ft 2in x 18ft 3in. $1{,}053^{36}/_{94}$ bm.
Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.
Warwick Portsmouth Dyd (M/Shipwright Thomas Bucknall).
As built: 151ft 0in, 124ft 7¼in x 40ft 3in x 18ft 3in. $1{,}073^{71}/_{94}$ bm.
Ord: 31.12.1758 (named 20.10.1760). K: 27.8.1762. L: 28.2.1767. C: 11.1770 – 3.1771.
First cost: £20,493.8.10d to build, plus £8,620.1.6d fitting.
Commissioned: 12.1770 (for Falkland Islands dispute). Service in East Indies 1771-75. Small Repair and fitted at Portsmouth (for £13,964.7.11d) 9.1776 – 7.1777. Recommissioned 3.1777 for service in Home Waters. Refitted and coppered at Chatham (for £7,711.2.11d) 6 – 9.1780. Recommissioned 7.1780 for service in North America; paid off 2.1783. Fitted as receiving ship at Chatham (for £2,051.6.7d) 5 - 9.1783. Sold for £1,205 (at Chatham?) 24.3.1802.

ROMNEY. Design by Sir Thomas Slade, to a shorter design than Bately's *Warwick*. Completed with a smallish roundhouse, in the 1790-92 remodelling the roundhouse was extended forward to before the mizzen mast, with solid barricades built around the poop deck, and a stern walk formed in order to build up the flag officer's accommodation on the quarterdeck.
Dimensions & tons: 146ft 0in, 120ft 10in x 40ft 0in x 17ft 2in. $1{,}028^{34}/_{94}$ bm.
Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.



By this period 50-gun ships were generally deployed on distant stations where they were not likely to encounter anything larger than a frigate. However, in 1804 a French commerce-raiding squadron in the East Indies was led by the 74-gun *Marengo*, carrying the flag of Adm. Linois. His principal target comprised the rich East Indiamen that plied these waters, and having been cheated of a valuable China convoy earlier in the so-called 'Dance's Action', Linois decided in August to attack the Indian port of Vizagapatam, which was defended by the 50-gun *Centurion*. His squadron captured one Indiaman at anchor in the roads, but after stiff resistance from the far weaker *Centurion*, broke off the engagement.

Romney Woolwich Dyd (M/Shipwright Israel Pownoll, completed by Joseph Harris).
As built: 146ft 0in, 120ft 8½in x 40ft 4½in x 17ft 2in. $1{,}046^{61}/_{94}$ bm. Draught 10ft 9in / 15ft 5in.
Ord: 20.7.1759. K: 1.10.1759. (Named 11.1760) L: 8.7.1762. C: 4.9.1762.
First cost: £26,492.17.2d (including fitting).
Commissioned: 6.1763, but paid off end 1766. Underwent Small Repair and fitted at Portsmouth (for £3,799.2.2d) 3 – 4.1767. Recommissioned 2.1767 and sailed for North America 20.5.1767; paid off 3.1771. Underwent Large Repair and fitted at Deptford (for £19,614.18.7d) 5.1773 – 5.1775. Recommissioned 3.1776 for Newfoundland operations until 1779. Refitted and coppered at Plymouth (for £4,650.19.9d) 4 – 5.1779. After operations in the Indian Ocean and elsewhere, paid off 4.1783. Underwent Great Repair and fitted at Woolwich (for £31,375) 4.1790 – 5.1792. Recommissioned 3.1792 under Capt. William Domett, as flagship of Rear-Adm. Samuel Goodall; sailed for the Mediterranean 18.6.1792. Recommissioned 3.1793 under Capt. William Paget; sailed for the Mediterranean 18.6.1793; involved in the Toulon occupation; took French 44-gun frigate *La Sibylle* in Mykonos harbour 17.6.1794. Under Capt. Charles Hamilton 12.1794, then Cmdr. Henry Inman in 3.1795 (I have no record of his being made post), then under Capt. Frank Sotheron from 6.1795, as flagship of Vice-Adm. Sir James Wallace; sailed for Newfoundland 18.6.1795 – and on further voyages thither on 24.5.1796 and 28.4.1797. Under Capt. Percy Fraser from 6.1797, then Capt. John Bligh in 7.1797, as flagship of Vice-Adm. William Waldegrave. Under Capt. John Lawford in 3.1798; involved in Swedish Convoy incident in the summer of 1798; then with Mitchell's squadron in the Helder in 8.1799. Under Capt. Sir Home Popham in 8.1800, then involved in Egypt operations (in the Red Sea); returned to Chatham 4.1803. Fitted at Chatham (for £7,847) 6 – 8.1803. Under Capt. William Brown in 1803-04, for operations on the African coast and in the West Indies. From 10.1804 under Capt. John Colvill; wrecked on the Haak Sand off the Texel 19.11.1804 (11 drowned).

***SALISBURY* Class**. Sir Thomas Slade design, approved 2.4.1766.
Dimensions & tons: 146ft 0in, 120ft $7^{5}/_{8}$in x 40ft 4in x 17ft 4in. $1{,}043^{77}/_{94}$ bm.
Men: 350. Guns: LD 22 x 24pdr; UD 22 x 12pdr; QD 4 x 6pdr; Fc 2 x 6pdr.
Salisbury Chatham Dockyard. (M/Shipwright Joseph Harris)

As built: 146ft 0in, 120ft 5¼in x 40ft 6¼in x 17ft 4in. $1{,}051^{81}/_{94}$ bm.

Ord: 18.1.1766. K: 19.8.1766. L: 2.10.1769. C: 5.7.1770.

First cost: £22,567.13.3d to build, plus £2,099.13.0d for fitting.

Commissioned: 5.1770 for North America; paid off 3.1772. Small Repair and fitted at Chatham (for £6,524.12.9d) 6 – 10.1773. Recommissioned 9.1773 for service in East Indies (to 1777). Recommissioned 8.1778 for service in West Indies (to 1780). Large Repair, fitted and coppered at Plymouth (for £23,736.14.5d) 9.1780 – 12.1782. Recommissioned 4.1783 for service on Newfoundland station; paid off 12.1785 but further commissions 3.1786 – 1788 and 3.1789 – 12.1791. Fitted at Portsmouth (for £10,377) 5 – 8.1795. Recommissioned 6.1795 under Capt. William Mitchell; sailed for West Africa 11.1795 and thence to Jamaica. Wrecked on the Île de Vache, near San Domingo 13.5.1796.

Centurion John Barnard & John Turner, Harwich.

As built: 146ft 0in, 120ft 2in x 40ft 5in x 17ft 3½in. $1{,}044^{11}/_{94}$ bm. Draught 10ft 8in / 15ft 7in.

Ord: 25.12.1770. K: 5.1771. L: 22.5.1774. C: 22.6.1774 – 9.9.1775 at Chatham.

First cost: £15,023.9.11d to builder, plus £1,237.6.11d for masts (provided by the Navy), total including rigging £20,537.17.9d; plus £4,205.16.10d for fitting.

Commissioned: 7.1775 and sailed for North America 25.10.1775; thence to West Indies; home to pay off 1780. Underwent Middling Repair, coppered and fitted at Portsmouth (for £11,178.19.10d) 9.1780 – 6.1781. Recommissioned 3.1781 and sailed for North America 5.7.1781; home and paid off 10.1783. Fitted for Ordinary at Sheerness 12.1783. Great Repair at Woolwich (for £23,424) 12.1784 – 12.1787. Recommissioned 2.1789 under Capt. William Otway, as flagship of Rear-Adm. Philip Affleck; sailed for Jamaica 20.5.1789; home and paid off 8.1792. Fitted at Chatham (for £8,848) 8.1792 – 1.1793. Recommissioned 11.1792 under Capt. Samuel Osborn; sailed for Leeward Islands 26.2.1793; sailed for East Indies 28.11.1793. In action (with *Diomede*) against French 44-gun *La Prudente* and *La Cybèle*, plus 20-gun *Le Jean Bart* and 14-gun *Le Courrier*, off Mauritius 22.10.1794. Involved in capture of Ceylon 7 – 8.1795, and of Amboyna and Banda 2.1796. Under Capt. John Sprat Rainier from 4.1797, still in East Indies; Red Sea operations 1799-1800 (Suez), then back to Batavier 8.1800. Under Capt. James Lind (acting) in 1804; active in Lieut. Phillip's defence against French 74-gun *Le Marengo*, 40-gun *L'Atalante* and 36-gun *La Sémillante* at Vizagapatam 15.8.1804. She was sent back from India in 11.1804 'as [she] will require an expensive repair if detained any longer in this Country; in her present state she may be converted by the Navy Board to some useful inferior establishment, as I know of no other mean of effectively getting rid of the White Ants onboard her, who have at times discovered themselves by serious depradations aloft' (ADM.1/174).

Fitted at Chatham as a hospital ship 8.1807 – 1.1808 for Halifax, Nova Scotia. Recommissioned 10.1807 under Lieut. Edward Webb and sailed for Halifax. Became a receiving ship and stores depot at Halifax under Capt. George Monke 11.1808. Hospital ship there 1809. As receiving ship at Halifax, under Capt. William Skipsey in 6.1813, as flagship of Rear-Adm. Edward Griffith Colpoys. Under Capt. Justice Finley from 6.1814, then Capt. David Scott from 10.1814; hulked 1817. Sunk at moorings there 21.2.1824; raised and BU 1825.

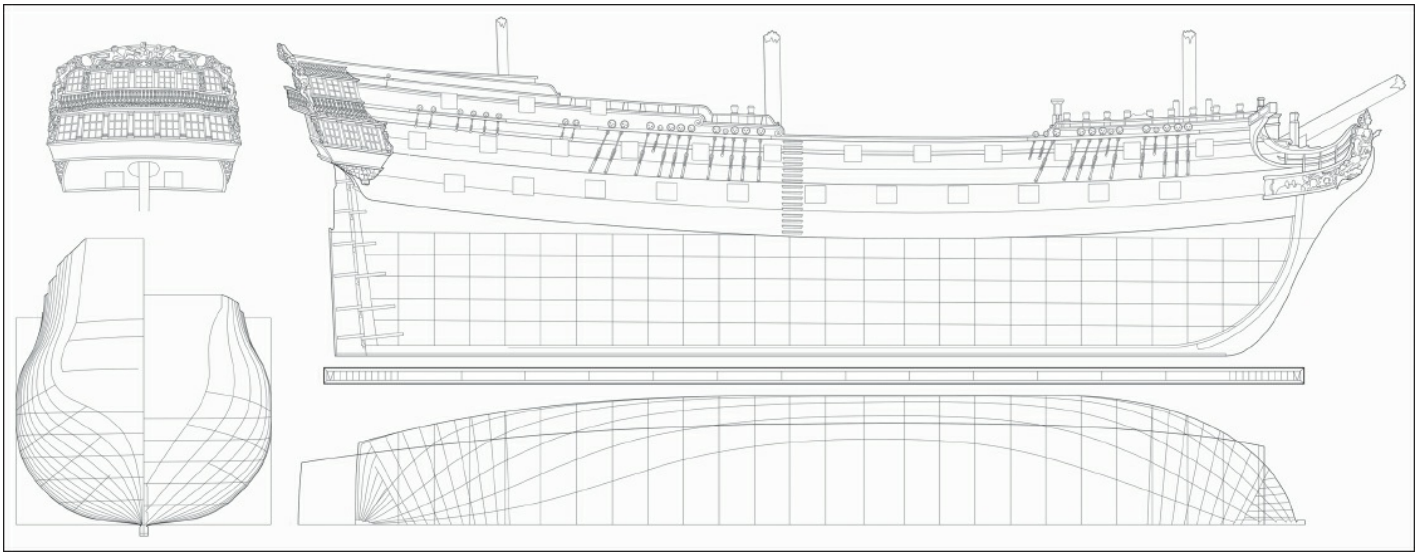
***PORTLAND* Class**. John Williams design, approved 2.4.1766. Eleven ships were built to this design; however, the *Hannibal* (built at Bucklers Hard 1776-79) had been taken by the French on 21.1.1782.

Dimensions & tons: 146ft 0in, 119ft 9in x 40ft 6in x 17ft 6in. $1{,}044^{73}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

[*Leander* had an extra 2 x 6pdrs on the QD, and was rated 52 guns.]

Portland Sheerness Dyd (M/Shipwright William Gray to 7.1767, completed by Edward Hunt).



Isis, 50 guns, as completed. In the latter half of the eighteenth century only small numbers of 50-gun ships were built, but the peculiar conditions of warfare in the American colonies led to an increased rate of construction in the 1770s. Eleven ships were built to this Williams draught, making the *Portland* Class the largest group of 50s to a single design.

As built: 146ft 0in, 119ft 9in x 40ft 6in x 17ft 6in. $1{,}044^{77}/_{94}$ bm. Draught 10ft 6in / 15ft 7in.

Ord: 18.1.1766. K: 1.1767. L: 11.4.1770. C: 10.11.1770.

First cost: £21,021.1.6d, plus £1,779.13.7d fitting.

Commissioned: 9.1770 (-10.1772), recommissioned 1.1773 (-9.1774) and 1.1775 (-1782) for wartime service. Refitted and coppered at Woolwich (for £6,754.16.10d) 2 – 3.1779. Recommissioned 11.1797 under Lieut. James Manderson as prison ship at Portsmouth; paid off 8.1800. Fitted as storeship at Portsmouth 10.1800 – 8.1801. Fitted at Portsmouth as a convict ship 1 – 5.1802, for Langstone Harbour. Sold to Daniel List for £800 (at Portsmouth?) 19.5.1817.

Bristol Sheerness Dyd (M/Shipwright Edward Hunt to 10.1772, then Nicholas Phillips to 3.1773; completed by George White).

As built: 146ft 0in, 119ft 9in x 40ft 7in x 17ft 6in. $1{,}049^{9}/_{94}$ bm. Draught 10ft 6in / 15ft 6½in.

Ord: 12.10.1768. K: 5.1771. L: 25.10.1775. C: 13.12.1775.

First cost: £23,440.11.10d to build, plus £3,574.16.5d fitting.

Commissioned: 10.1775 (-9.1781) for wartime service. Coppered and fitted for temporary service at Plymouth (for £13,567.3.11d) 3 – 6.1782. Recommissioned 3.1782 (-7.1786). Church ship in the Medway by 1787. Fitted as prison ship at Chatham 11 – 12.1794; recommissioned as hospital ship there under Lieuts. John Samuel Silly (1.1795), Francis M'Gie (5.1797), Thomas Hutchinson (1798), Joseph Withers (1800; died 1802), Joseph Coxwell (6.1806) and Richard Simmons (?1808). BU at Sheerness 6.1810.

Renown Robert Fabian, Northam.

As built: 146ft 0in, 119ft 8in x 40ft 7½in x 17ft 4½in. $1{,}050^{48}/_{94}$ bm.

Ord: 25.12.1770 (approved 30.1.1771). K: 5.1771. L: 4.12.1774. C: 16.9.1775 at Portsmouth.

First cost: £14,973.1.11d to build, total £20,328.15.11d plus fitting £5,449.13.6d.

Commissioned: 7.1775. Refitted and coppered at Plymouth (for £7,362.7.9d) 11.1780 – 2.1781. Paid off 8.1784 after wartime service. Fitted as a lazarette at Chatham 3.1794. BU (by AO 25.11.1794) at Sheerness 12.1794.

Isis John Henniker & Co, Chatham.

As built: 146ft 0in, 119ft 8¼in x 40ft 7½in x 17ft 6in. $1{,}050^{66}/_{94}$ bm. Draught 10ft 1in / 15ft 1in.

Ord: 25.12.1770 (approved 30.1.1771). K: 12.1772. L: 19.11.1774. C: 2.1776 at Chatham.

First cost: £14,972.9.6d to build, total £19,303.8.9d plus fitting £4,334.19.6d.

Commissioned: 10.1775 (-1779). Small Repair, coppered and fitted at Woolwich (for £2,964.19.9d) 2 – 11.1780. Recommissioned 8.1780; paid off 7.1784 after wartime service. Great Repair and fitted at Woolwich (for £33,312) 3.1792 – 5.1795. Recommissioned 12.1794 under Capt. Benjamin Archer for North Sea service; in 7.1795 under Capt. Robert Watson; took (with others) 36-gun Dutch *Alliantie* in North Sea 22.8.1795. From 9.1797 under Capt. William Mitchell; at Battle of Camperdown 11.10.1797, had 2 killed, 21 wounded. In 8.1799 under Capt. James Oughton, as flagship of Vice-Adm. Andrew Mitchell in operations on the Dutch coast; seizure of Dutch fleet in Nieuwe Diep 28.8.1799 and in Vlieter 30.8.1799. Under Capt. Richard Retalick in 10.1799, then Capt. James Walker 11.1800; at Battle of Copenhagen 2.4.1801; had 33 killed, 88 wounded. Under Capt. Thomas Masterman Hardy in 8.1801, later Capt. William Nowell. Fitted for foreign service at Chatham (for £3,008) 6 – 7.1802; recommissioned 6.1802 under Capt. Edward Brace, as flagship of Vice-Adm. James Gambier 7.1802 (-12.1803); sailed for Newfoundland 29.7.1802. From 2.1803 under Capt. William Lobb (still Gambier's flag); sailed for Newfoundland 5.1803. In 5.1804 under Capt. John Ommaney, as flagship of Vice-Adm. Sir Erasmus Gower (-1806) at Newfoundland. In 6.1806 under Capt. John Laugharne, as flagship of Vice-Adm. John Holloway; sailed for Newfoundland 19.6.1808; convoy to East India ships and Newfoundland 26.1.1808. In 1.1809 under Capt. Donald M'Leod, for North Sea; then Capt. Alexander Kerr in 5.1809 and Capt. Woodley Losack in 6.1809. BU at Deptford 9.1810.

Leopard Portsmouth Dyd (M/Shipwright Edward Hunt to 12.1777, then Nicholas Phillips to 4.1779, then George White).

As built: 146ft 5in, 120ft 0¾in x 40ft 8in x 17ft 6in. $1{,}055^{75}/_{94}$ bm. Draught 10ft 3in / 15ft 8in.

Ord: 16.10.1775 (named 13.11.1775). K: 1.1776. Order moved to Sheerness Dyd.

(M/Shipwright Martin Ware to 12.1785, then John Nelson to 3.1786; completed by William Rule)

Re-ord: 5.1785. K: 7.5.1785. L: 24.4.1790. C: 26.5.1790.

First cost (excluding £992 at Portsmouth): £24,489 to build, plus £3,464 fitting.

Commissioned: 6.1790 under Capt. John Blankett; paid off 12.1791. Fitted at Woolwich for (£9,686) 1.1792 – 1.1793. Recommissioned 11.1792 under Capt. John Maude. In 11.1793 under Capt. William Swaffield, as flagship of Vice-Adm. Joseph Peyton from 2.1794 (-2.1796), in the Downs. In 8.1796 under Capt. William Hargood; took 4-gun privateer *Le Victorieux* off Scarborough 18.2.1797; in mutiny at the Nore 27.5.1797; got to sea 10.6.1797. Under Capt. Thomas Surridge 12.1797; sailed for East Indies 29.7.1798; flagship of Rear-Adm. John Blankett 1799; took privateers *L'Apollon* (16-gun) 26.10.1798 and *La Clarisse* (18-gun) 22.8.1800; in Egypt operations 1801; later under Capt. George Collier; paid off 1803. Fitted at Chatham (for £10,152) 7 – 11.1803. Recommissioned 9.1803 under Capt. James Morris, as flagship of Commodore Charles Cunningham. In 6.1804 under Capt. Francis Austin, as flagship of Rear-Adm. Thomas Louis off Dunkirk (-1.1805). In 2.1805 under Capt. Richard Raggett, as flagship of Vice-Adm. Billy Douglas in the North Sea (-10.1805). In 10.1806 under Capt. Salusbury Humphreys, as flagship of Vice-Adm. George Berkeley, on Halifax station; capture of USS *Chesapeake* 22.6.1807 (this ship was released once alleged deserters from the RN had been removed). Under Capt. James Johnstone 1808, as flagship of Vice-Adm. Sir Albemarle Bertie; sailed for Cape of Good Hope 7.5.1808; in 6.1809 temporarily under Capt. James Tate. Fitted as troopship at Chatham 12.1810 – 4.1811; recommissioned as troopship (26-gun) under Capt. William Dillon 3.1811; in Mediterranean 1812-13. Recommissioned under Capt. Edward Crofton 1.1814, for Halifax station. Wrecked off Anticosti Island in the Gulf of St Lawrence 28.6.1814.

Jupiter John Randall & Co, Rotherhithe.

As built: 146ft 1½in, 119ft 8in x 40ft 10in x 17ft 6in. $1{,}061^{30}/_{94}$ bm. Draught 10ft 7in / 16ft 3in.

Ord: 21.6 & 1.7.1776. K: 7.1776. L: 13.5.1778. C: 26.7.1778 at Deptford (including coppering).

First cost: £15,801.2.10d to build, plus £8,511.5.4d fitting and coppering.

Commissioned: 4.1778; paid off 7.1783 after wartime service. Small Repair at Sheerness (for £9,669.2.7d) 7 – 11.1784. Recommissioned 8.1786 under Capt. Christopher Parker; sailed for Leeward Islands 1.4.1787; paid off 9.1789. Very Large Repair at Sheerness (for £32,877) 2.1792 – 9.1794; recommissioned 7.1794 under Capt. Richard Fisher. In 1.1795 under Capt. William Lechmere, as flagship of Commodore John Willett Payne; served as Royal escort for Princess Caroline of Brunswick. In 2.1796 under Capt. George Losack (-1802); sailed for the Cape of Good Hope 11.4.1796; joined Elphinstone's squadron at the Cape; at capture of Dutch squadron at Saldanha Bay 17.8.1796. Losack made Commodore ('broad pennant') 11.1798. In ?7.1799 under (temp.) William Granger; in action with 36-gun *La Preneuse* in the Indian Ocean 10/11.10.1799. Flagship of Vice-Adm. Sir Roger Curtis 1801, in the East Indies. By 1804 in Ordinary at Plymouth. Fitted as a hospital ship at Plymouth 9 – 12.1805. Fitted at Plymouth (and re-established as a 50-gun ship by 5.1.1807) 1 – 3.1807; recommissioned 2.1807 under Capt. Henry E.R. Baker; sailed for the East Indies 18.4.1807. Wrecked in Vigo Bay 10.12.1808.

Leander Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

As built: 146ft 0in, 119ft 7¾in x 40ft 8in x 17ft 5in. $1{,}052^{46}/_{94}$ bm. Draught 11ft 0in / 15ft 11in.

Ord: 21.6 & 25.7.1776. K: 1.3.1777. L: 1.7.1780. C: 21.8.1780.

First cost: £26,831.1.3d including fitting & coppering.

Commissioned: 6.1780; paid off 4.1784 after wartime service. Small repair at Portsmouth (for £8,466.12.5d) 6 – 12.1785. Fitted for foreign service (for £4,465) 11.1786; recommissioned 8.1786 under Capt. Sir James Barclay; sailed for Nova Scotia 9.4.1787; flagship of Sir Hubert Sawyer 1788; paid off 9.1788. Recommissioned 9.1788 under Capt. Joseph Peyton, Jnr, as flagship of Rear-Adm. Joseph Peyton, Snr (-1791); sailed for the Mediterranean 22.12.1788. Recommissioned 5.1795 under Capt. Maurice Delgano, for North Sea or Channel. In 11.1796 under Capt. Thomas Boulden Thompson; convoy to Gibraltar 7.1.1797; attack on Santa Cruz 25.7.1797; at Battle of the Nile 1.8.1798, had 0 killed, 14 wounded; taken off Crete by the French *Généreux* 17.8.1798, had 35 killed, 57 wounded; became French *Le Leander*, retaken at Corfu by the Russians and Turks 3.3.1799 and returned to the RN. Recommissioned 6.1799 under Cmdr. Adam Drummond in the Mediterranean; in 9.1799 under Capt. Michael Halliday. Refitted at Deptford (for £24,962) 7.1801 – 6.1802. Recommissioned 5.1802 under Capt. James Oughton, as flagship of Vice-Adm. Sir Andrew Mitchell (-1806); sailed for Halifax 7.1802. Under Capt. Francis Fane in 8.1803, then Capt. Alexander Skene 11.1803, Capt. George Ralph Collier in 1804 and then Oughton again. In 11.1804 under Capt. John Talbot; captured French 40-gun *La Ville de Milan* and retook 32-gun *Cleopatra* on Halifax station 23.2.1805; from 1.1805 under Capt. William Lyall, then Capt. Henry Whitby; fired on US coaster *Richard* off New York 25.4.1806. In 5.1806 under Capt. Salusbury Pryce Humphreys, as flagship of Vice-Adm. George Berkeley, at Halifax. Under Capt. Richard Raggett for passage home. Fitted as medical depot ship at Portsmouth 10.1806; renamed *Hygeia* 6.5.1813. Sold to Mr. Thomas for £2,100 (at Portsmouth?) 14.4.1817.

Adamant Peter Baker, Liverpool.

As built: 146ft 3in, 120ft 0in x 40ft 9in x 17ft 7½in. $1{,}059^{63}/_{94}$ bm.

Ord: 13.11.1776. K: 6.9.1777. L: 24.1.1780. C: 13.6 – 12.8.1780 at Plymouth.

First cost: £16,313.13.10d (£27,497.3.0d including fitting).

Commissioned: 11.1779. Paid off 4.1783 after wartime service. Refitted for foreign service (for £6,681.0.5d) 5 – 9.1783. Recommissioned 6.1783; paid off 9.1786. Great Repair and fitted as flagship at Sheerness (for £23,533) 8.1787 – 5.1789. Recommissioned 2.1789 under Capt. David Knox, as flagship of Rear-Adm. Sir Richard Hughes; sailed for Nova Scotia 19.6.1789; from 1.1792 under Capt. Charles Hope; paid off 6.1792. Fitted for Ordinary at Plymouth 7.1792. Recommissioned 4.1793 under Capt. William Bentinck; from 6.1794 under Capt. Henry d'Esterre Darby (-1796); sailed for the Leeward Islands 12.9.1794; in 4.1796 in Vanderput's squadron. In 11.1796 under Capt. Henry Warre; involved in Nore mutiny (rejoined flag 5.1797). In 3.1797 under Capt. William Hotham (-1801); in 9.1797 (temp.) under Capt. William Mitchell; at Battle of Camperdown 11.10.1797, had ; 1798 in Channel service; sailed with convoy to Cape of Good Hope 10.1798. Her boats (with those of *Tremendous*) destroyed 36-gun *La Preneuse* near Port Louis, Île de France 11.12.1799. Middling Repair and fitted at Chatham 5.1803 – 8.1804; recommissioned 6.1804 under Capt. George Burlton; took (with *Inflexible*) 4-gun privateer *L'Alert* 13.4.1805. In 10.1805 under Capt. John Stiles; convoy to East India ships 1806; took Spanish 26-gun privateer *Nuestra Señora de los Dolores* (alias *La Raparadora*) off the Cape of Good Hope 6.5.1806; took 1-gun privateer *La Bueno Union* on the Jamaica station 17.6.1807. In 10.1807 under ?Micaiah Macbon; on Jamaica station in 1808. Fitted as a receiving ship at Chatham 4 – 7.1809, for Leith; recommissioned 5.1809 under Capt. John Sykes; Scheldt operations 8.1809. In 8.1810 under Capt. Matthew Buckle (-1813), as flagship of Rear-Adm. William Otway, and receiving ship at Leith. In Ordinary at Sheerness 1814, then BU at Sheerness 6.1814.

Europa Woolwich Dyd (M/Shipwright George White to 4.1779, then John Jenner to 12.1782 [died], completed by Henry Peake).

As built: 145ft 11in, 119ft $4^{5}/_{8}$in x 40ft 7¼in x 17ft 5½in. $1{,}046^{91}/_{94}$ bm. Draught 10ft 4in / 16ft 10½in.

Ord: 12.1.1778. K: 26.9.1778. L: 19.4.1783. C: 10.9.1783 (coppered).

First cost: £29,351.14.7d (including fitting & coppering).

Commissioned: 6.1783; sailed for Jamaica 6.11.1783 and flagship there until paid off 9.1789. Middling Repair at Plymouth (for £18,223) 6.1790 – 6.1791. Fitted at Plymouth (for £5,686) 9 – 11.1792; recommissioned 9.1792 under Capt. George Gregory (-11.1794), as flagship of Commodore John Ford (Rear-Adm. 5.1794); sailed for Jamaica 10.9.1792; in San Domingo operations 1794. In 12.1794 under Capt. Thomas Surridge, still as Ford's flagship at Jamaica; home with convoy 7.1795 and paid off 11.1795. Fitted as a troopship at Portsmouth (for £9,124) 1 – 4.1798; recommissioned 2.1798 under James Stevenson (-1801); in Quiberon operations 1800, then Egypt operations 1801. Under Capt. John Stewart from 9.1801; paid off 6.1802. Prison ship for POWs at Plymouth in 1805. By 1807 in Ordinary at Portsmouth. Sold for £3,000 (at Portsmouth) 11.8.1814.

Assistance Peter Baker, Liverpool.

As built: 145ft 1in, 119ft 9in x 40ft 8in x 17ft 6in. $1{,}053^{37}/_{94}$ bm.

Ord: 11.2.1778. K: 4.7.1778. L: 12.3.1781. C: 31.12.1781 at Plymouth (coppered).

First cost: Fitting £10,908.3.3d.

Commissioned: 1.1781; paid off after wartime service in early 1783; fitted for Ordinary at Plymouth 2.1783, then fitted there as flagship (for £4,387.9.11d) 7 – 9.1783; recommissioned 6.1783; sailed 17.10.1783 for Nova Scotia. Middling Repair at Chatham (for £15,259) 7.1789 – 5.1790, then fitted at Chatham (for £4,474) 8.1790; recommissioned 7.1790 under Capt. Lord (James) Cranstoun, for Spanish Armament; paid off 9.1791. Recommissioned 4.1792 under Capt. John Samuel Smith, for Newfoundland and North America; from 8.1792 flagship of Rear-Adm. Sir Richard King, on Halifax station (-1.1793). In 2.1793 under Capt. Arthur Legge, then 7.1793 Capt. Nathan Brunton, in Channel fleet (cruising). In 5.1795 under Capt. Henry Mowatt (-died 4.1798); sailed for Halifax 3.1796; took 40-gun *L'Elizabeth* 28.8.1796. In 12.1798 under Capt. John Oakes Hardy, then 12.1799 under Capt. Robert Hall, still on Halifax station. Made good defects at Chatham (for £8,379) 10.1800 – 1.1801; from 1.1801 under Capt. Richard Lee, on Halifax station again; wrecked on sandbank between Dunkirk and Gravelines 29.3.1802.

***EXPERIMENT* Class.** John Williams design, approved 9.11.1772. The prototype *Experiment* was taken by the French in 1779.

Dimensions & tons: 140ft 6in, 115ft 6in x 38ft 6in x 16ft 7in. $910^{60}/_{94}$ bm.

Men: 300. Guns: LD 20 x 12pdrs; UD 22 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs (replaced by 2 x 32pdr carronades by AO 10.9.1790).

Medusa Plymouth Dyd (M/Shipwright John Henslow to 11.1784, completed by Thomas Pollard).

As built: 140ft 9½in, 115ft 11½in x 38ft 7½in x 16ft 7in. $920^{16}/_{94}$ bm. Draught 10ft 6in / 14ft 5in.

Ord: 1.8.1775 (named 20.10.1775). K: 3.1776. L: 23.7.1785. C: 10.8.1785.

First cost: £26,417.

Fitted for Channel service (for £3,296) 8.1790 – 15.9.1790.

Commissioned: 8.1790 under Capt. John Inglefield; sailed for the African coast 22.9.1790. Fitted as a receiving ship at Chatham (for £3,446) 2.1793; commissioned 1.1793 under Capt. James Norman; at Cork from 4.1793. Later in 1793 stated as being Fifth Rate with 38 guns and 274 men. Sailed for Jamaica 15.2.1795; returned with convoy and paid off 12.1795. Troopship 1796? Fitted as a hospital ship at Plymouth (for £8,961) 2.1796 – 1.1797; commissioned as such 3.1796 under Cmdr. John Eaton. Recommissioned 7.1797 as troopship under Cmdr. Alexander Becher; sailed for the Mediterranean 10.1798; wrecked off Rosia Bay (near Gibraltar) 26.11.1798.

***GRAMPUS* Class**. Edward Hunt design. Her Gravesend-built sister-ship *Cato* was lost in late 1782 on her maiden voyage.

Dimensions & tons: 148ft 0in, 121ft 9½in x 40ft 6in x 17ft 9in. $1{,}062^{58}/_{94}$ bm.

Men: 350 (343 from 1794). Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Grampus John Fisher, Liverpool.

As built: 148ft 1in, 121ft 8in x 40ft 8in x 17ft 9½in. $1{,}070^{25}/_{94}$ bm.

Ord: 16.2.1780. K: 3.1781. L: 8.10.1782. C: 16.2 – 18.3.1783 at Plymouth for Ordinary.

First cost: £19,281.3.11d to builder, plus £6,238.2.3 at Plymouth (incl. coppering).

Commissioned: 9.1782 under Capt. Lord (James) Cranstoun; paid off 3.1783. Fitted for foreign service (for £9,402.7.4d) at Plymouth 8 - 12.1783. Recommissioned 7.1783 under Capt. Edward Thompson (-1785). Fitted for the coast of Africa (for £3,115.3.2d) 8 – 9.1784. In 3.1786 under Capt. George Tripp; paid off 5.1786. BU (by AO 18.7.1794) at Deptford 8.1794.

TRUSTY. Modified from Edward Hunt's design for the *Grampus*, and approved 13.7.1780.

Dimensions & tons: 150ft 0in, 123ft 9½in x 40ft 6in x 17ft 9in. $1{,}080^{63}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdrs; UD 22 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Trusty James Martin Hillhouse, Bristol.

As built: 150ft 5½in, 124ft 0¾in x 40ft $7^{3}/_{8}$in x 17ft 9¾in. $1{,}088^{16}/_{94}$ bm.

Ord: 28.3.1780. K: 7.1781. L: 9.10.1782. C: 1.1783 (by builder), 8.1783 – 9.1785 (at Sheerness).

First cost: £17,694.12.10 to build, plus fitting £6,171.6.6d (builder) & £7,862.6.8d (Sheerness).

Commissioned: 9.1782 under Capt. James Bradby. Recommissioned 6.1783 under Capt. John Faithful Fortescue, as flagship of Commodore Sir John Lindsay (-1786), and sailed for the Mediterranean 9.11.1783; paid off 1785, but recommissioned 7.1785 under Capt. Martin Waghorn. In 8.1785 under Capt. William Wolseley; sailed for the Mediterranean 26.9.1785; flagship of Commodore Phillips Cosby in the Mediterranean from 10.1785 (to 1.1789). Small Repair and fitted at Plymouth (for £13,913) 3.1789 – 3.1790; recommissioned 11.1789 under Capt. John Drew (-1793), as flagship of Rear-Adm. Sir John Laforey; sailed for the Leeward Islands 13.3.1790l; at capture of Tobago 4.1793; paid off 9.1793. Fitted for Ordinary at Plymouth 8.1793, then fitted at Plymouth (for £13,384) 11.1793; recommissioned 11.1793 under Capt. William O'Bryen Drury; guardship at Weymouth 14.9.1794. In 1795 under Capt. John Osborn (-1797); in 5.1796 under (temp.) Cmdr. James Walker; sailed with convoy to Cape of Good Hope 27.6.1796; in 3.1798 under Capt. Andrew Todd. Fitted as a troopship at Woolwich (for £8,686) 5 – 8.1799; recommissioned 7.1799 under Capt. George Bowen; in 1800-01 under Capt. Alexander Wilson, for Egyptian operations. Recommissioned 12.1802 as a 50-gun ship under Capt. Daniel Guion, for the Downs. Fitted as a troopship at Chatham (for £6,004) 11.1803 – 2.1804; recommissioned 1.1804 under Capt. George Argeles (-1807), for the Downs; in 1808 under Capt. Brian Hodgson. Fitted as a prison ship at Chatham 4 – 5.1809; recommissioned 4.1809 under Lieut. William Needham; in 6.1809 under Lieut. Daniel Couch, and 1811-13 under Lieut. Joseph Coxwell. BU at Chatham 4.1815.

Ex DUTCH PRIZE (1781). An elderly Rotterdam Admiralty vessel, by 1785 reduced to a hulk.

Rotterdam (Dutch *Rotterdam*, built 1760 by Zwijndrecht at Rotterdam), 50 guns.

Dimensions & tons: 134ft 4in, 114ft 4in x 38ft 6in x 15ft 3½in. $877^{73}/_{94}$ bm.

Men: 350. Guns: 22 x 18pdrs; UD 22 x 9pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Taken 5.1.1781 by *Warwick*. Fitted and coppered at Portsmouth (for £11,143.15.11d) 24.1 – 14.9.1781.

Commissioned: 6.1781; paid off 10.1783 after wartime service. Fitted at Chatham as sheer hulk and receiving ship 14.12.1784 – 8.4.1785. Renamed *Princess Caroline* 1799. Sold to William Beatson (for £1,100) 17.7.1806.

***ANTELOPE* Class.** Sir John Henslow design 1790.

Dimensions & tons: 150ft 0in, 123ft 8½in x 41ft 0in x 17ft 8in. $1{,}106^{7}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdr; UD 22 x 12pdr; QD 4 x 6pdr; Fc 2 x 6pdr.

Antelope Sheerness Dyd (M/Shipwright William Rule to 8.1790, then Edward Sison to 5.1793, John Marshall to 6.1795, Thomas Mitchell to 7.1801, completed by Nicholas Diddams).

As built: 150ft 0½in, 123ft 2½in x 41ft 1¼in x 17ft 8in. $1{,}107^{25}/_{94}$ bm.

Ord: 15.2.1790. K: 6.1790. L: 10.11.1802. C: 15.3.1803.

First cost: £38,369 (including fitting).

Commissioned: 11.1802 under Capt. John Melhuish; from 4.1803 flagship of Commodore Sir Wm. Sidney Smith (-6.1804); blockade of Ostend 1803-04; Later in 1804 under Capt. Lord William Stuart, as flagship of Rear-Adm. William Domett 7.1804 (-8.1805), in the Downs; in 10.1804 under Capt. Sir Home Popham; in attempt to destroy Fort Rouge, Calais, with explosive vessels 8.12.1804. In 12.1804 under Capt. Robert Plampin, in the North Sea. In 8.1805 under Capt. Henry Bazely; sailed for the East Indies 1.6.1805. Under Capt. Barrington Dacres 10.1805, as flagship of Commodore Sidney Smith again (-12.1805). At Cape of Good Hope 1807. In 12.1807 under Capt. Edward Galway; sailed for the Mediterranean 21.2.1808. In 5.1809 under Capt. Donald M'Leod, as flagship of Vice-Adm. John Holloway; sailed for Newfoundland 25.6.1809. In 1810 under Capt. Richard Dunn, as flagship of Vice-Adm. Sir John Duckworth (-1812); sailed for Newfoundland 30.6.1810. In 12.1810 under Capt. James Carpenter; sailed with convoy for Gibraltar 30.12.1810. Under Capt. Thomas White (Acting) 2.1812, then Carpenter again; sailed for Newfoundland 22.6.1812. In 12.1812 under Capt. Edward Hawker, as flagship of Vice-Adm. Sir Edmund Nagle on Newfoundland station. In 1.1813 under Capt. Samuel Butcher; took Danish privateers *Kera Venner* on 11.10.1813 and *Eleonara* 24.10.1813; took US 20-gun privateer *Ida* 14.8.1814. Fitted for sea at Portsmouth as a flagship 11.1814 – 12.1815. Under Cmdr. Richard Booth Bowden in 5.1815; flagship of Rear-Adm. John Harvey in the Leeward Islands 1815, as troopship. Under Capt. George Sayer in 8.1815, still Harvey's flag; paid off 4.1819. Fitted at Chatham as convict ship 8 – 11.1823, to Bermuda 1.1824. BU 7.1845.

***DIOMEDE* Class.** Sir John Henslow design approved 14.7.1791, modified from *Antelope*.

Dimensions & tons: 151ft 0in, 124ft 7½in x 41ft0in x 17ft 8in. $1{,}114^{31}/_{94}$ bm.

Men: 350 (343 from 1794). Guns: LD 22 x 24pdr; UD 22 x 12pdr; QD 4 x 6pdr; Fc 2 x 6pdr.

Diomede (ex *Firm*, renamed 29.12.1797) Deptford Dyd (M/Shipwright Martin Ware to 6.1795, then Thomas Pollard).

As built: 151ft 1½in, 124ft $7^{7}/_{8}$in x 41ft 1¾in x 17ft 7in. $1{,}122^{52}/_{94}$ bm. Draught 11ft 9in / 16ft 6in.

Ord: 9.12.1790. K: 10.1792. L: 17.1.1798. C: 11.5.1798.

First cost: £43,804.

Commissioned: 3.1798 under Capt. Charles Elphinstone, for the North Sea; sailed for Cape of Good Hope 6.12.1798. From 12.1802 under Capt. Samuel Mottley, as flagship of Rear-Adm. Sir James Saumarez from 6.1803 (-6.1805); in 1.1804 under Capt. Hugh Downman, in Channel Islands and North Sea. In 4.1806 under Cmdr. Joseph Edmonds, in Popham's squadron at the Cape of Good Hope; then to River Plate in 1807 under Downman again; paid off 6.1807. Fitted at Portsmouth 9 – 11.1807; recommissioned 8.1807 under Capt. Philip Dumaresque. In 1808 under Capt. John Sykes, as flagship of Rear-Adm. Sir Edmund Nagle, at Guernsey. In 1809 under Capt. Hugh Cook (-1811); sailed with convoy 22.4.1809 for St Helena and thence to East Indies. Fitted at Chatham as 26-gun troopship 6 – 9.1812; recommissioned 10.1812 under Capt. Charles Fabian; sailed 1813 for North America. In 1814 under Capt. Hugh Pigot; in 10.1814 under Capt. George Kippen. Returned to England 4.1815 and paid off. Ordered to become provisions depot at Sheerness 7.7.1815, but found to be too decayed so BU 8.1815.

Grampus (ex *Tiger* renamed 4.3.1802) Portsmouth Dyd (M/Shipwright George White to 3.1793, then Edward Tippett to 10.1799, completed by Henry Peake).

As built: 151ft 0in, 124ft 7½in x 41ft 0in x 17ft 8in. $1{,}114^{31}/_{94}$ bm.

Ord: 9.12.1790. K: 10.1792. L: 20.3.1802. C: 11.4.1803.

Commissioned: 3.1803 under Capt. Hugh Downman; from 4.1803 under Capt. Thomas Caulfield (-1806); sailed 29.6.1803 for East Indies. From 6.1806 under Capt. Walter Bathurst, and 10.1807 under Capt. James Tait, still in East Indies; home to pay off end of 1809. Between Small and Middling Repair at Chatham 6.1809 – 2.1810. Recommissioned 1.1810 under Capt. William Hanwell (-1812); sailed with convoy 28.4.1810 for East Indies; in 11.1811 flagship of Commodore George Cockburn (-4.1812), to Cadiz and thence to South America. In 6.1812 under Capt. Robert Barrie, in North America; sailed for the Leeward Islands 2.9.1812. In 10.1812 under Capt. Francis Collier (-1815), as flagship of Rear-Adm. Sir Francis Laforey in 1813; to East Indies 1814-15. Laid up at Woolwich 7.1815, then at Deptford 1816. Troopship in 1817. Fitted at Deptford as a hospital ship (by AO 13.1.1820) 2 – 7.1820, for the Committee for Distressed Seamen in the Thames. Returned to RN 12.1831 and sold (at Woolwich?) to Mr. Beatson in late (?10.)1832.

***JUPITER* Class**. Sir William Rule design based on reduced lines of the 80-gun Danish prize *Christian VII*, approved 30.6.1810.

Dimensions & tons: 154ft 0in, 127ft $5^{3}/_{8}$in x 41ft 6in x 18ft 0in. $1{,}167^{49}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdr; UD 24 x 12pdr; QD 8 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr carronades.

Jupiter Plymouth Dyd (M/Shipwright Joseph Tucker to 5.1813, then Thomas Roberts).

As built: 154ft 0in, 127ft $3^{3}/_{8}$in x 41ft 7½in x 18ft 0in. $1{,}173^{4}/_{94}$ bm.

Ord: 30.6.1810. K: 8.1811. L: 22.11.1813. In Ordinary 1814. Began fitting for sea 3.1815, then laid up.

First cost: £36,733 to build, plus £12,494 fitting (incomplete).

Commissioned: 1815 (briefly) under Cmdr. Henry Meynell. Classed as troopship 11.1819. Underwent Small Repair (for £8,842) 7.1821 – 1.1822, then fitted (for £9,019) to carry the new Governor-General to India 5 - 9.1822. Recommissioned 5.1822 as troopship under Capt. George Westphal; under Capt. David Dunn from 1.1824, Capt. Sir William Wiseman 11.1824, and Capt. William Webb 12.1826, as flagship of Rear-Adm. Willoughby Lake on Halifax station from 1825; paid off 5.1827. Troopship again (30 guns) 1829. Fitted as temporary lazarette at Plymouth 8.1831. Fitted as troopship at Plymouth (for £15,671) 4 – 7.1832. Fitted at Woolwich to convey the Governor-General (Earl of Auckland) to India (for £2,679) and rerated 38-gun 9.1835; recommissioned 11.1835 under Capt. Frederick Grey. Paid off 27.9.1836. Refitted at Portsmouth as troopship (for £6,158) 8 – 11.1837; recommissioned 9.1837. China War deployment 1839-42, then Yangtze operation 7.1842; returned to England and paid off 9.12.1843. Fitted as a coal depot at Plymouth 4.1846. BU there (under AO 13.10.1869) completed 28.1.1870.

(New) *SALISBURY* Class. Sir William Rule design 1810, modified from *Jupiter*. The originally intended third vessel (ordered 13.5.1811 from Woolwich Dyd) was 'not proceeded with', but in its place a fresh order was placed there (see *Isis* below).

Dimensions & tons: 154ft 0in, 127ft 3¾in x 41ft 11in x 17ft 6in. $1{,}189^{76}/_{94}$ bm.

Men: 350. Guns: LD 22 x 24pdr; UD 24 x 12pdr; QD 8 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr carronades.

Salisbury Deptford Dyd (M/Shipwright Robert Nelson to 7.1813, then William Stone).

As built: 154ft 4in, 127ft $3^{3}/_{8}$in x 42ft 1in x 17ft 6in. $1{,}199^{2}/_{94}$bm.

Ord: 13.7.1810. K: 10.1811. L: 21.6.1814. C: 18.7 – 25.8.1814 at Woolwich, then 27.8.1814 - 22.5.1815 at Sheerness.

First cost: £45,297 (including fitting at Woolwich), plus £15,814 fitting at Sheerness.

Commissioned: 3.1815 under Capt. Edward Hawker, as flagship of Vice-Adm. Sir Richard Keats on Newfoundland station. From 12.1815 under Capt. John Mackellar, as flagship of Rear-Adm. John Erskine Douglas on Jamaica station; under Cmdr. Houston Stewart (acting Capt.) 3.1817. Underwent Small Repair and fitted for sea at Portsmouth (for £19,224) 5 – 12.1818. Under Capt. John Wilson 8.1818, as flagship of Rear-Adm. Donald Campbell (died 11.1819) on Leeward Islands station. Defects made good at Portsmouth (for £12,850) 9.1821 – 3.1822; under Capt. William Maude from 9.1821, as flagship of Rear-Adm. William Fahie on Halifax station. Laid up at Portsmouth 9.1824 until sold to Mr. Beatson (for £2,710) to BU 12.1.1837.

Romney John Pelham, Frindsbury.

As built: 154ft 9in, 127ft $8^{1}/_{8}$in x 42ft 6in x 17ft 6in. $1{,}226^{64}/_{94}$ bm. Draught 11ft 4in / 14ft 1in.

Ord: 13.5.1811. K: 8.1811. L: 24.2.1815. Laid up incomplete at Chatham.

Commissioned: 10.1815 under Capt. John Mackellar (but not for long – see *Salisbury* above!). Roofed over 12.1819, then fitted for sea (for £6,680) 7.1820. Fitted as a 30-gun troopship at Sheerness (for £5,476) 7.1820 – 5.1822; fitted for sea at Sheerness (for £1,535) 7 – 8.1824; commissioned 7.1824 under Capt. William Mingaye but never sailed. Fitted for foreign service at Chatham (for £2,414) 6.1.1825; recommissioned 12.1824 under Capt. Nicholas Lockyer. Laid up at Plymouth 9.1827 and paid off 10.1827. Fitted at Plymouth as troopship (for £12,151) 1 – 4.1832; under Masters R. Brown 1832-33 and James Wood 11.1833-34. Fitted at Portsmouth as a receiving ship for freed slaves (for £5,544) for Havanna 2 - 6.1837; recommissioned 18.5.1837 under Lieut. Charles Jenkin, then Lieut. Charles Hawkins 8.1839 and Lieut. Robert McClure 6.1842. Sold at Jamaica 15.12.1845.

Isis Woolwich Dyd (M/Shipwright Edward Sison to 3.1816, then Henry Canham).

Ord: 10.9.1811. K: 2.1816. Converted while building to a frigate and launched 5.10.1819 with a very different layout, she is excluded from this study.

Large 24pdr Frigates of 50 guns (Fourth Rates)

The Navy's first spar-decked frigate was acquired from the East India Company in 1805; although slow and leewardly, she was rapidly recommissioned as a cruiser in 1813 to meet the need for equivalents to the big American spar-decked frigates. This need led the Admiralty to call on 21.4.1813 for two draughts for 50-gun spar-deck frigates, designs being produced three days later. Notwithstanding the armament shown below, both ships carried an extra 2 x 24pdrs (*vice* 2 carronades) on the spar deck during their 1813-18 commission. After 1815, each had a flag officer's accommodation (with poop deck over) built on the quarterdeck, and effectively replaced the old two-decker 50-gun ships as flagships on foreign stations. The *Isis* (see previous entry) was completed to a similar layout in 1819.

PURCHASED

Cornwallis (ex Bombay Marine frigate *Marquis Cornwallis*, built 1800-01 at Bombay; M/Shipwright Jamsetjee Bomanjee). Teak-built. A genuine 'double-banked' or spar-decked frigate, designed by the HEIC as a longrange convoy escort.

Dimensions & tons: 164ft 4½in, 140ft $4^{7}/_{8}$in x 43ft 1¼in x 15ft 3in. $1{,}387^{57}/_{94}$ bm.

Men: 430. Guns: (as 'frigate') UD 30 x 24pdrs; QD 26 x 42pdr carronades; Fc 1 x 18pdr or 24pdr (as troopship) UD 22 x 32pdr carronades + 2 x 9pdrs; QD 8 x 32pdr carronades; Fc 2 x 9pdrs.

Purchased for £68,630 by Admiral Sir Edward Pellew from the East India Co at Bombay 3.1805.

Registered 13.8.1806 as *Cornwallis*, but renamed *Akbar* 2.1811.

Commissioned: 'immediately' in 1805 (in Bombay). Under Cmdr. (later Capt.) Charles Johnston from 2.1806. Under Capt. Christopher Cole in 1809; under Cmdr. William Fisher in 12.1810; paid off 7.1812. Fitted at Woolwich as a storeship 2.1813, then as a frigate 3 – 12.1813. Recommissioned 5.1813 under Capt. Archibald Dickson; under Capt. Charles

Bullen from 11.1814. Flagship of Rear-Adm. Griffiths on Bermuda station 1815. Laid up at Portsmouth 12.1816, but fitted as troopship 1817. Fitted at Portsmouth as a quarantine ship 6 - 9.1824, for Pembroke; to Liverpool as a lazarette 9.1827. Training ship 1852. Quarantine vessel *c.*1858. Sold 1862 or 1869.

LEANDER. Design by Sir William Rule, approved 4.1813. Built of pitch pine. Re-rated as 60 guns in 2.1817.

Dimensions & tons: 174ft 0in, 145ft $3^{5}/_{8}$in x 44ft 10½in x 14ft 4in. $1{,}556^{38}/_{94}$ bm.

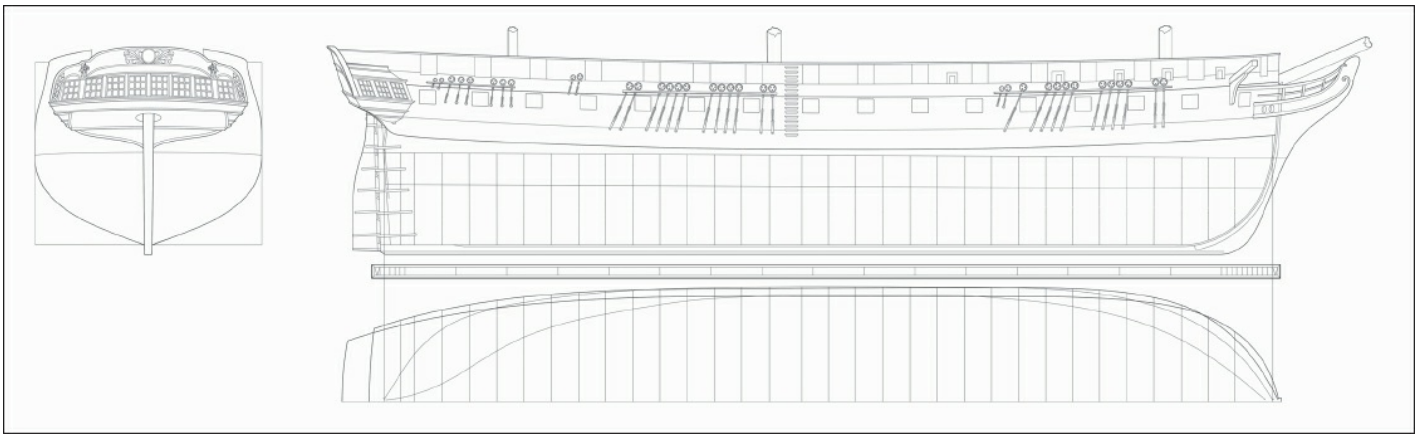
Men: 450. Guns: UD 30 x 24pdr; Spar Deck 26 x 42pdr carronades; Fc 4 x 24pdr.

Leander Wigram, Wells & Green, Blackwall.

As built: 174ft 0in, 145ft 1¾in x 45ft 1½in x 14ft 4in. $1{,}572^{10}/_{94}$ bm. Draught 9ft 6in / 12ft 3in.

Ord: 6.5.1813. K: 6.1813. L: 10.11.1813. C: 18.2.1814 at Woolwich.

Commissioned: 12.1813 under Capt. Sir George Collier. Took US 16-gun privateer *Rattlesnake* (16-gun) 22.6.1814; chased USS *Constitution* and recaptured the *Levant* at Porto Praya 10.3.1815. Under Capt. William Skipsey from 8.1815. Underwent Small Repair and fitted for foreign service at Woolwich 8.1815 – 2.1816. Under Capt. Edward Chetham from 5.1816, for the Mediterranean. At bombardment of Algiers 27.8.1816, firing 3,680 round shot and having 135 casualties (17 killed, 118 wounded). Flagship of Rear-Adm. Sir David Milne at Halifax 1817. Underwent Small Repair at Portsmouth 7 – 11.1819. Under Capt. Charles Richardson 7.1819, as flagship of Rear-Adm. Sir Henry Blackwood, sailed for East Indies. Under Capt. Price Blackwood (acting) 2 – 5.1822; returned to England late 1822. Receiving ship at Portsmouth 1823-30. BU there 3.1830.



Leander, 50 guns, as completed. One of two ships rapidly designed and built to counter the big American 44-gun frigates, *Leander* was not as weatherly as most British frigates, but was decidedly fast and might have caught the *Constitution* in March 1815 had not a signalling blunder diverted her squadron. A curiosity of the design was that the UD ports sat directly over those of the LD, instead of the usual staggered, *en echelon* pattern of two-deckers.

***NEWCASTLE*.** Design by Jean-Louis Barrallier, approved 4.1813. Built of pitch pine. Re-rated 60 guns 2.1817.

Dimensions & tons: 177ft 0in, 150ft 2¾in x 44ft 4½in x 14ft 11in. $1{,}573^{45}/_{94}$ bm.

Men: 450 (480 originally planned). Guns: UD 30 x 24pdrs; spar deck 24 x 42pdr carronades + 4 x 24pdrs [intended spar deck armament changed several times during construction].

Newcastle Wigram, Wells & Green, Blackwall.

As built: 176ft 5in, 149ft 5¾in x 44ft 8in x 15ft 1½in. 1,556 bm. Draught 10ft 8in / 13ft 2in.

Ord: 6.5.1813. K: 6.1813. L: 10.11.1813. C: 23.3.1814 at Woolwich.

First cost: £39,192 to build.

Commissioned: 11.1813 under Capt. Sir George Collier; from 12.1813 under Capt. Lord George Stuart; chased USS *Constitution* and recaptured the *Levant* at Porto Praya 10.3.1815. Under Capt. Samuel Roberts from 9.1815, fitted at Woolwich for foreign service 10 – 12.1815. Under Capt. Henry Meynell from 11.1815, as flagship of Rear-Adm. Sir Pulteney Malcolm – at St Helena 1816 and Chatham 1817. Paid off 9.1817. Small Repair at Chatham (for £4,658) 4 – 6.1818. Recommissioned under Capt. Arthur Fanshawe 11.1818, fitted (-3.1819) at Chatham as flagship of Rear-Adm. Edward Griffith Colpoys for Halifax. Paid off 1.1822 at Portsmouth. Fitted there 4 – 6.1824 as a lazarette for Pembroke; to Liverpool 9.1827. Sold to John Brown (for £2,500) 12.6.1850.

***JAVA* Class.** The prototype of a new class of 24pdr frigates was ordered in 1813 to a joint design of the Surveyors of the Navy, approved 9.7.1813. Planned to face the American spar-decked 'super-frigates', but without reaching the size (and expense!) of the *Leander* and *Newcastle*, Henry Peake proposed a ship of about 1,430 tons. However they were expressly not intended for the Napoleonic conflict, and even the prototype was not completed until 1826.

Dimensions & tons: 172ft 0in, 145ft 1¼in x 43ft 4in (42ft 8in mld.) x 14ft 3in. $1{,}449^{30}/_{94}$ bm.

Men: 450. Guns: UD 30 x 24pdrs; spar deck originally 2 x 24pdrs + 28 x 42pdr carronades, from 6.1823 changed to 6 x 24pdrs + 16 x 42pdr carronades (with the 'spar' section left unarmed).



A fine portrait by the French artist J.J. Baugean, probably from life, of USS *President*, as she was about 1803. Although described as 'spar-decked' (*ie* she had a continuous upper deck), she was only truly 'double-banked' early in her career, and by the War of 1812 had no guns on the gangways like conventional frigates. Even in this view the ports along the gangways do not seem to be armed.

Java Plymouth Dyd (M/Shipwright Thomas Roberts to 9.1815, completed by Edward Churchill).

As built: 171ft 11½in, 144ft 9¾in x 43ft 6in x 14ft 3in. 1,457$^{56}/_{94}$ bm.

Ord: 9.7.1813. K: 3.1814. L: 16.11.1815 (then laid up). C: 12.1825 - 2.7.1826.

First cost: £56,729 to build, plus £13,871 fitting (1825-26).

Commissioned: 12.1825 under Capt. John Wilson; sailed for the East Indies 3.8.1826. In 1827 under Capt. William Carroll (-1830), as flagship of Rear-Adm. William Gage. Between Small and Middling Repair at Portsmouth 1.1831 – 8.1832, then laid up in Ordinary. Fitted for commission at Portsmouth (for £7,822) 2 – 5.1846, but then laid up again. Fitted as target ship at Portsmouth 10 – 11.1861. BU completed at Portsmouth 22.11.1862.

Following this prototype, the design was somewhat modified by the raising of decks and the adoption of diagonal frames and a circular stern, and four ships were ordered to this revised design in 5.1816 (two more were ordered in 7.1817 and 7.1718, but were suspended on the stocks and not launched until 1843; they lie outside the scope of this book). As none of these ships was begun before 3.1817, no details of their service history are included below.

Dimensions & tons: 172ft 0in, 144ft 9in x 43ft 8in (43ft 0in mld.) x 14ft 6in. 1,468$^{11}/_{94}$ bm.

Southampton Deptford Dyd (M/Shipwright William Stone).

As built: 172ft 9½in, 145ft 3$^{1}/_{8}$in x 43ft 8½in (44ft 3½in oa) x 14ft 6in. 1,474$^{33}/_{94}$ bm. Draught 12ft 2in / 14ft 11in.

Ord: 23.5.1816. K: 3.1817. L: 7.11.1820. C: 11.5.1821 for Ordinary, 3.1829 for sea (at Chatham).

First cost: £49,664 to build; fitting (1828-29) £22,849.

Portland (ex *Kingston*, renamed 1817) Plymouth Dyd (M/Shipwright Edward Churchill).

As built: 172ft 9in, 145ft 5in x 43ft 8¼in (44ft 3¼in oa) x 14ft 6in. 1,476$^{27}/_{94}$ bm. Draught 12ft 6in / 15ft 1in.

Ord: 23.5.1816. K: 8.1817. L: 8.5.1822. C: 20.8.1833 (for sea).

First cost: £51,025 to build, plus £12,006 fitting.

Lancaster Plymouth Dyd (M/Shipwright Edward Churchill).

As built: 172ft 9in, 145ft 4$^{5}/_{8}$in x 43ft 8¾in (44ft 3¾in oa) x 14ft 6in. 1,478$^{74}/_{94}$ bm. Draught 12ft 0in / 15ft 2in.

Ord: 23.5.1816. K: 18.7.1818. L; 23.8.1823. C: 8.10.1823 for Ordinary (never commissioned).

First cost: £47,243 (fitted for Ordinary).

Winchester Woolwich Dyd (M/Shipwright Henry Canham).

As built: 173ft 1in, 145ft 7in x 43ft 10in (44ft 5in oa) x 14ft 6in. 1,487$^{81}/_{94}$ bm. Draught 12ft 2in / 14ft 10in.

Ord: 23.5.1816. K: 11.1818. L: 21.6.1822. C: 16.9.1822 for Ordinary, 21.1.1830 for sea (at Chatham).

First cost: £40,619 to build; fitting (1829-30) £24,838.

Ex AMERICAN PRIZE (1815). American 24pdr-armed 'super-frigate' (and sister to the *Constitution* and *United States*) built to a design by Joshua Humphries, as amended by Josiah Fox. Very large spar-decked frigate, designed as 194ft 10½in (GD) x 44ft 2in (43ft 6in mld.) x 14ft 3in, it was rated as 44-gun by the USN but carried 32 x 24pdrs and 20 x 42pdr carronades, plus an 8in howitzer.

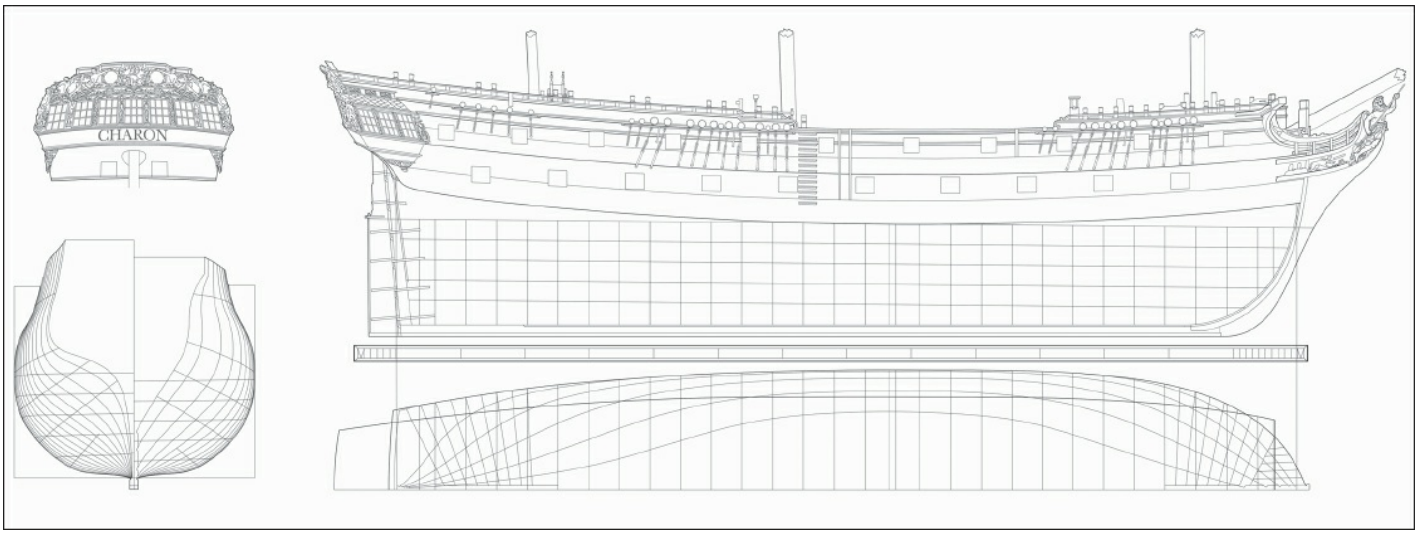
President (American *President*, launched 1.4.1800 by William Doughty & Christian Bergh, New York).

Dimensions & tons: 173ft 3in, 146ft 4¾in x 44ft 4in (43ft 8in mld.) x 13ft 11in. 1,533$^{7}/_{94}$ bm.

Men: 450. Guns: UD 30 x 24pdr; Spar deck 2 x 24pdr (Fc) + 28 x 42pdr carronades.

Taken off New York 15.1.1815 by *Endymion* and others. Arrived Portsmouth 31.3.1815.

Not Commissioned: Re-rated 60-gun ship in 2.1817. Was to have been repaired in 3.1818, but hull was found to be decayed and she was BU at Portsmouth 6.1818.



Charon (ii), 44 guns, as designed. These very small two-deckers were effectively rendered obsolete as cruising ships by the advent of the frigate, which possessed far better sailing qualities and could fight its main battery in all weathers. However, the requirements of the war in the American colonies led to a huge new programme of 44s, the majority of which were built to this existing Slade design. The early ships were completed with a small roundhouse on the quarterdeck and two tiers of quarter galleries, but later ships had the frigate-style stern, as shown here.

5 Fifth Rates

Until 1817 the Fifth Rate comprised vessels with fewer than 50 but no less than 30 carriage guns. For much of the eighteenth century this had meant primarily the small twodecker carrying 40 guns, later raised to 44 guns; but the arrival of the frigate in mid-century had brought with it a swarm of singledeck ships of 32, 36 or 38 guns, although only 26 or 28 of these guns were main battery weapons. By 1793 the Rate included twenty-five of the 44-gun type (four of them 'temporarily' re-classified as transports with 24 guns apiece) and seventy-two frigates, twenty of which were the larger type with a main battery of 18pdrs guns, fiftyone with a 12pdr main battery, and one (*Danae*) with a 9pdr main battery. Over the next twenty years the obsolete two-decker type would be mainly phased out of frontline service, while newbuilding would concentrate on the 18pdr-armed frigates.

Fifth Rates of 44 guns (two-deckers)

Of the twenty-five 44-gun ships, three were in commission and fifteen in Ordinary (reserve) at the start of 1793; the other seven, including the four re-rated as 24-gun transports, were in harbour service. The 44-gun ship was established with a complement of 300 men (271 officers, seamen and marines; 26 servants and boys; and 3 'widows' men'; this total was reduced by 6 servants and boys to 294 in 4.1794) and ordnance of 20 x 18pdrs, 22 x 12pdrs and 2 x 6pdrs – giving a broadside of 318 lbs, increased in 11.1794 to 390 lbs by the addition of 8 x 18pdr carronades. A very elderly and obsolete type, of which the last survivors were in service as auxiliaries. As a concept, they had lost out to the frigate which, while nominally less well armed, could at least fight all its guns in any weather; the *Argo*, for instance, had been taken by two French frigates in 1783 (although recovered after three days) because she was not able to open her LD gunports. Emptied of their LD guns, and mounting 20x 9pdrs on the UD and 2 x 6pdrs on the QD (plus the existing 2 on Fc), these mainly served as fast transports during the Napoleonic wars – equivalent to the converted destroyer escorts (APD) of WW2 – with their LD used for troop accommodation.

1745 Establishment Type. Although none of this era remained in service, one vessel was still on the Navy List, as a receiving ship. The *Rainbow* was of particular interest as she had been the first vessel fitted to carry an all-carronade armament, in 1782; thus fitted, she was responsible for the capture of the new French 18pdr frigate *L'Hébé*, often seen as a key step in the introduction of 18pdr frigates into the RN.

Dimensions & tons: 133ft 0in, 108ft 10in x 37ft 6in x 16ft 0in. $814^{7}/_{94}$ bm.

Men: 280. Guns (1762 Establishment): LD 20 x 18pdrs, UD 22 x 9pdrs; QD nil; Fc 2 x 6pdrs.

[*Rainbow* as fitted 1782: LD 20 x 68pdr carronades, UD 22 x 42pdr carronades, QD 4 x 32pdr carronades; Fc 2 x 32pdr carronades – a broadside weight of 1,238 lbs.]

Rainbow Robert Carter, Limehouse.

As built: 133ft 3in, 108ft $9^{1}/_{8}$in x 37ft 10¾in x 16ft 0in. $830^{75}/_{94}$ bm.

Ord: 4.3.1746. K: 3.1746 (named 30.4.1747). L: 30.5.1747. C: 24.6.1747 at Deptford.

First cost: £10,175 to builder, plus £4,778.3.9d fitting.

Commissioned: 5.1747. Middling Repair and fitted at Woolwich (for £7,776.2.3d) 8.1755 – 7.1756; recommissioned 5.1756 for Seven Years War. Middling Repair at Portsmouth (for £7,603.19.6d) 9.1761 – 11.1762. Great Repair and fitted at Woolwich (for £14,317.11.6d) 7.1769 – 10.1770. Fitted for foreign service (and repaired after damage) at Sheerness (for £6,276.3.0d) 9.1775 – 4.1776; recommissioned 12.1775 for the American War. Refitted at Chatham under AO 21.1.1782 with an all-carronade armament 'by way of trying the merits of these guns on a large scale and of increasing by their means the number of ships capable of acting in a Line of Battle' (for £6,294.5.0d) 2 – 4.1782; recommissioned 3.1782 under Capt. Henry Trollope; captured French 40-gun *L'Hébé* off Île de Bas 4.9.1782; paid off 3.1783. Fitted as a receiving ship at Woolwich 10.1783 – 6.1784; in Ordinary there 1783 - 1802. Sold at Woolwich 2.1802.

***ROEBUCK* Class**. Design by Sir Thomas Slade, 1769, much enlarged from the Establishment era 44s, and carrying 12pdrs on the UD *vice* 9pdrs. The prototype was built in 1770-74, but the class's virtues for the requirement of coastal warfare in the shallow seas off North America (where deeper twodeckers could not sail) led to a massive revival from 1775 on. Of the original twenty ships built to this design, *Serapis* (i), *Charon* (i) and *Romulus* had been war losses 1779-81, and *Guardian* was wrecked in 1790; the names of the first two had been re-issued to new vessels of the class built in 1780-83. *Janus* and *Mediator* – re-rated as storeships in 1.1788 – had been renamed *Dromedary* and *Camel* on 3.3.1788.

Dimensions & tons: 140ft 0in, 115ft 9in x 37ft 9½in x 16ft 4in. $879^{20}/_{94}$ bm.

Men: 300 (294 from 1794); 155 as troopships. Guns (1792): LD 20 x 18pdrs; UD 22 x 12pdrs; QD nil; Fc 2 x 6pdrs. As storeships, *Dromedary* had UD 22 x 9pdrs, QD 8 x 6pdrs; *Camel* UD 20 x 9pdrs, QD 4 x 6pdrs.

Roebuck Chatham Dyd (M/Shipwright Joseph Harris to 3.1773, completed by William Gray).

As built: 140ft 0in, 116ft $4^{3}/_{8}$in x 37ft 10in x 16ft 4in. $885^{85}/_{94}$ bm. Draught 10ft 8½in / 14ft 0½in.

Ord: 20.11.1769. K: 10.1770. L: 28.4.1774. C: 4.8.1775 at Chatham.

First cost: £18,911.0.6d to build, plus £1,749.5.5d fitting.

Commissioned: 7.1775; fitted for foreign service at Chatham (for £495.1.4d) 22.8.1775; refitted and coppered at Woolwich (for £4,848.7.6d) 2 – 4.1779; paid off 4.1783 after wartime service. Middling Repair at Sheerness (for £11,388.0.10d) 9.1783 – 2.1785. Fitted as a hospital ship at Chatham (for £1,814) 10.1788 – 7.1790; recommissioned 6.1790 under Cmdr. George Lindsay; paid off 9.1791. Recommissioned under Capt. Alexander Christie as a troopship 9.1793; sailed for the Leewards again 26.11.1793. Under Cmdr. David M'Iver 7.1795, in the West Indies to 1795. In 2.1796 under Lieut. (Cmdr. 10.1796) Alexander Burrowes (-1799); took 12-gun privateer *La Batave* (Dutch *Baataf*) off Barbados 6.7.1796; took 10-gun privateer *La Parfaite* off Martinique 19.2.1798; returned to England 11.1798. Fitted as a troopship at Deptford (for £10,044) 4 – 7.1799; recommissioned 7.1799 under Cmdr. John Buchanan (-1802), as troopship in Mediterranean service; in 1.1802 under Cmdr. James Hawes. Paid off into Ordinary at Woolwich 5.1802. Fitted as a guardship at Woolwich (for £4,201) 7 – 9.1803; recommissioned 7.1803 under Capt. George M'Kinley (-1805), as guardship at Leith; flagship of Vice-Adm. Richard Bligh 11.1803 – 2.1804, of Rear-Adm. James Vashon 4.1805 – 10.1805; guardship at Gt Yarmouth 9.1805. Under Capt. Richard Curry in 3.1806 (-1810), as receiving ship at Yarmouth; flagship of Rear-Adm. Billy Douglas in 11.1805 - 1809; flagship of Rear-Adm. Lord (Alan) Gardner 1810 - 1811. BU at Sheerness 7.1811.

Acteon Randall & Co, Rotherhithe (contract 16.7.1776 at £12¾ per ton).

As built: 140ft 1½in, 115ft 10½in x 37ft 11¼in x 16ft 4in. $887^{8}/_{94}$ bm. Draught 9ft 8in / 14ft 6in.

Ord: 3.7.1776. K: 7.1776 (named 27.8.1776). L: 29.1.1778. C: 17.4.1778 at Deptford Dyd.

First cost: £11,316.0.6d to builder (+£266.12.9d yard exp.), plus £6,358.6.2d fitting.

Commissioned: 1.1778; refitted and coppered at Chatham (for £5,827.3.6d) 10.1780 – 1.1781; paid off 1783 after wartime service. Small Repair at Portsmouth (for £6,720.17.0d) 1783 – 12.1787; recommissioned 10.1787 under Lieut Henry Blaxton, as a troopship; paid off 2.1788. Fitted for foreign service at Portsmouth (for £1,594) 9.1788; recommissioned 10.1788 under Lieut. Joseph Hanwell; paid off 5.1791. Fitted as a receiving ship at Portsmouth (for £5,185) 4 – 7.1795, for Liverpool; recommissioned 5.1795 under Cmdr. Azariah Uzuld (died 3.1799); then under Cmdr. Philip Hue 4.1799 - 1801. Sold at Liverpool 30.4.1802.

Dromedary (ex *Janus*) Robert Batson, Limehouse (contract 7.8.1776 at £12¾ per ton).

As built: 140ft 0½in, 115ft 10in x 37ft 10½in x 16ft 4in. $883^{80}/_{94}$ bm. Draught 10ft 4in / 14ft 5in.

Ord: 24.7.1776. K: 9.8.1776 (named 27.8.1776). L: 14.5.1778. C: 11.8.1778 at Deptford Dyd.

First cost: £18,097.6.3d including fitting.

Commissioned: 4.1778; coppered at Antigua 5.1782; paid off 1782/3 after wartime service. Recommissioned 4.1783; sailed for Jamaica 6.11.1783; paid off 10.1786. Fitted as a storeship by AO 19.12.1887. Renamed *Dromedary* 3.3.1788. Large Repair at Deptford (for £17,447) 2.1788 – 11.1789. Fitted at Deptford (for £2,222) 9.1790 – 1.1791. Recommissioned 10.1790 under Cmdr. Benjamin Hulke; paid off 9.1791. Recommissioned 3.1793 under Cmdr. Sandford Tatham (-1794); sailed for West Indies 26.11.1793. In 12.1794 under Cmdr. Richard Hill; sailed for West Indies 3.1795, returning 8.1795. In 11.1795 under Cmdr. Thomas Harrison; sailed for the Mediterranean 9.2.1796, returning 12.1796. Under Cmdr. William Collis in 6.1797, then Cmdr. Thomas Leef in 11.1797; sailed for Jamaica 1.1798. Under Cmdr. William Robinson in 4.1799, then Cmdr. Bridges Taylor in 11.1799; wrecked near Trinidad 10.8.1800.

Dolphin Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

As built: 139ft 11in, 115ft 6¼in x 37ft 10¼in x 16ft 4in. $880^{47}/_{94}$ bm. Draught 10ft 11in / 14ft 0in.

Ord: 8.1.1777. K: 1.5.1777. L: 10.3.1781. C: 11.5.1781.

First cost: £21,525.10.5d (including fitting and coppering).

Commissioned: 3.1781 under Capt. William Blair for North Sea. Paid off 1.1784 after wartime service. Small Repair at Chatham (for £5,936.6.8d) 3 – 6.1784. Fitted as a hospital ship at Chatham (for £3,819) 10.1790 – 2.1791; at Portsmouth 1791. Recommissioned 1.1793 under Cmdr. James May as hospital ship; sailed for the Mediterranean 22.5.1793. In 1.1794 under Cmdr. Richard Retalick, then 3.1797 under Cmdr. Robert Williams, then 10.1797 Lieut. John Nesbitt (-12.1799); at recapture of Minorca 11.1797; in 1798 as hospital ship at Lisbon. In 2.1799 under Cmdr. Thomas Bayley, and in 9.1799 Cmdr. Philip Beaver, then 12.1799 under Cmdr. John Dalrymple. Fitted as a troopship at Deptford (for £9,042) 1 – 4.1800, with UD 20 x 9pdrs; in Egypt operations *en flûte* (as 24-gun troopship); returned to England 1.1802 and paid off 3.1802. Fitted at Deptford (for £9,508) to carry stores to Ireland 10.1803 – 1.1804; recommissioned 1.1804 as 20-gun storeship under Cmdr. John Shortland. In 10.1804 under Cmdr. Isaac Ferrieres (to Leeward Islands 10.1805), then in 9.1806 under Cmdr. Daniel Tandy. Large Repair and fitted as a storeship at Deptford 10.1807 – 11.1808; recommissioned 10.1808 under Cmdr. Christopher Watson; to Leeward Islands 1809. In 10.1810 under Cmdr. Alexander Milner (-1815). Fitted at Portsmouth 2 – 4.1811. BU there 7.1817.

Ulysses John Fisher, Liverpool.

As built: 140ft 0in, 115ft $3^{1}/_{8}$in x 38ft 0½in x 16ft 4¾in. $887^{8}/_{94}$ bm. Draught 10ft 3½in / 14ft 0in.

Ord: 16.4.1777. K: 28.6.1777. L: 14.7.1779. C: 9.10.1779 at builder, 1.11.1779 – 2.1.1780 at Plymouth.

First cost: £12,443.18.0d to build (+ £402.5.10d extras), plus £7,474.15.3 for fitting & coppering.

Commissioned: 5.1779; paid off 8.1783 after wartime service. Great Repair at Sheerness (for £16,245) 5.1786 – 6.1787. Fitted at Chatham as a troopship (for £2,515) 5 – 6.1790; recommissioned 6.1790 under Lieut. Thomas Parker; paid off 11.1790. Fitted at Portsmouth as troopship (for £4,839) 2 – 4.1791; recommissioned 2.1791 under Capt. William Carthew; sailed with troops 2.5.1791 for Gibraltar and Canada; paid off 12.1791 into Ordinary. Recommissioned 1.1793 under Cmdr. Richard Morice; sailed for the Leeward Islands 18.3.1793, and again on 25.11.1793; storeship with Jervis's fleet in the West Indies; paid off 8.1794. To Transport Board 3.1795; sailed for the West Indies 11.1795 (returning 2.1796) and again 6.1796 (returning 9.1797) under Lieut. George Lemprière from 12.1795, then under Lieut. Thomas Pressland in 11.1797, as storeship in Mediterranean. Under Cmdr. George Sayer in 2.1800; on Irish station, then 4.1801 to Mediterranean; returned to England 2.1802. Fitted for sea as a 44-gun ship at Woolwich (for £6,825) 6 – 8.1802; recommissioned 6.1802 under Capt. Edward Columbine (-1804); sailed as storeship for Leeward Islands 8.1802; flagship of Commodore Samuel Hood 11.1802 – 2.1803; took 1-gun privateers *Le Petit Décidé* 30.4.1804 and *Les Trois Frères* 15.5.1804; returned to England 9.1804. Repair and fitted at Portsmouth 9.1804 – 6.1807; recommissioned 3.1807 under Capt. Christopher Nesham; sailed with convoy 20.8.1807 for West Indies; boats (with others) in attempt to cut out 16-gun *Le Griffon* at Port Maria 27.3.1808. Under Capt. Edward Woolcombe, at capture of Martinique in 2.1809. Recommissioned 3.1809 for Baltic service under Capt. Warwick Lake (dismissed 6.2.1810). Under ?H. Barker in 2.1810; to Channel Islands 1811; from 6.1812 under Capt. William Fothergill, as flagship of Rear-Adm. William Brown. In ?4.1813 under Capt. Thomas Browne (-1815), in the Baltic; paid off 8/9.1815. Sold for £2,820 (at Sheerness?) 11.1.1816.

Endymion Edward Greaves, Limehouse.

As built: 140ft 0in, 115ft 7in x 38ft 1½in x 16ft 4in. $893^{59}/_{94}$ bm. Draught 10ft 3in / 14ft 2in.

Ord: 2.2.1778. K: 18.3.1778. L: 28.8.1779. C: 6.9 – 5.11.1779 at Woolwich (coppered).

First cost: £17,966.6.7d to build (including Deptford expenses), + £1,854.1.3 fitting at Woolwich.

Commissioned: 7.1779; paid off 1783 after wartime service. Small Repair at Woolwich (for £6,291.14.2d) 12.1783 – 12.1784. Recommissioned 10.1783 under Lieut. Joseph Sall; paid off 2.1788. Under Lieut. Daniel Woodriff 1789-90, as troopship. Wrecked on uncharted rock off Turks Island 20.8.1790 (1 man drowned).

Assurance Randall & Co, Rotherhithe.

As built: 140ft 4in, 115ft 11½in x 38ft 2in x 16ft 4½in. $898^{45}/_{94}$ bm. Draught 10ft 3in / 14ft 9in.

Guns: Re-armed in 7.1793 with LD 22 x 24pdr carronades, UD 20 x 12pdrs, QD 4 x 24pdr carronades, Fc 2 x 24pdr carronades (and in 6.1796: UD 16 x 9pdrs, QD 4 x 6pdrs, Fc 2 x 6pdrs).

Ord: 20.5.1778. K: 11.6.1778. L: 20.4.1780. C: 15.7.1780 at Deptford (coppered).

First cost: £12,364.13.8d to build; total £20,922.19.1d.

Commissioned: 4.1780; paid off 2.1784 after wartime service. Between Small and Middling Repair at Sheerness (for £8,578.5.7d) 3 – 10.1785. Fitted as a troopship at Chatham (for £2,692) 2 – 4.1791; recommissioned 2.1791 under Capt. John Shortland; sailed for Halifax with troops 11.5.1791; paid off 12.1791. Recommissioned 4.1793 under Capt. Velters Berkeley; sailed for the Mediterranean 2.1794, then 5.1794 to West Indies to join Jervis's fleet. In 12.1794 under Capt. Wyndham Bryer, then Capt. Charles Sawyer in 4.1795; later under Capt. Charles Ogle (acting); paid off 9.1795 at Sheerness. Fitted as a troopship at Chatham (for £7,008) 2 – 7.1796. To Transport Board by AO 8.6.1796; recommissioned 7.1796 under Lieut. John Norris, then 8.1796 under Lieut. Ranceford Tookey; sailed for the Mediterranean, returning 10.1798. Fitted as a receiving ship at Woolwich (for £1,695) 3.1799 where remained in Ordinary until BU there 3.1815.

Argo John Baker & Co, Howden Pans, Newcastle.

As built: 140ft 8in, 115ft $9^{3}/_{8}$in x 38ft 0¾in x 16ft 4½in. $892^{21}/_{94}$ bm.

Guns: Re-armed in 4.1793 with LD 22 x 24pdr carronades (replaced 11.1793 by 18pdrs again), UD 20 x 12pdrs, QD 4 x 24pdr carronades, Fc 2 x 24pdr carronades (restored to standard 44-gun Establishment 5.1808, then in 9.1809: LD 20 x 24pdr Govers, UD 22 x 24pdr Govers, QD 4 x 24pdr carronades, Fc 2 x 6pdrs + 2 x 24pdr carronades).

Ord: 26.2.1779. K: 18.8.1779. L: 8.6.1781. C: 11.9 – 15.10.1781 at Chatham.

First cost: £19,356.4.3d including fitting.

Commissioned: 3.1781; taken by the French 17.2.1783, but retaken three days after; paid off 4.1784 after wartime service. Middling Repair at Sheerness (for £12,957) 7.1785 – 10.1786. Fitted as a troopship at Chatham (for £4,441) ?6.1790 – 4.1791; recommissioned 2.1791 under Cmdr. Sandford Tatham; sailed 11.5.1791 for Halifax with troops; paid off 6.1792. Recommissioned 5.1793 under Capt. William Clark (-1794); in 2.1795 under Capt. Richard Burgess; bought home Levant convoy (with *Juno*) in 10.1795. In 6.1796 under Capt. John Stevens Hall, for convoys and cruising; sailed for the Mediterranean 10.1798. Under Capt. James Bowen in 3.1798 (-1801); recaptured the *Peterel* 15.11.1798; at recapture of Minorca; took the 34-gun *Santa Teresa* off Majorca 8.2.1799; flagship of St Vincent for passage to England 7.1799; took 12-gun *Infanta Amalia* off coast of Portugal 6.8.1799; took 12-gun *San Fernando* 21.10.1800. Fitted at Woolwich 8 – 10.1802; recommissioned 9.1802 under Capt. Benjamin Hallowell; sailed for the African coast 11.1802; in Leeward Islands 7.1803; capture of Dutch West Indies 8/9.1803; took 10-gun privateer *L'Oiseau* 12.9.1803; sailed for the Mediterranean 2.1804, returning 6.1804. Under Capt. Thomas Gosselin in 6.1804, then Capt. George Parker 8.1804, Capt. George Aldham in 6.1805, then Capt. ?Tristram (or William?) Rickets in 7.1805. Large Repair at Deptford 9.1805 – 6.1806; recommissioned 7.1806 under Capt. Stephen Digby (-1809), for cruising; on Jamaica station 1808-09; cut out felucca *Joseph* from San Domingo 10.3.1809. Under Capt. Frederick Warren in 1.1810; sailed to meet East Indies ships 5.1.1810; sailed for Constantinople 6,4.1812. Under Capt. Cornelius Quinton in 10.1812, as flagship of Vice-Adm. Charles Stirling; sailed for Jamaica 22.1.1813. Under Capt. William Fothergill in 4.1813, as flagship of Rear-Adm. William Brown, at Jamaica station. Under Capt. Donald M'Leod in 4.1815, as flagship of Rear-Adm. Matthew Scott, on Downs station. Sold for £2,600 (at Sheerness?) 11.1.1816.

Diomede James Martin Hillhouse, Bristol.

As built: 140ft 2in, 116ft 0½in x 37ft 11in x 16ft 4in. $887^{37}/_{94}$ bm. Draught 10ft 3in / 14ft 9in.

Ord: 14.8.1779. K: 3.1780. L: 18.10.1781. C: 14.3.1782 (at builder), incl. coppering.

First cost: £14,594.9.5d to build, plus £123.3.4d for the boats, plus £5,545.15.2d dockyard exp.

Commissioned: 10.1781; paid off 12.1783 after wartime service. Small Repair at Sheerness (for £5,963.9.0d) 1 – 3.1785. Middling Repair and fitted at Sheerness (for £16,481) 6.1791 – 7.1793; recommissioned 3.1793 under Capt. Mathew Smith; sailed for East Indies; in action (with *Centurion*) against Renaud's squadron off Mauritius 22.10.1794, no casualties (Smith court-martialled, but was still in command until *Diomede*'s loss); wrecked off Trincomalee 2.8.1795.

Camel (ex *Mediator*) Thomas Raymond, Northam.

As built: 140ft 0in, 115ft 9¾in x 37ft 11½in x 16ft 5in. $887^{53}/_{94}$ bm.

Ord: 3.12.1779. K: 7.1780. L: 30.3.1782. C: 7.4 – 15.6.1782 at Portsmouth (coppered).

First cost: £12,133.4.5d to build + £137.15.1d extra works, total £22,412.12.0d including fitting.

Renamed *Camel* 3.3.1788; underwent Large Repair and fitted as storeship (under AO 19.12.1787, for £11,658) 1.1788 – 7.1789.

Commissioned: 4.1791 under Cmdr. Charles Patton; paid off 9.1791. Recommissioned 2.1793 under Cmdr. Benjamin Hallowell; sailed for the Mediterranean 22.5.1793; returned to England 4.1794. Under Cmdr. Joseph Short 5.1794, then Cmdr. Edward Rotheram 1.1795; sailed for the Mediterranean 15.2.1795. Under Cmdr. William Haggit at Woolwich 7.1796, then Cmdr. Thomas Caulfield 11.1796; sailed for the Mediterranean 29.10.1796. Under Cmdr. John Lee in 7.1797, on the Lisbon station, returned to England 6.1798; sailed for the Cape of Good Hope 10.1798, and again 5.1799; beat off (with *Rattlesnake*) attack by 36-gun *La Preneuse* at Alagoa Bay 20.9.1799; returned to England 8.1800. Under Cmdr. Matthew Buckle from 12.1800, sailed for the West Indies 4.1801; returned to England 2.1802 and paid off 9.1802. Recommissioned under Cmdr. John Ayscough in

6.1803; sailed for West Indies 11.1803, returning 4.1804. In 5.1804 under Cmdr. Thomas Garth, for North Sea then 11.1804 to the Mediterranean, returning 6.1805. Under Cmdr. John Joyce 10.1805. Recommissioned 5.1808 under Duncan Weir (Master); sailed for Cape of Good Hope; later at Corunna 1809. BU at Deptford 12.1810.

Resistance Edward Greaves, Deptford (or Limehouse?).

As built: 140ft 2in, 116ft 0in x 38ft 1in x 16ft 4½in. $894^{84}/_{94}$ bm. Draught 10ft 2in / 14ft 4in.

Ord: 29.3.1780. K: 4.1781. L: 11.7.1782. C: 17.89.1782 (including coppering).

First cost: £12,264.19.7d to builder, plus £131.4.9d dockyard costs; total £21,001.19.10d including fitting.

Commissioned: 3.1782 under Capt. James King; paid off 1783 after wartime service. Small Repair at Portsmouth (for £6,945) 7 – 12.1785. Fitted at Portsmouth (for £4,040) 3 – 4.1791; recommissioned 2.1791 as troopship under Cmdr. John O'Bryen; sailed with troops for Gibraltar and Canada 2.5.1791. Fitted at Portsmouth (for £5,189) 7 – 8.1793; recommissioned 6.1793 under Capt. Edward Pakenham (-1798); sailed for the East Indies 28.11.1793; at capture of 34-gun *Le Duguay Trouin* 5.5.1794; took 18-gun *Revenge* in Sunda Strait 10.1794; in Newcome's squadron at Malacca 7.1795; at Amboyna 16.2.1796 and Banda Neira 8.3.1796; took 10-gun *Yonge Frans*, *Yonge Lansier* and *Waaker*, 8-gun *Limbi*, 6-gun *Resource* and 4-gun *Ternate* and *Juno* at Ternate, Celebes and Timor in 1797; blew up by accident (?struck by lightning) in Bangka Strait, off Sumatra, 24.7.1798 (only 4 survivors).

Gladiator Henry Adams, Bucklers Hard.

As built: 140ft 0in, 115ft 1in x 37ft 11½in x 16ft 5in. 882 (exact) bm. Draught 10ft 10½in / 14ft 8in.

Ord: 13.7.1780. K: 4.1781. L: 20.1.1783. C: 22.1.1783 – 2.1783 (coppered, but not fitted for sea) at Portsmouth.

Commissioned: 12.1792 under Lieut. Samuel Hayter, as convalescent ship at Portsmouth. Recommissioned 2.1794 as guardship, still under Hayter. In 10.1795 under Lieut. Stephen Parker (-1798), then Lieut. Emanuel Hungerford in 9.1799 (flagship of Rear-Adm. Sir Richard Bickerton 2 – 5.1800), Lieut. Joseph Bromwich in 5.1800, and Lieut. John Connolly in 9.1800, as convalescent ship and flagship of Rear-Adm. John Holloway at Portsmouth 12.1801 – 4.1802 when paid off. Recommissioned 4.1803 under Lieut. Thomas Harrison (-1806), flagship in 5.1803 of Holloway again, then 6.1804 of Rear-Adm. Sir Isaac Coffin (-2.1806). In 2.1807 under Lieut. John Price (-1811), as convalescent ship; then in 1811 under Lieut. Thomas Dutton, as flagship of Rear-Adm. William Hargood. Under Lieut. Cmdr. Charles Hewitt 7.1812, as flagship of Hargood, then of Rear-Adm. Edward Foote and finally of Rear-Adm. Peter Halkett. Paid off 10.1815 and BU at Portsmouth 8.1817.

Serapis James Martin Hillhouse, Bristol.

As built: 140ft 2½in, 115ft 5in x 38ft 0in x 16ft 4½in. $886^{46}/_{94}$ bm.

Guns: Re-armed in 8.1794 with UD 12 x 6pdrs, QD 2 x 3pdrs. (and in 2.1802: UD 26 x 9pdrs, QD 4 x 6pdrs.).

Ord: 13.7.1780. K: 5.1781. L: 7.11.1782. C: 12.1782 (including coppering) at builders.

First cost: £21,746.9.3d (including fitting).

Commissioned: 11.1782 under Capt. Charles Everitt; paid off 4.1783 after wartime service. Fitted at Chatham as a storeship (for £6,210) 8.1794 - 1.1796; under Charles Duncan as Master in 12.1794; sailed for West Indies 8.1795 (returning 10.1795) then for Mediterranean 9.1796 (returning 5.1797); at the Nore during 1797 mutiny, then at Woolwich in 1798. On Lisbon/Gibraltar station 10.1798 – 11.1799, then to Mediterranean 6.1800 (returning 10.1800). Fitted as a floating battery at Woolwich (for £1,269) 6 - 7.1801, still under Charles Duncan as Master. Fitted as a storeship at Deptford 1.1802 – 6.1803; recommissioned 5.1803 under Cmdr. Henry Waring, for Leeward Islands; in 8.1804 under Cmdr. Christopher Sterling, then 12.1804 Cmdr. John Lawrence, for North Sea; returned to England 5.1805. Under William Lloyd as Master 1807-15, in Mediterranean 1807, to the Cape 4.1808, and North Sea 1809, then at Woolwich 1810. Repaired at Woolwich 8.1810 – 7.1811, then to the Mediterranean again. Under Thomas Stokes as Master 1813-14, then William Lloyd again 9.1814 – 1817 at Jamaica. Fitted at Portsmouth as a convalescent ship 9.1818 – 2.1819 for Jamaica; recommissioned 12.1818 under G. Jackson (-1824), then C. Elliott in 1.1826 as convict hospital at Bermuda. Sold in Jamaica for £500 on 17.7.1826.

Experiment Robert Fabian, East Cowes.

As built: 140ft 0½in, 115ft 8in x 38ft 0½in x 16ft 4in. $890^{35}/_{94}$ bm. Draught 9ft 5in / 13ft 9in

Guns: Re-armed in 3.1798 with UD 16 x 9pdrs, QD 4 x 6pdrs.

Ord: 13.7.1780 (named 14.9.1780). K: 6.1781. L: 27.11.1784. C: 6.2.1784 – 11.1.1785 at Portsmouth.

First cost: £12,348.13.1d to builder, plus £5,016 fitting.

Coppered at Portsmouth (for £1,308) 8 - 9.1790. Fitted 'for land forces' (*ie* troopship) at Portsmouth (for £2,330) 12.2.1793.

Commissioned: 1.1793 as a troopship under Cmdr. Simon Miller; sailed for the Leeward Islands 26.11.1793. Storeship in West Indies 1794; in 1.1795 under Cmdr. Lancelot Skynner, then 8.1795 under Cmdr. John Barrett; returned to England 11.1797. Fitted as a troopship (for £2,330 again!) at Deptford 2 – 5.1798; recommissioned 2.1798 under Cmdr. John Saville (-1802); sailed for the Mediterranean 2.1801; in Egypt operation 1801. In 1.1802 under Cmdr. George Mackenzie; in Mediterranean 1802-03, then returned to England 11.1803 as guardship (*en flûte*) at Lymington 12.1803 – 1.1805; under Lieut. Robert Yule 5.1805. Fitted at Portsmouth as a harbour storeship for Falmouth 7 – 10.1805; under Lieut. William Stewart 8.1805, then Lieut. Bennett Fellowes 11.1805 and Lieut. James Fegen 4.1806 (- 1810), later Cmdr. James Slade (-1814). In Ordinary at Portsmouth 1814. Fitted at Portsmouth as a Lazarette for Liverpool 7.1815 (1817-34). Sold (for £1,420) 8.9.1836.

Regulus Thomas Raymond, Northam.

As built: 140ft 1in, 115ft $8^{5}/_{8}$in x 38ft 0in x 16ft 4in. $888^{77}/_{94}$ bm.

Guns: Re-armed in 8.1793 with UD 20 x 12pdrs, QD 4 x 12pdrs, Fc 2 x 6pdrs (and in 6.1804: LD 20 x 24pdr carronades + 2 x 12pdrs, UD 24 x 18pdrs, QD 4 x 6pdrs, Fc 2 x 6pdrs).

Ord: 20.10.1780. K: 6.1781. L: 10.2.1785. C: 16.2 – 10.3.1785 at Portsmouth (for Ordinary).

First cost: £12,073.9.4d to builder, plus £4,150 fitting.

Fitted at Portsmouth (for £3,236) 6.1790. Fitted 'for land forces' (*ie* troopship) at Portsmouth 2.1793.

Commissioned: 2.1793 under Cmdr. James Hewett, for the Channel Fleet; flagship of Rear-Adm. John Macbride 4.1793. In 6.1793 under Cmdr. Edward Bowater; under Capt. George Oakes in 1.1795; sailed for Jamaica 3.1795, returning 5.1796. Refitted at Plymouth (for £8,729) 5 – 8.1796; under Capt. William Carthew in 5.1796; sailed for Jamaica 23.10.1796; took 18-gun *San Pio* 2.11.1796; boats (with *Magicienne*'s) raided Cape Roxo 6.4.1797 – took or burnt privateers and destroyed batteries; took 4-gun privateer *La Pouline* on Jamaica station 7.7.1798. Under Capt. George Fowke in 8.1798; boats took a small privateer at Rio de la Hache 6.1799. Fitted as troopship at Woolwich (for £7,543) 12.1799 – 3.1800 (with poop added); under Capt. George Eyre in 11.1799, returned to England 10.1799 and paid off 1.1800. Under Cmdr. Thomas Pressland in 2.1800 (-1803); sailed for Egypt 10.1800; in Egypt operations 1801, returning to England 1802 (with Cmdr. Nicholas Kempe temp. 2 – 7.1802). Fitted as troopship at Chatham 12.1803 – 4.1804; recommissioned 3.1804 under Capt. Charles Boys (-5.1807), for North Sea and Channel; in 1807 in Channel Islands, then in Ordinary at Chatham towards end of year. Provisions depot 5.1808, with UD 18 x 9pdrs and QD 4 x 6pdrs. Large Repair and fitted as troopship at Deptford 8.1808 – 6.1810; recommissioned under Cmdr. John Hudson, then 11.1810 under Cmdr. John Tailour (-1813), at Lisbon 1811 and in Mediterranean 1813. Under Cmdr. Robert Ramsay in 11.1813, then to North America; temp. (possibly under Cmdr. John Curran in ?1814 then) under Cmdr. George Truscott 4.1815. BU at Sheerness 3.1816.

Charon (ii) James Martin Hillhouse, Bristol.

As built: 140ft 1½in, 115ft $3^{7}/_{8}$in x 38ft 1in x 16ft 4½in. $889^{63}/_{94}$ bm. Draught 11ft 3in / 14ft 11in.

Guns: Re-armed in 12.1793 with UD 4 x 9pdrs, QD 4 x 6pdrs as hospital ship (and in 1.1800: UD 16 x 9pdrs, QD 4 x 6pdrs as troopship).

Ord: 19.9.1781. K: 5.1782. L: 17.5.1783. C: 2.9.1783 – 5.2.1784 at Plymouth (for Ordinary).

First cost: £15,416.17.0d to builder, plus £4,649 fitting.

Refitted and coppered at Plymouth (for £2,662) 9 – 12.1786. Fitted at Plymouth (for £4,563) 9.1792 – 15.11.1792.

Commissioned: 9.1792 under Capt. Edmund Dod; sailed for the African coast 23.11.1792; paid off 9.1793. Fitted as a hospital ship at Woolwich (for £6,874) 10.1793 – 1.1794; recommissioned 11.1793 under Capt. George Countess; hospital ship with Howe's fleet 5.1794 – 8.1795. Under Capt. Walter Lock as hospital ship 9.1794; at Île Groix 23.7.1795. Under Capt. James Stevenson 10.1795; sailed for Leeward Islands 7.12.1795; took (with *Pique*) 14-gun privateer *Le Lacédémonian* off Barbados 9.3.1796; returned to England 11.1796. Under Cmdr. Thomas Manbey in 3.1797; took 1-gun privateer lugger *L'Alexandrine* in the Channel 2.3.1798. Under Cmdr. Lord (Thomas) Camelford 10.1798 (retired 1.1799), fitting at Woolwich. Under Capt. John Mackellar, sailed for the Mediterranean 3.1799. Fitted as a troopship at Sheerness (for £4,759) 12.1799 – 2.1800; under Cmdr. Richard Bridges in 1.1800, troopship; sailed for the Mediterranean 5.1800; Egypt operations 1801. Under Cmdr. Charles Marsh Schomberg 6.1802-03, in Mediterranean, then 9.1803 Lieut. Edward O'Bryen Drury; returned to England 2.1804 and paid off into Ordinary 6.1804. BU at Woolwich 12.1805.

***ADVENTURE* Class**. Design by Edward Hunt, 1782, further enlarged compared with the *Roebuck* Class.

Dimensions & tons: 140ft 0in, 115ft 2½in x 38ft 3in x 16ft 10in. $896^{54}/_{94}$ bm.

Men: 300 (294 from 1794). Guns (1792): LD 20 x 18pdrs; UD 22 x 12pdrs; QD nil; Fc 2 x 6pdrs.

Woolwich Thomas Calhoun & John Nowlan, Bursledon.

As built: 140ft 0in, 115ft 0¼in x 38ft 6in x 16ft 9¼in. $906^{80}/_{94}$ bm.

Guns: (4.1793: LD 22 x 24pdr carronades, UD 20 x 18pdrs, QD 4 x 12pdrs, Fc 2 x 6pdrs. 11.1799: UD 22 x 9pdrs.)

Ord: 5.3.1782. K: 1.1783. L: 15.12.1785. C: ? at Portsmouth [details sheet missing].

Commissioned: 1790 under Cmdr. William Nowell; paid off 11.1790. Recommissioned 18.1.1793 under Cmdr. John Parker as storeship, initially for Mediterranean; returned England 10.1793; sailed for West Indies 1.1794; at capture of Martinique 2.1794. In 1.1795 under Cmdr. William Fahie, then 3.1796 Cmdr. William Dobree; returned to England 10.1797 and paid off. Recommissioned 8.1798 under Cmdr. Michael Halliday, for the Channel fleet. In 10.1799 under Cmdr. George Jardine; to Mediterranean 1.1801, returning 7.1801. In 8.1801 under Cmdr. Robert Campbell, then 1.1802 Cmdr. Richard Bridges and 5.1802 Cmdr. Ulick Jennings; to the West Indies 9.1802, returning 3.1803; in 3.1803 under Cmdr. Thomas Burton; to Ordinary 5.1803. Recommissioned 10.1804 under Cmdr. Thomas Garth, then 6.1805 under Cmdr. Thomas Beaufort; to India 1806 to escort East Indies convoy homewards; in 1807 took supplies to River Plate expedition. In 1809 under Richard Turner, Master, then 2.1813 as troopship under Cmdr. Thomas Ball Sullivan; transported 400 seamen and officers (under Sir James Yeo) in 1813, along with frames for local assembly of ships; wrecked 11.9.1813 off Barbuda.

Severn James Martin Hillhouse, Bristol.

As built: 140ft 2in, 115ft 1½in x 38ft 5in x 16ft 10¾in. $903^{70}/_{94}$ bm. Draught 11ft 6in / 14ft 10in.

Guns: (7.1793: LD 22 x 24pdr carronades, UD 20 x 18pdrs, QD 4 x 12pdrs, Fc 2 x 6pdrs + 2 x 32pdr carronades. 8.1803: LD 20 x 32pdr carronades, UD 20 x 32pdr carronades, QD 10 x 32pdr carronades, Fc 2 x 6pdrs + 2 x 32pdr carronades).

Ord: 17.4.1782. K: 6.1783. L: 29.4.1786. C: 1786 (for Ordinary), 17.7.1793 (for sea) at Plymouth.

First cost: £14,000.10.7d to build, plus £4,438 (1786) & £5,503 (1793) fitting.

Commissioned: 3.1793 under Capt. Paul Minchin; joined McBride's squadron in 1794. Under Capt. George Tripp 7.1794; sailed for Jamaica 5.5.1795. Under Capt. Thomas Watkins in 5.1796; took (with *Pelican*) 14-gun *La République Triomphante* 12.1797; in 12.1797 under Capt. Thomas Boys; returned England 5.1798. In 9.1798 under Capt. William Cracraft; paid off 9.1798. Recommissioned 5.1799 under Capt. John Whitby; sailed for the Leeward Islands 26.4.1800; under Capt. George Barker in 3.1801, sailed again for Leeward Islands; home to pay off 3.1803. Fitted 8 – 10.1803; recommissioned 9.1803 under Commodore Philip d'Auvergne (Prince de Bouillon), as guardship in Channel Islands; wrecked in Grouville Bay, Jersey 21.12.1804.

Sheerness Henry Adams, Bucklers Hard.

As built: 140ft 3in, 115ft 4¼in x 38ft 5in x 16ft 10in. $905^{49}/_{94}$ bm. Draught 10ft 6in / 14ft 4in.

Ord: 26.4.1782. K: 12.1783. L: 16.7.1787. C: 23.7 – 20.12.1787 (as troopship) at Portsmouth.

First cost: £16,070.15.3d.

Commissioned: 10.1787 as troopship under Lieut. George Dunn; paid off 2.1788. Fitted for sea at Portsmouth (for £2,079) 5 – 6.1790; recommissioned 5.1790 under Lieut. John Watts; to Cork for troops. Fitted for cruising at Portsmouth (for £6,589) 5 – 8.1793; recommissioned 6.1793 under Capt. Lord Garlies, for Channel service. In 112.1793 under Capt. William Fahie, then 1794 under Capt. William Fairfax, as flagship of Rear-Adm. Henry Harvey. In 4.1795 under Capt. Simon Mackenzie; sailed for the west coast of Africa 16.5.1795 and thence to Leeward Islands; later under Capt. Thomas Boston. In 11.1796 under Capt. James Cornwallis (died 7.1798); sailed for the west coast of Africa again 11.1796 and 3.1798. In 12.1798 under Capt. William Hanwell. Fitted as troopship at Sheerness (for £5,858) 6 – 8.1799; recommissioned 7.1799 as troopship under Cmdr. John Surman Carden (-1803), as troopship in East Indies. In 11.1803 under Capt. James Lind; took 14-gun *L'Alfred* 5.5.1804. In 9.1804 under Capt. Lord George Stuart; wrecked on York Island in Trincomalee Harbour in a gale 8.1.1805.

Chichester Crookenden, Taylor & Smith, Itchenor.

As built: 140ft 0in, 115ft 0¼in x 38ft 4¾ x 16ft 10in. $901^{90}/_{94}$ bm.

Guns: (10.1793: UD 20 x 9pdrs, QD 2 x 6pdrs.)

Ord: 13.5.1782. K: 8.1782. L: 10.3.1785. C: 4.1785 (for Ordinary), 28.10.1787 (as troopship) at Portsmouth.

First cost: £12,464.16.1d to build, plus £4,347 (1785) & £1,825 (1787) fitting.

Commissioned: 10.1787 under Lieut. Henry Bridges. Sailed with troops for West Indies 9.1.1788. Fitted at Woolwich (for £3,178) 9.1788. Fitted at Portsmouth for foreign service (for £4,523) 4.1789; under Lieut. Charles Craven, sailed with troops for Halifax 20.5.1789. Under Lieut. Charles Price, sailed with troops for West Indies 1791. Fitted as a storeship (20 guns, 120 men) at Portsmouth (for £6,175) 8.1793 – 5.1794; recommissioned 10.1793 under Capt. Robert Fancourt (-1796); sailed for West Indies 6.1794; took (with *Intrepid*) 16-gun *La Sirène* off San Domingo 8.1794; returned to England 2.1795. Fitted at Woolwich (for £4,977) 7.1795; sailed for the Mediterranean 6.8.1795, returning 8.1796. Fitted at Woolwich (for £4,069) 11.1796 - 1.1797; recommissioned under Cmdr. Askew Hollis 11.1796; sailed for Cape of Good Hope 2.1797. In 3.1798 under Cmdr. John Gardner, returned to England 11.1798. In 12.1798 under Lieut. John Steven; sailed for the Mediterranean 6.1799. Refitted at Woolwich (for £6,808) 6 - 8.1800. Recommissioned 5.1802, still under Steven (died 10.1802); sailed for Jamaica 7.1802. Under ?William Campton 11.1802, for passage home from Halifax. In 2.1803 under Cmdr. Richard Thomas, then 4.1804 under Cmdr. Joseph Spear (-1806); to West Indies *en flûte*, then home in 1804. In 9.1806 under Lieut. Edward Stopford, to Leeward Islands 1806-07 and again in 1807; paid off into Ordinary 8.1807. Given up to the West India Dock Co 3.1810. BU at Woolwich 7.1815.

Adventure Perry & Hankey, Blackwall.

As built: 140ft 4in, 115ft 5in x 38ft 6in x 16ft 11in. $909^{92}/_{94}$ bm.

Guns: (4.1793: LD 22 x 24pdr carronades, UD 20 x 12pdr carronades, QD 4 x 12pdr carronades, Fc 2 x 6pdrs. 11.1799: UD 22 x 9pdrs. By 1810 UD 16 x 9pdrs; QD 4 x 6pdrs.)

Ord: 5.6.1782. K: 10.1782. L: 19.7.1784. C: 26.7 – 28.10.1784 at Woolwich.

First cost: £12,627.8.4d to build; £16,720.8.4d total.

Fitted for foreign service at Woolwich (for £5,601) 11.1786 – 28.2.1787.

Commissioned: 1.1787 under Capt. Francis Parry (-1788), for foreign service 1787 then Channel service 1788. Refitted for foreign service at Portsmouth (for £2,992) 7 – 9.1789; in 1789 under Capt. John Inglefield, in 1790 as flagship of Rear-Adm. Sir Richard King, in the Channel. Fitted at Plymouth (for £4,169) 4 – 11.1793; recommissioned 4.1793 under Capt. Edward Buller, for cruising. In 5.1795 under Capt. Edmund Crawley, then Capt. George Palmer in 12.1795 and Capt. William Rutherford in 1.1796; sailed for Jamaica 7.1796; took privateer schooner *Le Capitaine Généreux* in the West Indies 18.10.1796. In 5.1797 under Capt? White, then 1.1798 Lieut. John Chilcott, at Jamaica as storeship. In 3.1798 under Cmdr. Thomas Leef; return to UK in 21799. Fitted as a troopship at Woolwich (for £6,609) 5 - 7.1799; in 7.1799 under Cmdr. Robert Mansell, then 5.1800 Cmdr. Charles Carter; paid off 6.1801. Fitted (by AO 18.2.1801) at Deptford as a receiving ship (for £1,259) 1 - 6.1801, for Sheerness. In Ordinary at Sheerness 1802-16. BU at Sheerness 9.1816.

Expedition John Randall, Rotherhithe.

As built: 140ft 3¼in, 115ft 3½in x 38ft 6½in x 16ft 10½in. 911 bm. Draught 10ft 0in / 14ft 8in.

Guns: (3.1798: UD 16 x 9pdrs, QD 4 x 6pdrs.)

Ord: 5.6.1782. K: 10.1783. L: 29.10.1784. C: 25.2.1785 (for Ordinary), 3.1786 (for foreign service) at Deptford.

First cost: £12,813.13.1d to build, plus £3,614 (Ordinary) & £4,533 (foreign) fitting.

Commissioned: 1.1786 under Capt. James Vashon, as flagship of Lord Alan Gardner; sailed for Jamaica 7.5.1786. Under Capt. John Chetwynd 1787-88, on Jamaica station; in 1789 under Capt. John Brown; paid off 9.1789. Under Lieut. Roderick Allen in 5.1796. Fitted as a troopship at Portsmouth (for £8,384) 4.1798; recommissioned 2.1798 under Capt. Home Popham as a 24-gun troopship (but under Cmdr. John Stiles 3 – 6.1798); in attack on Ostend 5.1798. Under Cmdr. (acting) Sir Thomas Livingstone in 7.1798. In 1800 under Cmdr. Thomas Wilson, in Mediterranean 1801-02; in Egypt operations 1801. Under Cmdr. Thomas Withers in 4.1803; paid off 5.1804. In Ordinary at Chatham from 1804. Fitted as a ballast ship at Chatham 10 – 11.1810. BU at Chatham 2.1817.

Gorgon Perry & Hankey, Blackwall.

As built: 140ft 2in, 115ft 2in x 38ft 3½in x 16ft 11in. $911^{25}/_{94}$ bm. Draught 10ft 2in / 14ft 11in.

Guns: (7.1793: UD 16 x 9pdrs, QD 4 x 6pdrs. 8.1800: UD 20 x 9pdrs, QD 4 x 6pdrs.)

Ord: 19.6.1782. K: 12.1782. L: 27.1.1785. C: 16.5.1786 (coppering at Woolwich), 15.12.1787 (at Portsmouth for troopship).

First cost: £12,551.13.10d to builder, plus £4,516 dockyard expenses, plus £2,275 coppering and £5,210 fitting for troops at Portsmouth.

Commissioned: 10.1787 under Lieut. Charles Craven as troopship; paid off 10.1788. Fitted for foreign service at Portsmouth (for £5,200) 10 – 12.1789; recommissioned 10.1789 under Lieut. William Harvey. Under Cmdr. John Parker, sailed 15.3.1791 with stores for New South Wales; paid off 7.1792. Fitted as a 20-gun storeship at Woolwich (for £5,709) 3 - 7.1793; recommissioned 4.1793 under Cmdr. Charles Paterson; sailed for the Mediterranean 15.10.1793. Under Cmdr. James Wallis in 1794; paid off 3.1795. Recommissioned 5.1795 under Cmdr. Edward Tyrrell; sailed for the Mediterranean 11.11.1795. In 4.1797 under Capt. John Dixon; then in 10.1797 under Capt. Richard Williams; sailed for Leeward Islands 1.1798; took 14-gun privateer *Le Henri* off Lisbon 13.1.1798. 20-gun storeship under Cmdr. Henry Hill 1799-1800, then under Cmdr. George Ross 1801 for Egypt operations. Recommissioned 5.1803 under Cmdr. William Wilkinson, on Irish station. Guardship (floating battery) in Shannon, under Cmdr. Francis Stanfell 10.1805, then Cmdr. Charles. Ryder in 5.1806. Large Repair (using oak timber from Holstein) and fitted as a victualler at Woolwich 11.1806 – 7.1808; recommissioned 5.1808 under Cmdr.

Robert Tom, as storeship in Baltic. Under Cmdr. Charles Webb in 11.1809, as hospital ship. Under Cmdr. Alexander Milner in 4.1811; sailed for the Mediterranean 10.3.1812. Under Cmdr. Rowland Mainwaring 9.1812, as flagship of Vice-Adm. Francis Pickmore, off Toulon. In 1813 under Cmdr. Claude de Crespigny (died 7.1813), in the Mediterranean, then under Cmdr. John Cornish, then Cmdr. Richard Booth Bowden in 1814 at Minorca; to New Orleans 1815. BU at Portsmouth 2.1817.

Dover George Parsons, Bursledon.

As built: 140ft 0in, 114ft $9^{5}/_{8}$in x 38ft 6in x 16ft 11in. $905^{12}/_{94}$ bm.

Ord: 8.7.1782. K: 8.1783. L: 5.1786. C: 1786-87 at Portsmouth.

First cost: fitting £5,255 (Portsmouth).

Commissioned: 10.1787 under Lieut. Thomas Davey; paid off 1.1788. Fitted for sea at Portsmouth (for £1,554) 22.6.1790; recommissioned 5.1790 under Lieut. John Drummond, as troopship. Fitted for sea at Portsmouth (for £1,765) 3 – 5.1795. Transferred to Transport Board 1795; under Lieut. Thomas Wilson in 9.1795 and Lieut. Henry Kent 12.1796; took 4-gun *Los Magallanes* off the Portuguese coast 12.3.1797; to West Indies 7.1797, returning 10.1798; to Mediterranean 6.1799, returning 3.1800; to Mediterranean again 6.1800, returning 9.1802; Kent died 6.1801. Under Lieut. John Brown 8.1802; paid off into Ordinary 9.1802. Fitted as barracks ship for Royal Marines at Woolwich 1806; burnt by accident to water's edge at Woolwich 20.8.1806.

Ex DUTCH PRIZE (1780)

Princess Caroline (Dutch *Prinses Carolina*, 52 guns, built 1747-48 by Zwijndrecht at Rotterdam), 44 guns.

Dimensions & tons: 129ft 1in, 107ft 5in x 38ft 10in x 15ft 6in. $861^{60}/_{94}$ bm.

Men: 280. Guns: LD 20 x 18pdrs; UD 22 x 12pdrs; QD nil; Fc 2 x 6pdrs.

Taken 30.12.1780 by *Marlborough* and *Bellona* in the Channel.

Commissioned: 7.1781 under Capt. Hugh Bromedge; paid off into Ordinary 12.1782. Receiving ship 8.1791, scuttled as breakwater at Harwich 5.1799 and sold 1802. No further two-decked Fifth Rates were built for the RN after the 1780s. However, two more Dutch ships were captured in 1799 and added to the RN, while two East India Company vessels were purchased in 1804.

Ex DUTCH PRIZES (1799)

Pandour (Dutch *Hector*, built 1784 Amsterdam).

Dimensions & tons: 134ft 3in, 108ft 11in x 39ft 3½in x 15ft 2in. $894^{39}/_{94}$ bm.

Men: 294. Guns: LD 20 x 12pdrs; UD 22 x 9pdrs; QD 2 x 6pdrs (as floating battery 1804: LD 20 x 24pdr carronades; UD 22 x 24pdr carronades; QD 4 x 24pdr carronades; Fc 2 x 9pdrs).

Taken 28.8.1799 in the Texel by Mitchell's squadron. Arrived Sheerness 30.4.1800.

Partially fitted at Woolwich (for £5,901) 5 – 6.1800; transferred to Transport Board by AO 26.5.1801 and fitted as a troopship at Woolwich (for £12,277) 5 – 7.1801; under Cmdr. John Shortland in 6.1801 (-1803), for Egypt operations. Made good defects at Portsmouth and fitted for the defence of the River Thames in 10.1803.

Commissioned: 10.1803 under Capt. John Nash; sailed for Leeward Islands; returned to England 10.1804. Floating battery in 1804. Paid off 2.1805 and transferred to Customs as store hulk 5.1805.

Drochterland (Dutch *Unie*, built 1795 as a Dutch East Indiaman and taken into naval service 1795).

Dimensions & tons: 135ft 0in, 109ft 10in x 38ft 7½in x 14ft 6in. $871^{56}/_{94}$ bm.

Men: 294. Guns: LD 20 x 12pdrs; UD 22 x 9pdrs; QD 2 x 6pdrs.

Taken 28.8.1799 in the Texel by Mitchell's squadron. Arrived Sheerness 6.5.1800.

Not Commissioned: Fitted as a receiving ship at Sheerness; in Ordinary 1812-14. BU at Sheerness 3.1815.

PURCHASED VESSELS (1804)

Weymouth (East India Co *Wellesley*, built 1797 at Calcutta).

Dimensions & tons: 136ft 0in, 121ft 0in x 37ft 0in x 12ft 4in. 826 bm.

Men: 121 as storeship. Guns: LD 26 x 18pdrs; UD 18 x 24pdr carronades (as storeship 1807: LD 10 x 24pdr carronades; QD 6 x 24pdr carronades; Fc 2 x 6pdrs).

Purchased 5.1804, fitted 5 – 8.1804 by Perry & Co, Rotherhithe, then 11.1804 by Woolwich Dyd.

Commissioned: 8.1804 under Capt. Alexander Fraser as 44-gun ship. In 9.1804 under Capt. John Draper; sailed for India 1.2.1805; returned to England 4.1806. In 8.1808 under Stephen Trounce, Master. Fitted at Woolwich as a storeship 10.1806 – 1.1807; recommissioned 9.1806 under Cmdr. Martin White; sailed for the Mediterranean 8.1807 and again 1.11.1808; in North Sea 1809. In 1811 under Thomas Hoskins, as Master, then 3.1814 under Richard Turner as Master (-1820); at Malta 1817, and Cape of Good Hope 1820. In Ordinary at Deptford 11.1821. Fitted at Deptford as a convict ship 2 – 10.1828, for Bermuda; in 9.1828 under William Miller, Master, for voyage to Bermuda (-1829). Sold to Jos. Outerbridge for £300 at Bermuda to BU 2.7.1865.

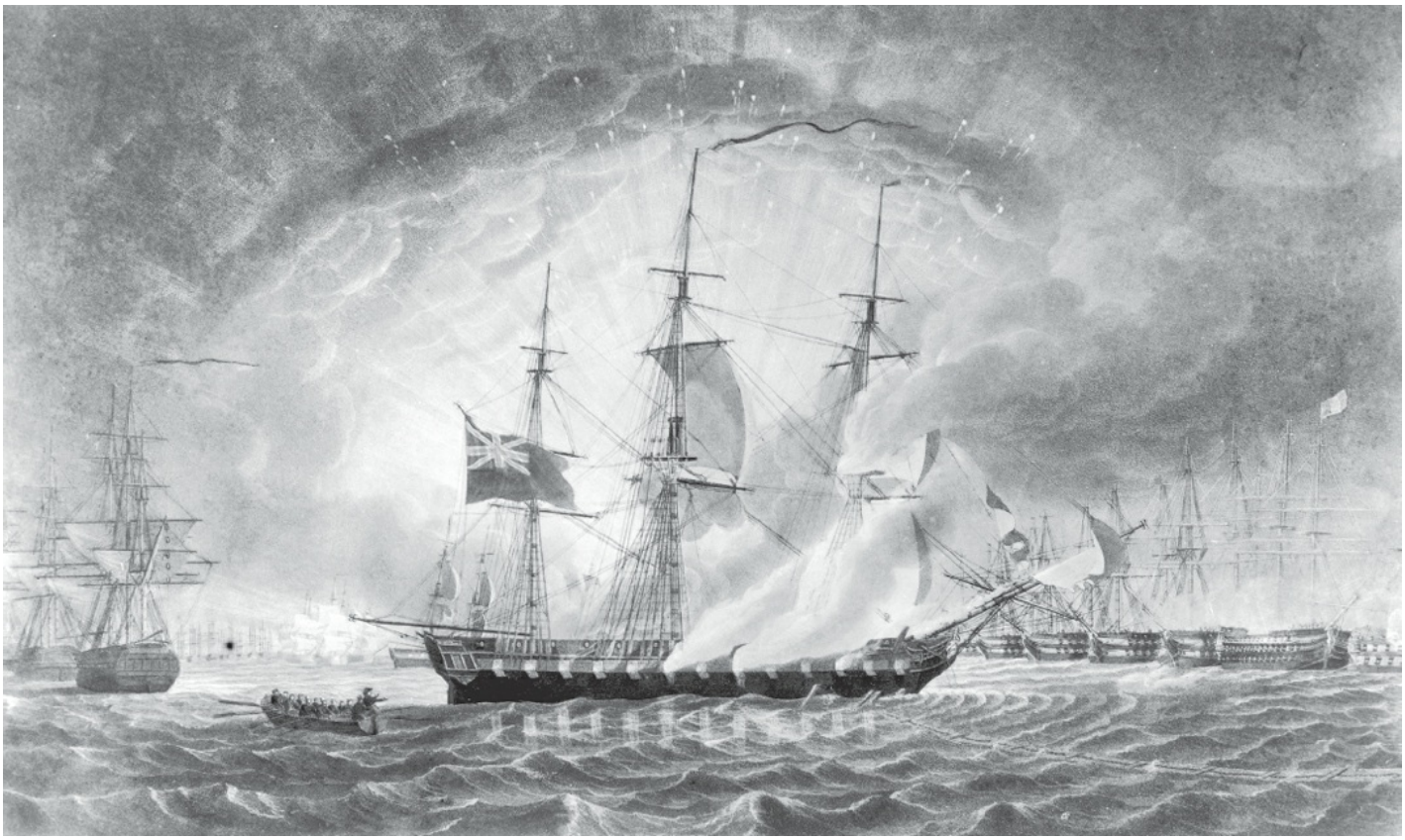
Mediator (East India Co *Ann and Amelia*, built 1781 by Thomas Fishburn, Whitby).

Dimensions & tons: 134ft 8in, 109ft 4in (est.) x 34ft 5in x … . 689 bm.

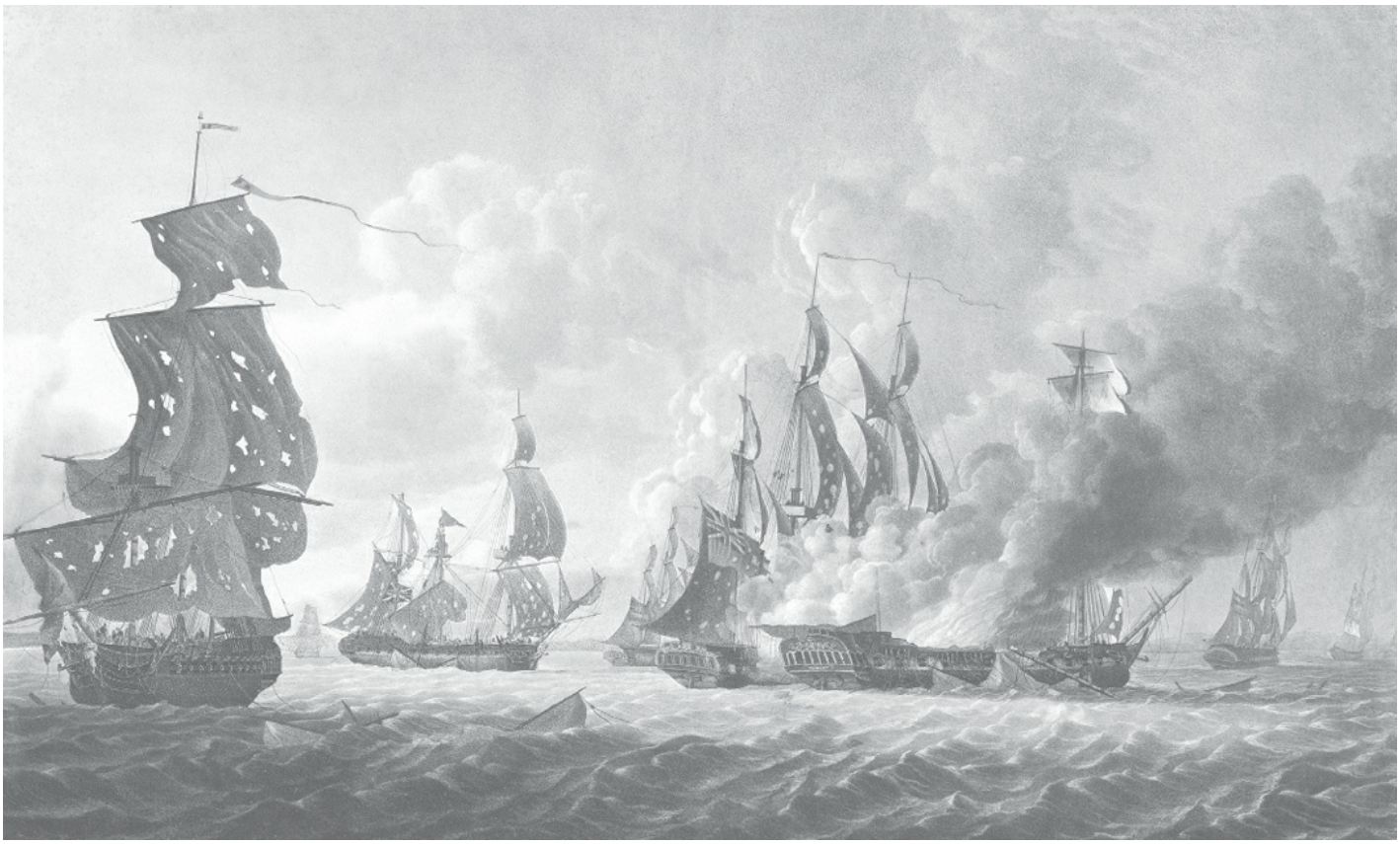
Men: 254. Guns: LD 26 x 18pdrs; UD 18 x 24pdr carronades (as storeship 1807: UD 20 x 18pdrs, QD 2 x 9pdrs).

Purchased 6.1804, fitted 6 – 7.1804 by Brent, Rotherhithe; then 7 – 10.1804 by Deptford Dyd.

Commissioned: 8.1804 under Capt. Sir Thomas Livingstone as 44-gun ship. In 1.1805 under Capt. John Seater; sailed for East Indies 25.2.1805; returned to UK 9.1805. In 7.1806 under Capt. William Wise, at Jamaica, then in 1807 under Capt. George Reynolds; home at end 1807. In 1808 under Cmdr. George Blamey, as storeship; at Corunna 1.1809, later at Lisbon. Fitted as fireship 1809; recommissioned under Cmdr. James Wooldridge and expended 11.4.1809 in attack on the Basque roads.



A purchased East Indiaman, *Mediator* enjoyed only a short active service before conversion to a storeship and eventually a fireship, meeting a fiery end during Lord Cochrane's attack on the French fleet in Basque roads in April 1809.



At the outbreak of war a number of frigate squadrons under direct Admiralty control were formed to counter the expected French attack on trade in home waters. One of the most successful was that commanded by Sir John Borlase Warren, whose squadron scored a notable victory on 23 April 1794, capturing two frigates and a corvette, as shown here. One of the prizes was the *Pomone*, the first 24pdr-armed frigate to fall into British hands; although lightly built and of short duration, the ship's sailing qualities were highly regarded, and her hull form was copied for the *Endymion*.

Frigates – 24pdr type

In 1793 the RN had no 24pdr frigates, but the capture in 1794 of the very large French frigate *La Pomone* provided an opportunity for the Navy Board to introduce this calibre to the ranks of frigates. Later the same year, three 64-gun Third Rates (*Indefatigable* of the *Ardent* Class, and *Anson* and *Magnanime* of the *Intrepid* Class) were cut down and re-armed as 24pdr/38-gun (later rated 44-gun) frigates. The *Pomone* was reduced to carry 18pdrs in 1799 and BU following the Peace of Amiens, but her design was meanwhile copied for a prototype British 24pdr frigate, and five more to a slightly modified design were built to meet the urgent needs for 24pdr vessels produced by the American War of 1812; the latter

differed by having an extra pair of gunports forward.

Ex FRENCH PRIZE (1794)

POMONE. Designed by Baron Charles-Étienne Bombelle as an 18pdr frigate, but by the time of her capture re-armed with 24pdrs. She was reduced to carry 18pdrs in 1799, but her design was meanwhile copied for a prototype British 24pdr frigate.

Pomone (French *La Pomone*, built 2.1783 – 5.1787 at Rochefort. L: 16.11.1785), 44 guns.

Dimensions & tons: 159ft $2^{3}/_{8}$in, 132ft 4¼in x 41ft $11^{3}/_{8}$in x 12ft 4in. $1{,}238^{67}/_{94}$ bm.

Men: 300. Guns: UD 26 x 24pdrs; QD 14 x 32pdrs; Fc 4 x 32pdrs + 2 x 9pdrs.

Taken 23.4.1794 off Île Bas by *Flora* and *Arethusa* of Warren's squadron. Fitted at Portsmouth (for £14,253) 1.5 – 24.9.1794.

Commissioned: 9.1794 under Commodore Sir John Borlase Warren (-1797); took 12-gun schooner *La Curieuse* off Île Groix 26.2.1795; took (with squadron) 6-gun *Le Jean Bart* off Rochefort 15.4.1795; destroyed 12-gun *Le Rude* in Bournoeuf Bay 2.9.1795. In 9.1795 under Capt. Thomas Eyles (-1797); grounded near Nantz 1796; took 8-gun privateer cutter *Le Sans Peur* 13.3.1796. In 3.1796 under Warren again; took (with others) French *L'Etoile* and four vessels in a convoy off Pointe du Raz, Brittany 20.3.1796; took (with others) 14-gun privateer *La Fantaisie* off Morlaix 25.5.1796; burnt 36-gun *L'Andromache* near Arcachon 22.8.1796; drove 28-gun *La Calliope* onto the Penmarcks 16.7.1797; action with 20-gun *La Réolaise* and other convoy escorts 11.8.1797, also *L'Egalité* 23.8.1797 and 18-gun cutter *Le Petit Diable* 27.8.1797. Under Capt. Robert Carthew Reynolds 11.1797 (-1800); took 26-gun *La Chéri* 5.1.1798 (foundered in the Bay); took 2-gun privateer *L'Emprunt Fossé* 11.1.1798, in the Channel; took 18-gun *L'Argus* off Finisterre. Under Capt. Erasmus Leveson Gower 1.1801; sailed for Mediterranean with convoy; took 40-gun *La Carrière* off Elba 3.8.1801; recaptured (with others) 32-gun *Success* in the Mediterranean 2.9.1801; took 30-gun *L'Emile* off Raz de Fontenay, also *La Redoute*. Grounded at Guernsey, and BU 12.1802 at Portsmouth.

Two other French 24pdr-armed frigates were built in 1793-94 at Paimboeuf (Nantes) and captured by the RN – *La Vengeance* and *La Résistance* – but were re-armed with 18pdrs in British service and appear under that rating later in this chapter. Among other French frigates, the early designs produced at Le Havre by Forfait (*La Seine*, *La Révolutionnaire*, *La Spartiate* and *L'Indienne*) were originally intended to carry 24pdrs, but were completed with 18pdrs; and the first pair also only mounted 18pdrs in British service after their capture. Forfait also designed the novel 24pdr-armed bomb-frigates (*frégates-bombardes*) of *La Romaine* Class (see below), but these were also re-armed with 18pdrs (and no mortar) in British service, and like them appear in the appropriate section below.

ENDYMION. Copied from design of *La Pomone*. The prototype was built of oak, but 18 years later the design was revived for five frigates built of 'fir' (see below). Reclassified as a 48-gun Fourth Rate in 2.1817, then 50-gun, finally 44-gun in 2.1839, *Endymion*'s fine qualities were such that she continued to be praised for nearly half a century.

Dimensions & tons: 159ft $2^{3}/_{8}$in, 132ft 4¼in x 41ft $11^{3}/_{8}$in x 12ft 4in. $1{,}238^{67}/_{94}$ bm.

Men: (orig. 300) 340. Guns: UD 26 x 24pdrs; QD 14 (later 16) x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Endymion John Randall & Co, Rotherhithe.

As built: 159ft $3^{3}/_{8}$in, 132ft 3in x 42ft $7^{3}/_{8}$in x 12ft 4in. $1{,}277^{45}/_{94}$ bm. Draught 10ft 3in / 15ft 8in.

Ord: 30.4.1795 (named 14.11.1795). K: 11.1795. L: 29.3.1797. C: 12.6.1797 at Deptford Dyd.

First cost: £18,012 to build, plus fitting £11,652.

Commissioned: 4.1797 under Capt. Sir Thomas Williams (-1800), for Channel & Irish station; took several privateers on the Irish station – 12-gun *La Revanche* 30.4.1798, 20-gun *Les Huit Amis* 10.5.1798, 6-gun *Le Brutus* and packet *San Antonio* 5.1798, 10-gun *La Sophie* 9.1798, 6-gun *La Casualidad* and 1-gun *La Prudentia* 1.1799; then 18-gun *Le Scipio* 5.1800 on passage to Mediterranean, and Spanish 4-gun *San Josef* and 2-gun *Intrepido* soon after. Under Capt. Philip Durham in 1.1801, took 14-gun privateer *La Furie* 13.4.1801. Under Capt. John Larmour in 5.1802, then Capt. Charles Paget in 4.1803; took (with *Dragon*) 16-gun *La Colombe* off Ushant ?18.6.1803; took 18-gun *La Bacchante* ?25.6.1803, 20-gun *L'Adour* 16.7.1804 and 16-gun privateer *Le Général Moreau* 16.8.1803. Defects made good at Plymouth (for £9,619) 12.1803 – 5.1804. Still under Paget, took treasure ship (ex *Vera Cruz*) *Brilliante* 21.1.1805, another valuable Spanish prize 27.1.1805 and more on 4.2.1805 and 10.2.1805 (12 prizes in all). Under Capt. Edward Durnford King 4.1805; took 16-gun *La Colombe* 16.6.1805; off Cadiz 10.1805. Under Capt. Thomas Capel 1806 (-1810), in the Mediterranean, then with Duckworth's squadron in the Dardanelles 2.1807. Small Repair at Chatham (for £13,834) 5 – 10.1808. At Corunna? 1.1809, then on Irish station; sailed with convoy to Cape St Vincent 21.3.1809. Under Capt. Sir William Bolton 1810-11; took 14-gun privateer *Le Milan* 11.11.1810. Paid off at Plymouth 9.3.1812; between Middling and Large Repair at Plymouth (for £35,809) 5.1812 – 7.1813; recommissioned 5.1813 under Capt. Henry Hope (-1815), for North America. Took US 3-gun privateer *Meteor* 18.1.1814; boats (with others) took US 15-gun privateer *Mars* 7.3.1814; took (with *Armide*) US 17-gun privateer *Herald* 15.8.1814; unsuccessful boat attack on US privateer *Prince de Neuchâtel* off Nantucket 11.10.1814; took (with consorts) the spardeck 24pdr (nominally 44-gun) USS *President* 15.1.1815. In Ordinary at Plymouth 1815-33; Middling Repair at Plymouth (for £31,090) 1.1820 – 2.1822. Fitted for sea at Plymouth 6 – 9.1833, then to Mediterranean 1833-34; fitted for a flagship at Portsmouth 1 – 2.1834. Very Small Repair, and fitted as demonstration ship and for sea at Plymouth (for £15,271) 5.1837 – 2.1841; deployed to East Indies and China (under Capt. F. Gray 10.1840-42); Yangtze operations 7.1842. Fitted for sea at Plymouth (for £6,261) 9 – 12.1845; to North America and West Indies. To Ordinary at Plymouth 1.1848. Receiving ship at Devonport 1859. BU (by AO 3.6.1868) completed at Plymouth 18.6.1868.

CAMBRIAN. Design by Sir John Henslow, 1795. Re-rated as 48 guns in 2.1817.

Dimensions & tons: 154ft 0in, 128ft 5¼in x 41ft 0in x 14ft 0in. $1{,}148^{39}/_{94}$ bm.

Men: 320. Guns: 28 x 24pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 4 x 9pdrs + 2 x 32pdr carronades. In 1799, 6 x 9pdrs were replaced by 32pdr carronades. In 1805, the 24pdrs were replaced by 18pdrs.

Cambrian George Parsons, Bursledon.

As built: 154ft 0in, 128ft 3½in x 41ft 3in x 14ft 0in. $1{,}161^{14}/_{94}$ bm. Draught 10ft 9in / 15ft 10in.

Ord: 30.4.1795. K: 9.1795. L: 13.2.1797. C: 16.6.1797 at Portsmouth.

First cost: £17,592 to build, plus £11,974 fitting.

Commissioned: 4.1797 under Capt. Sir Thomas Williams, on Irish station and the Channel; in 5.1797 under Capt. Arthur Legge (-1801); took (with *Indefatigable* and *Childers*) 12-gun privateer *Le Vengeur* in the Channel 4.1.1798; took further privateers in the Channel – 16-gun *Le César* 27.3.1798, 16-gun *Le Pont de Lidi* 30.3.1798, *La Revanche* 19.10.1798 and 14-gun *La Cantabré* 8.12.1798; took (with *Fisgard*) 14-gun *Le Dragon* in the Channel 5.5.1800; took 14-gun privateer *L'Audacieux* on passage to St Helena 6.4.1801. In 5.1802 under Capt. William Bentley, then Capt. John Beresford 10.1804; flagship of Adm. Mark Milbank 5.1802 and of Vice-Adm. Sir Andrew Mitchell 7.1802 – 3.1803; took privateers - 14-gun *Maria* 13.6.1805 and 10-gun *Matilda* 3.7.1805. Refitted at Portsmouth (for £13,483) 4 – 6.1807; recommissioned under Capt. Richard Vincent, for the Mediterranean. In 1810 under Capt. Francis Fane; took part in anchored convoy at Palamos 13.12.1810, with Fane captured and numerous casualties. In 1.1811 under Capt. Charles Bullen. Between Middling and Large Repair at Plymouth (for £33,728) 5.1813 – 9.1814, then laid up. Fitted for sea at Plymouth (for £7,310) 7 – 10.1820; recommissioned 7.1820 under Capt. Gawen Hamilton, for the Mediterranean; at Battle of Navarino 20.10.1827, losing 1 killed and 1 wounded. Wrecked off Grabusa 31.1.1828 (following collision with *Isis* while in combat against pirate schooners).

Ex DUTCH PRIZES (1799)

Amphitrite (Dutch *Amphitrite*, launched 30.10.1797 at Amsterdam).

Dimensions & tons: 150ft 9½in, 123ft $7^{5}/_{8}$in x 42ft 5in x 12ft 9in. $1{,}183^{19}/_{94}$ bm.

Men: 320. Guns: UD 28 x 24pdrs; QD 10 x 24pdr carronades; Fc 2 x 9pdrs + 4 x 24pdr carronades.

Taken 30.8.1799 by Mitchell's squadron in the Texel.

Commissioned: 11.1800 under Capt. James May; served as 'Free Dutch' ship at Cork. Renamed *Imperieuse* 1803. Fitted at Chatham 6 – 8.1803; recommissioned 7.1803 under Capt. John Temple; paid off 3.1804. 24pdrs replaced by 18pdrs in 1804. BU at Plymouth 4.1805.

Vleiter (Dutch *Mars*, originally two-decker *Zevenwalden*, 68 - built Harlingen 1784, razéed to a frigate and renamed 1795).

Dimensions & tons: 155ft 8in, 127ft 1½in x 44ft 9½in x 16ft 9in. $1{,}356^{81}/_{94}$ bm.

Men: 185 as floating battery. Guns: UD 26 x 24pdrs; QD 10 x 18pdr carronades.

Taken 30.8.1799 by Mitchell's squadron in the Texel.

Fitted at Chatham as a floating battery (for £7,177) 7.1800 – 4.7.1801.

Commissioned: 7.1801 under Capt. William Birchall, as floating battery in the Medway; paid off 4.1802. Recommissioned 4.1803 under Capt. Adrian Renou, for the defence of the Thames; paid off 7.1804. Powder magazine at Chatham by 1806. Fitted as sheer hulk at Chatham 10.1808 – 1.1809 for Sheerness. BU at Sheerness 4.1817.

Ex FRENCH PRIZES (1799-1801)

***La FORTE* Class.** Designed by François Caro, these two frigates initially carried 30 x 24pdrs and 20 x 8pdrs in French service, and so were rated 50-gun frigates, but were only 44-gun by the time of their capture (with 10 x 8pdrs and 4 x 36pdr obusiers on the QD/Fc), and were similarly rated in the British Navy. The second ship was allegedly converted on the stocks from a 74-gun ship, but this is unlikely.

Forte (French *La Forte*, built 5.1794 – 11.1794 at Lorient. L: 26.9.1794).

Dimensions & tons: 170ft 0in, 139ft 2in x 43ft 6in x … . $1{,}400^{69}/_{94}$ bm.

Men: 343. Guns: 30 x 24pdrs; QD 16 x 32pdr carronades; Fc 2 x 12pdrs + 4 x 32pdr carronades.

Taken 1.3.1799 by *Sibylle*, off the coast of Bengal.

Commissioned: 1799 in East Indies under Capt. Lucius Hardyman. Wrecked 29.1.1801 at Jeddah.

Egyptienne (French *L'Egyptienne*, built 7.1798 – 11.1799 at Toulon. L: 17.7.1799).

Dimensions & tons: 169ft 8in, 141ft 4¾in x 43ft 8in (43ft 0in mld.) x 15ft 1in. $1{,}434\ ^{4}/_{94}$ bm.

Men: 330. Guns: UD 28 x 24pdrs; QD 2 x 9pdrs + 12 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Taken 2.9.1801 at capture of Alexandria.

Under Capt. Thomas Stephenson 1.1802, for voyage home from the Mediterranean. Arrived 13.2.1802 at Woolwich, fitted there (for £12,625) 10 – 12.1802.

Commissioned: 4.1803 under Capt. Charles Fleeming (-1805); took 16-gun *L'Epervier* 27.7.1803 and 14-gun privateer *La Chiffonette* 30.8.1803. Under Capt. Charles Elphinstone from 8.1805, then Capt. Charles Paget from 12.1805 (-1807); boats cut out privateer *L'Alcide* from Muros 8.3.1806; took 16-gun *L'Actéon* off Rochefort 2.10.1806; took (with *Loire*) 40-gun *La Libre* off Rochefort 24.12.1806; paid off into Ordinary 5.5.1807. Fitted as receiving ship at Plymouth after 1806; in Ordinary there 1812-15. Sold to John Small Sedger (for £2,810) at Plymouth to BU 30.4.1817.

Revived *ENDYMION* Class. The 1795 design was revived in 1812 for five frigates built of 'fir' (pitch pine) to meet the urgent requirement for 24pdr frigates produced by the American War of 1812; these differed from the prototype by having an extra pair of guns forward. They were all built (and coppered) by the same builder. The *Tagus* and *Eridanus* were originally ordered 4.5.1812 as *Leda* Class 38s. All five were reclassified as 50-gun Fourth Rates in 2.1817.

Dimensions & tons: 159ft $2^{3}/_{8}$in, 132ft 4¼in x 41ft $11^{3}/_{8}$in x 12ft 4in. $1{,}238^{67}/_{94}$ bm.

Men: 340. Guns: UD 28 x 24pdrs; QD 16 x 32pdr carronades; Fc 2 x 9pdr + 4 x 32pdr carronades.

Severn (ex *Tagus*, renamed 7.1.1813) Wigram, Wells & Green, Blackwall.

As built: 159ft $2^{5}/_{8}$in, 132ft 2in x 42ft 3in x 12ft 4in. $1{,}254^{87}/_{94}$ bm. Draught 9ft 9in / 12ft 8in.

Ord: 4.5.1812. K: 1.1813. L: 14.6.1813. C: 1.7 – 11.9.1813 at Deptford Dyd.

Commissioned: 6.1813 under Capt. Joseph Nourse; ?sailed for Halifax; saved convoy from 40-gun *L'Etoile* and *La Sultane* 18.1.1814; took 9-gun privateers - *Yankee Lass* 1.5.1814 and *Ind* 25.3.1815, and 4-gun privateer *Banyer* 20.12.1814. Fitted at Chatham for foreign service 2 – 7.1816; under Capt. Frederick Aylmer 2.1816; at bombardment of Algiers 27.8.1816. In the Mediterranean in 1817, under Capts. Sir James Gordon, then Robert Spencer and (5.1817 to 1822) William M'Culloch. In Ordinary at Portsmouth 1822-25. Sold to John Small Sedger, Rotherhithe for £3,610 (at Portsmouth?) 20.7.1825.

Liffey (ex *Eridanus*, renamed 7.1.1813) Wigram, Wells & Green, Blackwall.

As built: 159ft 1½in, 131ft 8¼in x 42ft 5in x 12ft 4in. $1{,}260^{23}/_{94}$ bm. Draught 9ft 6in / 12ft 6in.

Ord: 4.5.1812. K: 2.1813. L: 25.9.1813. C: 26.9.1813 – 10.6.1814 at Deptford Dyd.

Commissioned: 4.1814 under Capt. John Hancock; paid off 4.1815 and laid up at Chatham 8.1815. Recommissioned 2.1816 under Capt. Sir John Louis at Chatham 1816-17. Small Repair and fitted at Chatham (for £4,682) 2.1818 – 1.1819; recommissioned 6.1818 under Capt. Henry Duncan (-1821), in the Mediterranean; paid off 10.1821. Recommissioned 10.1821 under Commodore Charles Grant, for East Indies; at Rangoon 11.5.1824 in First Burma War. It was instructed (by AO 15.6.1824) that she be sold in the East Indies, but this was not done. Grant died 7.1824, and *Liffey* was under Capt. Thomas Coe from 1825; arrived home 1.1826 and spent 18 months at Sheerness. BU at Sheerness 7.1827.

Liverpool Wigram, Wells & Green, Blackwall.

As built: 159ft 2in, 132ft 1¼in x 42ft 1½in x 12ft 4in. $1{,}246^{86}/_{94}$ bm. Draught 9ft 7in / 12ft 6in.

Ord: 26.12.1812. K: 5.1813. L: 21.2.1814. C: 21.2 – 30.6.1814 at Woolwich Dyd.

Commissioned: 5.1814 under Capt. Arthur Farquhar, for the Cape of Good Hope. Small Repair at Chatham (for £5,697) 10.1817 – 6.1818; under Capt. Francis Collier from 2.1818, in East Indies to 1822. Sold at Bombay (for £3,780) 16.4.1822.

Glasgow Wigram, Wells & Green, Blackwall.

As built: 159ft 2½in, 132ft $1^{7}/_{8}$in x 42ft 4in x 12ft 4in. $1{,}259^{73}/_{94}$ bm. Draught 9ft 6in / 12ft 5in.

Ord: 26.12.1812. K: 5.1813. L: 21.2.1814. C: 21.2 – 26.8.1814 at Woolwich.

First cost: £18,934 fitting.

Commissioned: 7.1814 under Capt. Henry Duncan, for Home Water; paid off 9.1815. Fitted for foreign service at Chatham (for £16,704) 4 – 7.1816; recommissioned 2.1816 under Capt. Anthony Maitland, for the Mediterranean; at Bombardment of Algiers 27.8.1816; paid off 11.1816. Between Small and Middling Repair at Deptford (for £19,408) 3 – 11.1817. Recommissioned 8.1817, still under Maitland. Under Capt. Bentinck Doyle 3.1821, for the East Indies; paid off 3.1823. Fitted for foreign service at Portsmouth (for £6,314) 7 – 9.1823. Under Capt. James Maude 2.1825, in the Mediterranean; at Battle of Navarino 20.10.1827, losing 2 wounded; paid off 9.1828, and BU at Chatham 24.12.1828 - 29.1.1829.

Forth Wigram, Wells & Green, Blackwall.

As built: 159ft $3^{1}/_{8}$in, 132ft 0¼in x 42ft 2½in x 12ft 4in. $1{,}251^{6}/_{94}$ bm. Draught 9ft 10in / 12ft 7in.

Ord: 7.1.1813. K: 2.1813. L: 14.6.1813. C: 14.7 – 7.9.1813 at Deptford Dyd.

Commissioned: 6.1813 under Capt. Sir William Bolton; took US 5-gun privateer *Regent* 19.9.1814. Fitted as a flagship for foreign service at Chatham 3 – 8.1816; recommissioned under Capt. Sir John Louis 2.1816; paid off 7.1819. BU at Deptford 10.1819.



During the War of 1812 with the United States a veritable naval arms race developed on the Great Lakes, the Canadian-built vessels reflecting the latest trends in saltwater ship design. In this eyewitness view of the attack on Oswego (Lake Ontario) on 6 May 1814, the principal vessels of Commodore Yeo's squadron are accurately portrayed. The big 'double-banked' *Prince Regent*, 58 is in the foreground, with the brig *Star* seen through the rigging, and the frigate *Princess Charlotte* astern. Left to right, the remaining ships are *Charwell*, *Montreal*, *Niagara* and *Magnet*.

Fifth Rates on the Great Lakes

PRINCESS CHARLOTTE. A 42-gun / 24pdr frigate for Lake Ontario, designed by George Record.

Princess Charlotte (ex *Vittoria*) Kingston Dyd (M/Shipwright John Goudie – private contract).

Dimensions & tons: 121ft 0in, 100ft $0^{3}/_{8}$in x 37ft 8in x 8ft 8½in. $755^{90}/_{94}$ bm. Draught 14ft 4in / 16ft 4in.

Men: 280. Guns: UD 24 x 24pdrs; QD/Fc 16 x 32pdr carronades + 2 x 68pdr carronades.

Ord: ?1813. L: 14.4.1814.

Commissioned: 5.5.1814 at Oswego under Capt. William Mulcaster. In 11.1814 under Capt. Edward Collier; renamed *Burlington* 9.12.1814. In 6.1816 under Capt. Nicholas Lockyer. For sale 1.1833, but there were no buyers and she was later towed away and scuttled.

CONFIANCE. A 36-gun / 24pdr frigate, the largest warship built for Lake Champlain.

Confiance Île aux Noirs, Lake Champlain.

Dimensions & tons: not recorded. 1,200 tons sometimes quoted.

Men: 270. Guns: UD 26 x 24pdrs; QD 6 x 32pdr carronades; Fc 4 x 32pdr carronades, + 1 x 24pdr (centreline mount); in practice only mounted 16 x 12pdrs at Battle of Lake Champlain.

Ord: ?1813. L: 25.8.1814. C: incomplete (sailed to battle while still fitting out).

Commissioned: under Capt. George Downie; taken by the US forces off Plattsburgh 11.9.1814 (Battle of Lake Champlain), losing 41 killed (including Downie) and 83 wounded.

Frigates – 18pdr type

At the start of 1793 the British Navy had seventeen frigates with a main (UD) battery of 18pdr guns. Eight of them were established as 38-gun ships (*Beaulieu* carried 40 guns), and five of these were in commission and three in Ordinary at the start of 1793; they were all established with a complement of 280 men (251 officers, seamen and marines; 26 servants and boys; and 3 'widow's men'; this total was reduced by 6 servants and boys to 274 from 16.4.1794) and with ordnance of 28 x 18pdrs, 8 x 9pdrs and 2 x 12pdrs, giving a broadside weight of 300 lbs on each side - to which 8 x 32pdr carronades were added on 19.11.1794, raising the broadside to 428 lbs.

The other nine were rated as 36-gun ships, of which six were in commission and three in Ordinary at the start of 1793; they were all established with a complement of 260 men (232 officers, seamen and marines; 25 servants and boys; and 3 'widow's men'; this total was reduced by 6 servants and boys to 254 from 16.4.1794) and with ordnance of 26 x 18pdrs, 8 x 9pdrs and 2 x 12pdrs, giving a broadside weight of 282 lbs on each side - to which 8 x 32pdr carronades were added on 19.11.1794, raising the broadside to 410 lbs.

Under construction at the start of 1793 were the first three 32-gun ships to carry an 18pdr battery. These were to be established with the same complement as the 36-gun ships, but were reduced to 223 officers, seamen and marines; 18 servants and boys; and 3 'widow's men' – a total of 244 – from 16.4.1794; their ordnance comprised 26 x 18pdrs and 6 x 6pdrs, giving a broadside weight of 252 lbs on each side – which was raised to a 324 lbs broadside by the addition of 6 x 24pdr carronades on 19.11.1794.

The 38-gun frigate, with a battery of 28 guns on its UD, was throughout the Napoleonic era the mainstay of the British frigate force, together with the slightly smaller 36s – both types continued to be built in numbers for some years after the end of the war. The five earliest 38s, dating from the late 1770s, saw active service throughout the era and two survived past 1815. Rated 46 guns in 2.1817, in 1839 most survivors were reduced to 42 guns.

The 36-gun ship differed from its 38-gun equivalent by having only 13 ports a side on the UD for 18pdrs, one fewer than the 38. By 1815 the 38 had become accepted as the most cost-effective frigate, and (among dockyard production) 36s were only being ordered at Deptford, where the width of the basin entrance prevented the broader 38s being feasible. Most of the remaining ships of this group were reclassed as 42-gun frigates from 2.1817, then to 38 guns in 2.1839; the exception was the ex French prize *Andromache*, which became a 44-gun ship.

(A) Vessels in service or on order at 1 February 1793

Two frigates to carry an armament of 18pdr guns were ordered from the Royal Dockyards on 6 November 1778, one of 36 guns and the other of 38 guns. Another twelve vessels were ordered – all from commercial builders – by the end of the American War in 1783. At the start of 1793, the Navy List included eight 38-gun frigates (*Minerva*, *Arethusa*, *Phaeton*, *Thetis*, *Latona*, *Beaulieu*, *Hebe* and *Aigle*) and nine 36-gun frigates with 18pdr guns (*Flora*, *Thalia*, *Crescent*, *Romulus*, *Perseverence*, *Phoenix*, *Inconstant*, *Leda* and *Melampus*), plus three new 32-gun frigates on order (*Pallas*, *Stag* and *Unicorn*).

***FLORA* Class - 36 guns**. The design by Sir John Williams was approved by the Admiralty on 6.11.1778. *Flora* and *Crescent* were in Ordinary at the start of 1793, while the *Thalia* and *Romulus* were in Commission.

Dimensions & tons: 137ft 0in, 113ft 1in x 38ft 0in (37ft 6in mld.) x 13ft 3in. $868^{53}/_{94}$ bm.

Men: 260 (270 from 1780). Guns: UD 26 x 18pdrs; QD 8 x 6pdrs (9pdrs from 1780) + 4 x 18pdr carronades; Fc 2 x 6pdrs (9pdrs from 1780) + 4 x 18pdr carronades; also 12 x ½pdr swivels.

Flora Deptford Dyd (M/Shipwright Adam Hayes).

As built: 137ft 0in, 113ft 1in x 38ft 0in x 13ft 3in. $868^{53}/_{94}$ bm. Draught 10ft 3in. / 14ft 0in.

Ord: 6.11.1778. K: 21.11.1778 (named by AO 1.12.1778). L: 6.5.1780. C: 23.6.1780.

First cost: £19,788.15.10p, including fitting & coppering.

Commissioned: 5.1780 under Capt. William Williams; paid off 1782. Recommissioned 5.1783; sailed for Jamaica 6.11.1783; paid off 9.1786. Great Repair by Perry, Blackwall (for £18,214) 8.1790 – 1.1793; fitted at Deptford (for £6,022) 2.1793; recommissioned 1.1793 under Capt. John Borlase Warren; took French 16-gun *La Vipère* in the Channel 23.1.1794; took (with squadron) French 44-gun *La Pomone* and 20-gun *Le Babet* off Île Bas 23.4.1794; took privateers 12-gun *Le Phoenix* and 16-gun *La République Française* 6.1794; destroyed French 40-gun *Le Volontaire* and 12-gun *L'Alert* on the Penmarcks 23.8.1794; in 9.1794 under Capt. William Otway (as Warren promoted Commodore), then Capt. Thomas Drury, then 12.1794 Cmdr. (Capt. 7.1795) Henry Lidgbird Ball; sailed for the Mediterranean 27.11.1795. In 10.1795 under Capt. Robert Middleton (-1801), for Nelson's squadron on the Riviera; took (with others) 2-gun privateer *L'Epervier* 15.5.1796; to Newfoundland 1797 then returned; took (with *Pearl*) 24-gun privateer *L'Incroyable* 13.4.1797; under Capt. Alexander Wilson (temp.) cut out French 16-gun *Le Mondovi* from Cerigo 13.5.1798; took French 16-gun *Le Corcyre* (ex British privateer *Cornish Hero*) off Sardinia 2.5.1798; with Caroline off the Azores 7 – 11.1798; took more privateers –12-gun *Le Président Parker* 4.10.1798, 20-gun *L'Intrepide* on the Lisbon station 25.1.1799, 14-gun *L'Aventure* on the Lisbon station 20.2.1799, Spanish 2-gun *Nuestra Señora del Carmen* (alias *Diligente*) 27.2.1799, 14-gun *La Légère* on the Lisbon station 28.4.1799, 14-gun (?Dutch or French) *Le Rhuiter* on the Lisbon station 25.7.1799, Spanish 16-gun *Corunesa* off the Portuguese coast 20.3.1800, Spanish 10-gun *San Antonio y Animas* (alias *Aurora*) 9.4.1800, and Spanish 4-gun *Cortez* on the Lisbon station 22.6.1800; in Egypt operations in early 1801.

Re-registered as a sloop by AO 23.5.1801 (with 121 men and ?18guns) and fitted 'for temporary service' 5-6.1801. Recommissioned 1801 under Cmdr. Edward Kendall. Guard vessel for Needles Passage from 7.1801 until 4.1802, then to Ordinary. Repaired by William Barnard, Deptford Green (for £9,717) 12.1804 – 4.1805, then fitted at Deptford Dyd 4 – 6.1805. Recommissioned as a 36-gun frigate again 5.1805 under Capt. Loftus Bland for the Irish station (QD now carried 8 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades); to North Sea 1806; captured 6-gun privateer *El Espedarte* in the Mediterranean 25.11.1806; broached on Terschelling off the Dutch coast 18.1.1808 (9 men died).

Thalia John Nowlan & Thomas Calhoun, Bursledon.

As built: 137ft 1in, 113ft 3¼in x 38ft 3in x 13ft 3in. $881^{47}/_{94}$ bm.

Ord: 19.12.1780. K: 3.1781 as *Unicorn*. Renamed *Thalia* 15.8.1782. L: 7.11.1782. C: 9.11.1782 – 18.1.1783 at Portsmouth.

First cost: Fitting & coppering £8,742.17.11d.

Commissioned: 12.1782 under Capt. Robert Calder; paid off 4.1783 into Ordinary. Small Repair at Portsmouth (for £4,550) 3 – 12.1790. Fitted at Portsmouth (for £3,897) 1 – 2.1793; recommissioned 1.1793 under Capt. Richard Grindall, for cruising; took 12-gun *Le Requin* off Dunkirk 20.2.1795. In 1795 under Lord Powlet; in action off Île Groix 23.6.1795; sailed 7.1.1797 as part of Parker's reinforcement to Jervis (joined 6.2.1797); took 16-gun *L'Espion* in the Mediterranean 10.9.1797; took privateers – 16-gun *L'Antoine* and ?-gun *L'Alout* on the Lisbon station 5.2.1798, Spanish 6-gun *San Josef* 27.2.1798, and Spanish 14-gun *La Victoria* 4.3.1798; sailed for the Mediterranean 22.5.1798. In 1.1799 under Capt. Josiah Nisbet (-1800), for the Mediterranean; to Lisbon station 3.1797 – 6.1799, then Mediterranean 7.1799 – 10.1800; her boats took 2-gun privateer *La Virgin del Carmen* 29.6.1800. Delivered to Transport Board (by AO 36.5.1801), fitted as troopship at Deptford (for £11,146) 1 – 7.1801, with just 20 x 9pdrs on UD; recommissioned 7.1801 under Cmdr. John Moncur; to West Indies 11.1801; returned 5.1803 and paid off into Ordinary. Re-rated as frigate 18.4.1803, with 6 x 32pdr carronades on QD (4 more added 1805). Repaired and fitted as frigate at Deptford 8.1804 – 4.1805; recommissioned 3.1805 under Capt. James Walker, for cruising & convoy; sailed for East Indies 27.9.1805; returned to England 1.1806. In 10.1807 under Capt. Thomas Manby, flagship of Rear-Adm. Sir Edmund Nagle 1807; took privateer *Le Requin* 29.10.1807; sailed for Davis Strait 20.4.1808. In 11.1808 under Capt. James G. Vashon (-1812); sailed for Halifax 30.3.1809; sailed for Jamaica 17.5.1810; Vashon became Commodore at Jamaica on death of Adm. Bartholomew Rowley 10.1811. In Ordinary at Chatham 1813-14. BU at Chatham 7.1814.

Crescent John Nowlan & Thomas Calhoun, Bursledon.

As built: 137ft 2½in, 112ft $10^{3}/_{8}$in x 38ft 5½in x 13ft 3½in. $887^{85}/_{94}$ bm. Draught 9ft 11½in / 13ft 3in.

Ord: 11.8.1781. K: 11.1781. L: 28.10.1784. C: 1.11.1784 – 11.1.1785 (for Ordinary) at Portsmouth; fitted for sea there 5 – 6.6.1790.

First cost: fitting & coppering (for Ordinary) £5,694; (for sea 1790) £2,218.

Commissioned: 5.1790 under Capt. William Young (for Spanish Armament). Fitted for sea at Portsmouth (for £5,221) 2.1793; recommissioned 1.1793 under Capt. James Saumarez for Rear-Adm. MacBride's squadron took (with *Hind* and privateer *Lively*) 10-gun privateer *Le Chib de Cherbourg* 22.6.1793; took (with *Hind*) 12-gun *L'Espoir* 6.1793; took 36-gun *La Réunion* off Cherbourg 20.10.1793 (1 wounded); in escape from French 50-gun *Le Scévola* and *Le Brutus* 8.6.1793. In 1795 under Capt. Edward Buller, for the Channel; sailed for Cape of Good Hope 7.3.1796; at capture of Dutch squadron in Saldanha Bay 17.8.1796. In 1797 under Capt. John Murray, then 2.1798 Capt. John Spranger, at Cape of Good Hope; in 6.1798 under Capt. Charles Brisbane; paid off 7.1798. Middling Repair and fitted at Deptford (for 18,924) 8.1798 – 6.1799; recommissioned 4.1799 under Capt. William Lobb; took 16-gun *El Galgo* on passage to West Indies 15.11.1799; took 12-gun *Diligente* 6.1800. In 7.1802 under Capt. Lenox Thompson, on Jamaica station. Recommissioned 6.1803 under Capt. Lord William Stuart. In 2.1806 under Capt. James Carthew, for the North Sea. General Repair 6 – 10.1808; recommissioned 4.1808 under Capt. George Reynolds; later under Capt. John Temple; wrecked off the coast of Jutland 6.12.1808 (220 drowned including Temple).

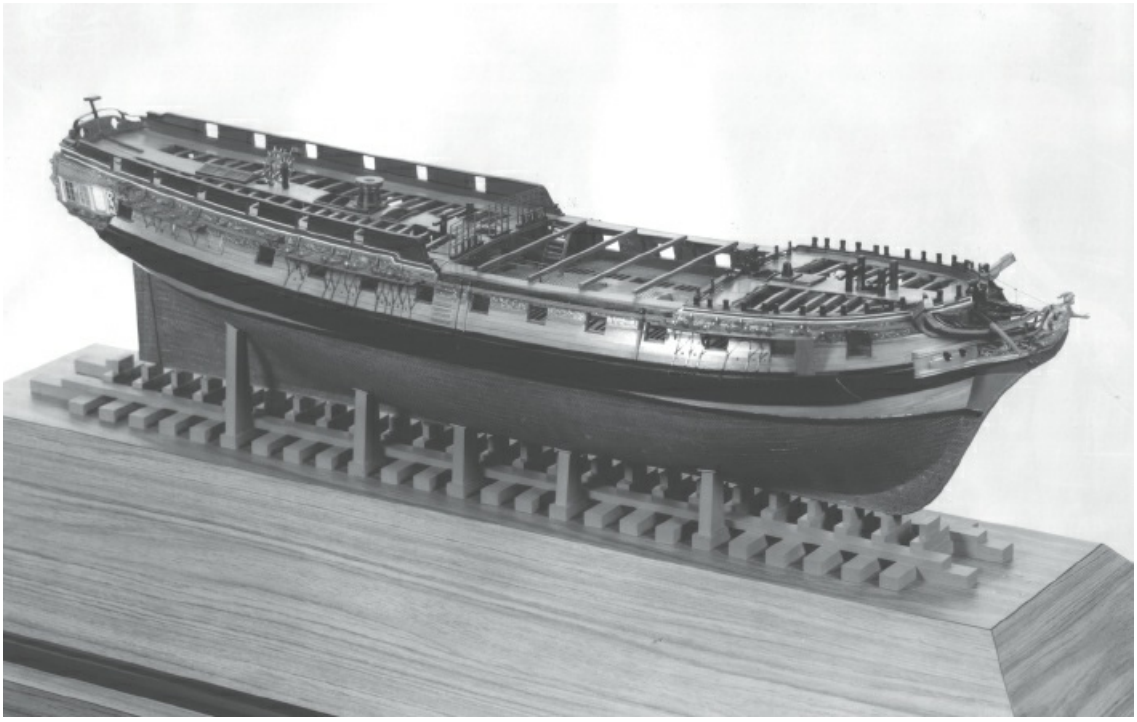
Romulus Edward Greaves, Deptford (?or Limehouse).

As built: 137ft 2in, 113ft 0in x 38ft 3in x 13ft 3½in. $879^{37}/_{94}$ bm. Draught 9ft 5½in / 13ft 6½in.

Ord: 28.12.1781. K: 11.1782. L: 21.9.1785. Fitted (to sail to Portsmouth) and coppered at Deptford 11.10.1785 – 2.5.1786. C: for sea at Portsmouth 6 – 5.7.1790.

First cost: £11,154.5.4d for building; fitting £1,736 at Deptford plus £2,333 at Portsmouth; total £15,345.5.4d.

Commissioned: 5.1790 under Capt. Thomas Lenox Frederick; paid off 9.1791. Fitted at Portsmouth (for £5,512) 4.1793; recommissioned 1.1793 under Capt. John Sutton; sailed for the Mediterranean 22.4.1793. From 8.1794 under Capt. George Hope; participated in Hotham's Action 14.3.1795 (salved the *Ca Ira*); took (with *Mahonesa*) 20-gun *Nuestra Senora del Rosario* off Cadiz 24.5.1797; in 2.1798 under Capt. Henry Heathcote for passage home; paid off 1798. Fitted as a troopship at Plymouth (for £10,246) 6 – 7.1799; recommissioned 6.1799 under Cmdr. John Culverhouse (-1801); sailed for the Mediterranean; in 1.1802 under Lieut. Thomas Staines (temp.); paid off 1802. Re-established as floating battery 26.3.1803 (with 24 x 18pdrs + another 8 x 18pdrs on QD/Fc). Fitted for defence of the Thames at Woolwich (for £3,167) 4 – 6.1803; recommissioned 4.1803 under Cmdr. Woodley Losack, as floating battery in Hosley Bay; in 1.1804 under Cmdr. Charles Pelly, then 5.1804 under Cmdr. Thomas Burton, for Leith. In Ordinary at Chatham 1807-09. Fitted as a 22-gun troopship 6 – 10.1810 (with UD 14 x 9pdrs, QD 6 x 18pdr carronades, Fc 2 x 9pdrs); recommissioned 9.1810 under Cmdr. Lord (David) Balgonie; in 3.1812 under Cmdr. George W. H. Knight, in the Mediterranean appropriated as a hospital ship at Bermuda by AO 24.7.1813; paid off there 12.1813. Later under Lieut. James Driscoll there. BU at Bermuda 11.1816.



Traditionally, the British Navy was always reluctant to drive up the size, and hence cost, of warships, since its prime requirement was numbers of ships. However, facing the unusual pressure of a simultaneous war with France, Spain and the American colonies, in the late 1770s the Navy Board took the initiative and introduced 18pdr main batteries to frigates for the first time. There were two new types, rated 36 and 38 guns, the latter here represented by a fine contemporary model of *Minerva*, the prototype 38-gun frigate. Currently in the collection of the United States Naval Academy Museum at Annapolis, it also demonstrates another great innovation of the period, copper sheathing.

***MINERVA* Class - 38 guns**. The design by Sir Edward Hunt was approved by the Admiralty on 6.11.1778. *Arethusa* and *Phaeton* were in Ordinary at the start of 1793, while the *Minerva* and *Thetis* were in Commission.

Dimensions & tons: 141ft 0in, 117ft $0^{3}/_{8}$in x 38ft 10in x 13ft 9in. $938^{72}/_{94}$ bm.

Men: 270 (280 from 1780). Guns: UD 28 x 18pdrs; QD 8 x 6pdrs (9pdrs from 1780), 6 x 18pdr carronades; Fc 2 x 6pdrs (9pdrs from 1780, *Minerva* 12pdrs from 1790), 4 x 18pdr carronades.

Minerva Woolwich Dyd (M/Shipwright George White to 4.1779, completed by John Jenner).

As built: 141ft 0in, 117ft $0^{3}/_{8}$in x 38ft 10in x 13ft 9in. $938^{72}/_{94}$ bm.

Ord: 6.11.1778. K: 11.1778 (named by AO 1.12.1778). L: 3.6.1780. C: 6.7.1780 at Woolwich.

First cost: £24,698.4.10d (including fitting & coppering).

Commissioned: 4.1780; paid off 1782 after wartime service. Fitted for sea at Portsmouth (for £3,963) 7.1789 – 6.1790; recommissioned 5.1790 under Capt. Robert Sutton; sailed for the East Indies 27.12.1790. Under broad pennant of William Cornwallis 2.1792 – 1.1794, in the East Indies; flagship of now Rear-Adm. 2.1793, under Capt. John Whitby from 1.1794; at capture of Pondicherry 23.8.1793; paid off 4.1794. Fitted for sea at Portsmouth (for £9,666) 5 – 9.1795; recommissioned 7.1795 under Capt. Thomas Peyton, in Strachan's squadron; destroyed (with *Melampus*) 18-gun *L'Etonnant* off Barfleur 13.11.1796. Fitted as a troopship at Portsmouth (for £7,945) 7.1797 – 5.1798; re-established 28.2.1798 with UD 16 x 9pdrs, QD 2 x 6pdrs, Fc 2 x 6pdrs; recommissioned 2.1798 under Cmdr. John MacKellar, for Ostend operations 5.1798; renamed *Pallas* 29.5.1798. In 7.1798 under Cmdr. Joseph Edmunds; paid off 5.1802 into Ordinary. BU at Chatham 3.1803.

Arethusa James Martin Hillhouse, Bristol.

As built: 141ft 1½in, 116ft $10^{5}/_{8}$in x 39ft 0½in x 13ft 9½in. $948^{?}/_{94}$ bm.

Ord: 26.1 & 12.2.1779. K: 23.8.1779. L: 10.4.1781. C: 1781 at builder's.

First cost: £12,178.1.2d to build, total £15,006.7.4d including fitting & coppering.

Commissioned: 3.1781; refitted at Plymouth (for £5,368.4.9d) 10 – 11.1781; paid off at Portsmouth 1.1783 after wartime service. Fitted at Portsmouth (for £5,034) 6 – 8.1790; recommissioned 5.1790 under Capt. John Stanhope, for Spanish Armament. Great Repair and fitted at Portsmouth (for £21,978) 6.1792 – 1.1794; recommissioned 9.1793 under Capt. Seymour Finch, then 1.1794 under Capt. Edward Pellew, for Warren's squadron; took (with *Flora*) 44-gun *La Pomone*, and (with *Melampus*) 20-gun *La Babet* 23.4.1794; squadron destroyed 36-gun *La Volontaire* on the Penmarcks 23.8.1794; destroyed 12-gun *L'Alerte* at Audierne. In 4.1795 under Capt. Mark Robinson; in Warren's attack on Quiberon 27.6 – 20.7.1795; sailed for the Leeward Islands 9.2.1796. In 3.1796 under Capt. Thomas Wolley (-1801); in Harvey's squadron at Trinidad 2.1797; took 20-gun *La Gaieté* off Bermuda 20.8.1797; in Strachan's squadron 1798; destroyed a privateer lugger at Ca de la Hogue 21.10.1798; took more privateers – 14-gun *Le Général Bernadotte* off Oporto 1.5.1800, 14-gun *Le Brave* 12.4.1801, and (with *Immortalite*) 24-gun *L'Invention* in the Channel 27.7.1801. In 8.1801 under Capt. James Bowen. Repaired and fitted at Deptford (for £14,148) 2 – 6.1805; recommissioned 4.1805 under Capt. Charles Brisbane (-1808); sailed for Jamaica 12.12.1805 (saved convoy from French squadron); grounded on Colorados early 1806; took (with *Anson*) Spanish 38-gun *Pomona* and destroyed 12 gunboats off Havana 23.8.1806; at capture of Curacao 1.1.1807. In 9.1808 under Capt. Robert Mends (-1811); took 16-gun privateer *Le Général Renouf* in Home waters 26.11.1809; took 4-gun privateer *La Leverette* off the Saintes 17.3.1810. In 1811 under Capt. Francis Coffin (-1813); sailed for Jamaica 21.11.1811. BU at Sheerness 5.1814.

Phaeton John Smallshaw, Liverpool.

As built: 141ft 0in, 116ft 5¼in x 39ft 0½in x 13ft 10¼in. $944^{?}/_{94}$ bm.

Ord: 3.3.1780. K: 6.1780. L: 12.6.1782. Fitted and coppered at Plymouth 11.1782 – 27.12.1782.

First cost: £18,986.8.1d for building, plus £7,565.18.4d for fitting.

Commissioned: 3.1782; paid off within a year. Recommissioned 4.1783; sailed for the Mediterranean 8.10.1783; paid off 1786. Recommissioned 9.1786; sailed for the Mediterranean 17.12.1786; paid off 12.1788. Great Repair at Portsmouth (for £15,788) 12.1790 – 1.1793; recommissioned 12.1792 under Sir Andrew Douglas for Howe's fleet; took privateers – lugger *L'Aimable Liberté* in the Channel 3.1793, and 44-gun *Le Général du Mourier* 14.4.1793 – also retook Lima ship (Gell's squadron); took 20-gun *La Prompte* off the Spanish coast 28.5.1793; took (with sloop *Weasel*) privateers – 10-gun *Le Poisson Volant* and *Le Général Washington* – in the Channel 6.1793; took (with *Latona*) 38-gun *La Blonde* off Ushant 27.11.1793; paid off 2.1794. Recommissioned 3.1794 under Capt. William Bentinck; at Battle of Glorious First of June off Ushant 1.6.1794. In 9.1794 under Capt. Robert Stopford (-1799); in Royal escort for Princess Carolina of Brunswick 1795; in Cornwallis's 'Retreat' 16 – 17.6.1795; took 20-gun *La Bonne Citoyenne* off Cape Finisterre 10.3.1796; took privateers - 18-gun *L'Actif* in the Channel 6.3.1797, 6-gun *Le Chasseur* in the Channel 16.9.1797, 16-gun *L'Indien* 24.9.1797 off Les Roches Bonnes (with *Unite*), *Le Découverte* 7.10.1797 (with *Unite* and *Stag*) and 12-gun *Le Hasard* 28.12.1797; retook (with *Anson*) 20-gun *Daphne* in the Bay of Biscay 29.12.1797; took more privateers – *L'Aventure* 1.1.1798 and 18-gun *La Légère* in the Channel 19.2.1798; destroyed large frigate near Cordoban lighthouse 22.3.1798; took (with *Anson*) 18-gun privateer *Le Mercure* 31.8.1798 and 36-gun *La Flore* 6.9.1798; took 16-gun privateer *Le Lévrier* in the Channel 8.10.1798; took (with *Ambuscade* and *Stag*) 20-gun *L'Hirondelle* 20.11.1798; took privateers – 18-gun *La Résolue* 24.11.1798 and (with *Stag*) 10-gun *La Ressource* 6.12.1798. In 7.1799 under Capt. James Morris; sailed for Constantinople with Lord Elgin 4.9.1799; in the Mediterranean 1800-01; her boats took 14-gun polacca at Fuengirola 27.10.1800, and (with *Naiad*'s) took *El Reposo* and destroyed *La Alcudia*, both packets at Pontevedro 16.5.1801; returned to England and paid off 3.1802. Large Repair and fitted at Deptford (for £21,545) 12.1802 – 8.1803; recommissioned 7.1803 under Capt. George Cockburn, for the East Indies; in action (with *Harrier*) against 40-gun *La Sémillante* off Jacinto 2.8.1805. In 10.1806 under Capt.

John Wood, then 7.1808 under Capt. Fleetwood Pellew (-1812); at Nagasaki (Japan) 1808; at reduction of Java 8.1811; with *Sir Francis Drake* at Sumenap (Madura) 8.1811; home with East Indies convoy 8.1812. Large Repair at Deptford 10.1812 – 4.1814, then fitted for Ordinary at Sheerness. Fitted for sea at Sheerness 11.1815 – 1.1816; recommissioned 10.1816 under Capt. Francis Stanfell, for St Helena (-1817). In 4.1818 under Capt. William Dillon, to East Indies; paid off 10.1819. Recommissioned same month under Capt. William A. Montagu, for Halifax; paid off 9.1822. Recommissioned same month under Capt. Henry Sturt (-1825); paid off at Portsmouth 1825/26. Sold 11.7.1827 to Mr. Freake (for £3,430), but sale cancelled ('Mr. Freake having been declared insane'); re-sold to Joshua Cristall (for £2,500) to BU 26.3.1828.

Thetis John Randall, Rotherhithe.

Dimensions & tons: 141ft 6in, 117ft $1^{1}/_{8}$in x 39ft 1½in x 13ft 8in. $954^{7}/_{94}$ bm. Draught 10ft 5in / 15ft 3in.

Ord: 22.9.1781. K: 12.1781. L: 23.9.1782. C: 15.11.1782 at Deptford Dyd.

First cost: £12,704.8.9d to build (+ £109.4.11d for extra works), fitting & coppering £8,629.1.10d.

Commissioned: 9.1782; paid off 5.1783 but recommissioned same month; sailed for the Mediterranean 23.9.1783; paid off 5.1786. Great Repair at Deptford (for £12,169) 6.1790 – 2.1791; fitted at Deptford (for £2,123) 1.1793; recommissioned 12.1792 under Capt. Francis Hartwell; paid off 9.1793. Recommissioned 11.1793 under Capt. Alexander Cochrane (-1798); sailed for Halifax 18.5.1794; took (with *Hussar*) 40-gun (*en flûte*, 24 guns) *La Prévoyante* and 24-gun (*en flûte*, 18 guns) *La Raison* off Cape Henry 17.5.1795; took 14-gun privateer *La Revanche* and another of 6-gun on Halifax station 5.1798; to England 11.1798 to pay off. Fitted as a 24-gun troopship at Portsmouth (for £9,240) 1 – 6.1800; recommissioned 2.1800 under Cmdr. Henry E. R. Baker; in Egypt operations 1801. In 2.1802 under Cmdr. Lewis Shepheard; paid off 6.1802. Repair and fitted by Pitcher, Northfleet (for £20,590) 10.1804 – 8.1805; re-established 19.2.1805 as troopship with UD 16 x 9pdrs, QD 2 x 6pdrs, Fc 2 x 6pdrs, then as frigate again 17.4.1805, but with 32pdr carronades on QD; recommissioned 7.1805 under Capt. William Gage, for the Channel; to Mediterranean 1807. In 3.1808 under Capt. George Miller; sailed with convoy for St Helena 15.4.1808; sailed for the Leeward Islands 31.3.1809; her boats (with squadron's) took 16-gun *La Nisus* at Guadeloupe 12.12.1809; destroyed (with *Blonde*) French 40-gun (*en flûte*) *La Loire* and *La Seine* at Ance-la-Barque, Guadeloupe 18.12.1809. In 6.1810 under Capt. Benjamin Walker, then Capt. William Byam in 1811. In 6.1812 under Capt. William Byam; paid off into Ordinary at Chatham 1813. Sold at Chatham (for £3,430) 9.6.1814.

***LATONA* Class - 38 guns**. This John Williams design was approved 24.3.1779, and the ship was established 30.9.1779. On 14.11.1782 a second vessel to this design was authorised by the Admiralty; it was planned to contract this to John Fisher, Liverpool, but the order was never placed. *Latona* was in Commission in early 1793.

Dimensions & tons: 141ft 0in, 116ft 7in x 38ft 10in (38ft 4in mld.) x 13ft 6in. $935^{15}/_{94}$ bm.

Men: 270 (280 from 1780). Guns: UD 28 x 18pdrs; QD 8 x 6pdrs (9pdrs from 1780), 6 x 18pdr carronades; Fc 2 x 6pdrs (9pdrs from 1780), 4 x 18pdr carronades.

Latona Edward Greaves & Mr. Purnell, Limehouse.

As built: 141ft 3in, 116ft 10in x 38ft 11¾in x 13ft 6in. $944^{20}/_{94}$ bm. Draught 10ft 1½in / 13ft 11½in.

Ord: 22.3.1779. K: 10.1779. L: 13.3.1781. Fitted and coppered at Deptford 15.3 – 21.4.1781.

First cost: Built and fitted for £22,470.3.5p.

Commissioned: 3.1781 under Capt. Hyde Parker; paid off 1782 after wartime service. Recommissioned 5.1783; sailed for the Leeward Islands 24.11.1783; paid off 10.1786. Between Middling and Great Repair and fitted for sea at Woolwich (for £15,978) 11.1788 - 6.1790; recommissioned 5.1790 under Capt. Albemarle Bertie, but paid off same year. Fitted at Woolwich (for £12,644) 12.1792 – 1.1793; recommissioned 12.1792 under Capt. Edward Thornbrough; took privateers – *L'Amérique* off Bolt Head 3.1793, and 10-gun *Le Franklin* and 10-gun *L'Ambitieux* in 5.1793; took (with *Phaeton*) 28-gun *La Blonde* off Ushant 27.11.1793; joined Howe's squadron 5.1794; in Battle of Glorious First of June off Ushant 1.6.1794. In 9.1794 under Capt. Arthur Legge (-1796), for the Channel; in Royal Escort for Princess Carolina of Brunswick. In 5.1797 under Capt. John Bligh, as flagship of Vice-Adm. William Waldegrave; sailed for Newfoundland 30.5.1797. In 11.1797 under Capt. Frank Sotheron (-1802); returned to England 2.1798, but sailed for Newfoundland again 23.4.1798; returned to England 12.1798; took privateers – 12-gun *L'Aigle* on the Lisbon station 29.11.1799, and 13-gun *L'Intrépide* on the Lisbon station 3.12.1799; then to North Sea station and took 14-gun privateer *La Virginie* off Flamborough 6.4.1800; to Baltic early 1801, then at Deptford 10.1801 and in Channel fleet 1802 before returning to Baltic; at St Petersburg 8 – 10.1802, then home to pay off 10.1802 into Ordinary. Middling to Large Repair at Deptford 4 – 10.1804; recommissioned 8.1804 under Capt. Thomas Gosselin (-1806), for the Channel; took Spanish 12-gun privateer *Amphion* 22.10.1805. In 4.1806 under Capt. James Wood; 32pdr carronades replaced lighter type 6.1806; sailed for Jamaica ?8.1806; in Brisbane's squadron at Curacao 1.1.1808. In 1809 under Capt. Hugh Pigot; took (with *Horatio*, *Driver* and *Superieure*) 40-gun *La Junon* 10.2.1809; took 36-gun (*en flûte*) *La Félicité* 18.6.1809. Fitted as a 22-gun troopship at Woolwich 5 – 7.1810, with UD 14 x 9pdrs, QD 6 x 18pdr carronades, Fc 2 x 6pdrs; recommissioned 6.1810 under Cmdr. (Capt. 10.1810) James Collins (acting). In 1811 under Cmdr. Charles Sotheby, on the Lisbon station, then 4.1812 under Capt. Edward Rodney. In 1813 in Ordinary at Sheerness, under Capt. Mathew Buckle; re-established 7.1813 with 16 x 24pdr carronades. Fitted at Sheerness as a receiving ship for Leith 7 – 10.1813; recommissioned 12.1813 under Capt. Andrew Smith (-1815), as flagship of Rear-Adm. Sir William Johnstone Hope at Leith. Sold (for £2,550) 2.5.1816.

***PERSEVERANCE* Class – 36 guns**. Built to an Edward Hunt design. All four vessels were in Commission at the start of 1793, although the name ship of the class was soon reduced to harbour service.

Dimensions & tons: 137ft 0in, 113ft 5½in x 38ft 0in x 13ft 5in. 871 bm.

Men: 260 (270 from 1780). Guns: UD 26 x 18pdrs; QD 8 x 6pdrs (9pdrs from 1780), 4 x 18pdr carronades; Fc 2 x 6pdrs (9pdrs from 1780), 4 x 18pdr carronades.

Perseverance John Randall & Co, Rotherhithe.

As built: 137ft 0in, 113ft 4¼in x 38ft 3in x 13ft 5in. $882^{14}/_{94}$ bm. Draught 9ft 10½in / 15ft 9½in.

Ord: 3.12.1779. K: 8.1780. L: 10.4.1781. Fitted and coppered at Deptford 11.4 – 3.6.1781.

First cost: £11,544.15.2d for building (+£140.2.5d Dockyard exp.), plus £9,743.1.11d for fitting.

Commissioned: 3.1781 under Capt. Skeffington Lutwidge; paid off 9.1783 after wartime service. Recommissioned 10.1787 under Capt. William Young; paid off 12.1787. Fitted at Portsmouth (for £2,096) 10 – 12.1788; recommissioned 10.1788 under Capt. Isaac Smith; sailed for the East Indies 11.2.1789; paid off 8/9.1793. Laid up in Ordinary at Portsmouth 6.1793 – 1.1800, then receiving ship there to 1822. Sold to Joshua Cristall to BU (for £2,530) on 21.5.1823.

Phoenix John Parsons, Bursledon.

As built: 137ft 1in, 113ft $2^{7}/_{8}$in x 38ft 3¾in x 13ft 5in. $884^{10}/_{94}$ bm. Draught 10ft 2in / 15ft 1in.

Ord: 20.6.1781. K: 8.1781. L: 15.7.1783. Fitted and coppered at Portsmouth 5 – 8.1784.

First cost: £15,813.5.9d, plus £2,553.15.8d for fitting.

Commissioned: 10.1787 under Capt. John W. Payne; paid off 12.1787. Completed fitting for sea (for £1,961) 11.12.1788. Recommissioned 10.1788 under Capt. George A. Byron; sailed for East Indies 11.2.1789. In 4.1792 under Capt. Sir Richard Strachan; in action against *Le Résolu* 11.1791; came home 8.1793. Great Repair at Deptford (for £25,236) 8.1794 – 1.1796; recommissioned 10.1795 under Capt. Lawrence Halstead (-1802), for the North Sea; took 36-gun *Argo* off Texel 12.5.1796; to Channel fleet 3.1797; took privateers – 4-gun *L'Espiègle* off Waterford 18.5.1797, 1-gun *Le Brave* off Cape Clear 24.4.1798, 20-gun *La Caroline* 31.5.1798, and 20-gun *Le Foudroyant* 23.1.1799; sailed for the Mediterranean 6.5.1799; took (with fireship *Incendiary*) 10-gun privateer *L'Éole* off Cape Spartel 11.2.1800; took (with *Port Mahon*) 12-gun *L'Albanaise* 3.6.1800; took 4-gun *La Revanche* 17.6.1800 (capsized next day); retook (with *Pomone* and *Minerva*) 32-gun *Success* and destroyed 36-gun *La Bravoure* near Leghorn 2.9.1801; paid off 6.1802. Fitted at Portsmouth (for £7,925) 7.1802 – 6.1803; recommissioned 4.1803 under Capt. Thomas Baker (-1805); took 40-gun *Le Didon* off Finisterre 10.8.1805. In 12.1805 under Capt. Zachary Mudge (-1810), for the Channel fleet; repaired and fitted at Plymouth 9.1808 – 4.1809; paid off and recommissioned 2.1809; allowed 32pdr carronades (*vice* lighter models) 3.1809; took (with *Jalouse*) 14-gun privateer *Le Charles* 29.1.1810. In 1810 under Capt. James Bowen (-1812); sailed for East Indies 11.5.1810. In 1813 under Capt. William Webley, then 9.1814 under Capt. Charles Austen, for the Mediterranean; wrecked off Izmir (Smyrna) 20.2.1816; wreck burnt 2.3.1816 and remains sold to Mr. Curotavich of Chisme for $600.

Inconstant William Barnard, Deptford Green.

As built: 137ft 9in, 114ft 2in x 38ft 3½in x 13ft 5in. $890^{35}/_{94}$ bm. Draught 9ft 6in / 14ft 9in.

Ord: 8.12.1781. K: 12.1782. L: 28.10.1783. Fitted (for Ordinary) at Deptford 28.10.1783 – 22.3.1784; to Woolwich 10.1788 where fitted for sea 6.1790 – 3.11.1790.

First cost: £16,226.0.1d including fitting for Ordinary; fitting for sea (1790) £6,627.

Commissioned: 8.1790 under Capt. George Wilson; paid off 9.1791. Fitted at Woolwich (for £7,239) 1 – 2.1793; recommissioned 1.1793 under Capt. Augustus Montgomery for Howe's fleet; to the West Indies 4.1793; took 14-gun *Le Curieux* in the West Indies 3.6.1793; returned to England 7.1793; sailed for the Mediterranean 21.11.1793; with Hood's fleet at Toulon. In 1794 under Capt. George Cockburn (acting). In 1.1795 under Capt. Thomas Fremantle (-1797); in action against 80-gun *Ça Ira* off Genoa 10.3.1795; recapture of brig *Speedy* 25.3.1795; with Nelson's squadron off Vado 8.1795; took 24-gun *L'Unité* at Boma 20.4.1796; at evacuation of Leghorn 26.6.1796; paid off 9.1797. Fitted as a 20-gun troopship at Woolwich (for £7,193) 3 – 6.1798; recommissioned 4.1798 under Cmdr. Milham Ponsonby; paid off 10.1799. Refitted at Woolwich (for £4,787) 10.1799 – 3.1800; re-established 4.1798 with 16 x 9pdrs and 4 x 6pdrs; recommissioned 12.1799 under Cmdr. John Ayscough, for the North Sea; in Quiberon operation 6.1800; in Egypt operations 1801. Recommissioned 10.1802 under Capt. Richard Byron. In 12.1802 under Capt. Edward Dickson (-1810); fitted as a troopship at Chatham 10 – 12.1803; at

capture of Goree 3.1804; fitted at Portsmouth (as frigate) 12.1805 – 2.1806; flagship of Vice-Adm. Sir James Saumarez in the Channel Islands 1806-08; large Repair and fitted at Portsmouth 9.1808 – 10.1809; allowed 12 x 32pdr carronades (QD) 6.1809; recommissioned 6.1809 (still under Dickson); sailed for the Cape of Good Hope 27.12.1809; paid off 1810. Fitted at Portsmouth 9 – 12.1810; recommissioned 10.1810 under Capt. John Quilliam, for the North Sea; in 12.1810 under Capt. Edward Owen (-1812). In 3.1814 under Capt. Sir Edward Tucker, for South America; in 8.1815 flagship of Capt. Sir James Yeo. BU at Portsmouth 11.1817.

Leda John Randall & Co, Rotherhithe.

As built: 137ft 4½in, 113ft $7^{5}/_{8}$in x 38ft 2½in x 13ft 5in. $881^{42}/_{94}$ bm. Draught 9ft 0in / 15ft 0in.

Ord: 22.3.1782. K: 1.1783. L: 12.9.1783. Fitted at Deptford 12.9 – 10.10.1783.

First cost: £16,949.8.10d including fitting.

Commissioned: ?11.1790 under Capt. Thomas Bertie (for Spanish Armament). Great Repair by Perry & Co, Blackwall 6.1790 – 12.1791, thence to Deptford. Fitted by William Barnard at Deptford Green 12.1792 – 24.2.1793. Recommissioned 1.1793 under Capt. George Campbell; sailed for ther Mediterranean 7.4.1793. Captured 22-gun *L'Éclair* 9.6.1793. Under Capt. John Woodley from 5.1794; lost in a storm on passage to West Indies, presumed capsized with nearly all hands including Woodley (8 survivors) off Madeira 11.2.1796.

A further 36-gun gun frigate was ordered 16.1.1782 and named *Cassandra*, but was cancelled 21.3.1782 in favour of the 32-gun (12pdr type) *Mermaid*.

***MELAMPUS* Class – 36 guns**. Ordered to the Hunt design for *Minerva* Class 38s (see above), but was completed as a 36-gun ship with only 26 LD ports. The only 18pdr frigate to be ordered by Keppel's Board, she was considered the best of the early frigates of this rate. In Commission at the start of 1793.

Dimensions & tons: 141ft 0in, 117ft $0^{3}/_{8}$in x 38ft 10in x 13ft 11in. $938^{72}/_{94}$ bm.

Men: 270 (264 from 1794). Guns: UD 26 x 18pdrs; QD 8 x 9pdrs, 4 x 18pdr carronades; Fc 2 x 9pdrs, 4 x 18pdr carronades. These carronades were never fitted, but she was allowed 32pdr carronades on the QD from 7.1793.

Melampus James Martin Hillhouse, Bristol.



An authentic dockyard model of one of the first of the 36-gun type of 18pdr frigate, possibly *Leda* or *Phoenix*. When it first came to public attention in the 1920s, it appears to have been fitted with original masts and rigging, including a full lateen mizzen yard (which a few of the class did in fact carry). At some unknown time afterward, the bowsprit, topgallant masts, and much of the rigging were damaged and thence repaired by relatively unskilled hands. Now in the collection of the United States Naval Academy Museum at Annapolis.

As built: 141ft 2¼in, 117ft 1in x 39ft 0in x 13ft 11in. $947^{24}/_{94}$ bm. Draught 14ft 6in / 15ft 10in.

Ord: 17.4.1782 as a 38-gun. K: 12.1782. Amended to 36-gun by AO 11.1.1783. L: 8.6.1785. C: 3.7 - 8.9.1885 (for Ordinary) at Plymouth, then 5.1790 – 2.7.1790 for Channel service.

First cost: £20,785.13.0d for building, plus £2,985 (1790) for fitting.

Commissioned: 5.1790 for Channel service under Capt Charles M. Pole; paid off 11.1790. Refitted at Plymouth (for £4,726) 3 – 6.1793; recommissioned 4.1793 under Capt. Isaac Coffin; under Capt. Thomas Wells for Warren's squadron from 4.1794; took (with *Arethusa*) 20-gun *La Babet* 23.4.1794. In 9.1794 under Capt. Sir Richard Strachan; recommissioned 4.1795; destroyed (with Strachan's squadron – *Diamond*, *Hébé*, *Niger* and *Siren*) convoy in Cartaret Bay 9.5.1795; took (with *Hébé*) 4-gun vessel *Le Vésuve* off St Malo 3.7.1795. In 8.1796 under Capt. Graham Moore (-1801); took (with *Childers*) 18-gun *L'Etna* and destroyed 18-gun *L'Etonnant* off Barfleur 13.11.1796; took privateers – 6-gun *Le Rayon* off the Casquets 5.10.1797, 18-gun *Le Belliqueuse* on the Irish coast 16.1.1798 (with *Seahorse*), and 22-gun *La Volage* off the Irish coast 23.1.1798; at Warren's Action with Bompart 12.10.1798; took 36-gun *La Résolue* 14.10.1798; took privateers – 16-gun *Le Mercure* in Bay of Biscay 3.1799 and 14-gun *Le Papillon* 15.4.1799; destroyed 14-gun privateer *Le Nantois* 18.4.1799; sailed for Jamaica 3.1800. In 11.1801 under Capt. Thomas Gosselin; paid off 6.1802. Large Repair at Deptford 8.1803 – 10.1804; recommissioned 8.1804 under Capt. Stephen Poyntz (-1807), for cruising; took Spanish 28-gun privateer *Hydra* 13.7.1805; with Strachan's squadron, at destruction of

74-gun *L'Impétueux* off Cape Henry 14.9.1806. In 9.1807 under Capt. Edward Hawker; to North America 1808; to Leeward Islands 1809; took 16-gun *Le Colibri* off Barbuda 16.1.1809, 16-gun *Le Bernais* off Guadeloupe 14.12.1809, and 20-gun privateer *La Fantôme* 28.5.1810; to North America again 1811-12. Repaired by Isaac Blackburn, Turnchapel 12.1812 – 3.1814, then fitted for sea at Plymouth Dyd 4.1814 – 5.1815. Sold to the Dutch Government (for £35,364) in 6.1815.

Ex FRENCH PRIZES (1780-82). Three 40-gun French frigates had been captured in 1780-82 capable of carrying 18pdrs. Of these, *L'Artois*, brought into the RN in 1780 as HMS *Artois* and rated as a 40-gun frigate, had been sold in 1786, but *L'Hébé* and *L'Aigle*, brought into the RN (similarly without change of name) and re-rated as 38 guns, remained in Commission.

Hebe (French *L'Hébé*, built 12.1781 – 8.1782 at St Malo. L: 25.6.1782. Jacques-Noël Sané design), 38 guns.

Dimensions & tons: 150ft 1½in, 125ft 4½in x 39ft 11in x 12ft 9in. $1{,}062^{52}/_{94}$ bm (note these were dimensions taken off in 1790; earlier measurements totalled $1{,}071^{7}/_{94}$ bm following capture).

Men: 280. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 2 x 9pdrs.

Taken by *Rainbow* in the Channel 4.9.1782.

Commissioned: under Capt. George Keppel 9.1782. Fitted and coppered at Portsmouth (for £8,743.17.5d) 23.12.1782 – 11.11.1783. Recommissioned under Capt. Edward Thornbrough 1784 for Channel station. Under Capt. John Leveson Gower 6.1785; paid off 9.1785. Refitted at Portsmouth (for £4,000.19.1p) 4 – 5.1785 and again (for £4,763) 3 – 5.1787. Recommissioned 1.1790 under Capt. Alexander Hood; and again in 4.1792 under same command. Fitted at Portsmouth (for £5,293) 5 – 7.1793. Under Capt. Paul Minchin from 8.1794; refit at Plymouth (for £7,461) 10.1794 – 1.1795; with Strachan's squadron, participated in destruction of convoy in Cartaret Bay 9.5.1795, in capture of gunvessel *Le Vésuve* off St Malo (with *Melampus*) 3.7.1795. Under Capt. Matthew Scott from 1796. Fitted at Portsmouth as 16-gun troopship (for £8,587) 2 – 5.1798; recommissioned 3.1798 under Cmdr. William Birchall; involved in Ostend operation 5.1798. Under Cmdr. George Reynolds from 1800, involved in Egyptian operations. Laid up at Chatham 3.1802. Renamed *Blonde* 24.12.1805; re-established 12.1805 with 6 x 32pdr carronades on QD and 2 x 32pdr carronades on Fc. Middling Repair and refit (for £19,907) at Chatham 1 – 8.1806. Recommissioned under Capt. Volant Vashon Ballard 7.1806; sailed for Leewards 7.7.1807 where captured five privateers – 5-gun *La Dame Villaret* on 15.8.1807, 8-gun *L'Hortense* on 16.8.1807, 8-gun *L'Hirondelle* on 14.9.1807, 21-gun *Le Duquesne* on 23.9.1807 and 20-gun *L'Alert* on 14.10.1807; participated in capture of French 40-gun frigates *La Loire* and *La Seine* (both *en flûte*) at Anse la Barque, Guadeloupe on 18.12.1809, and in capture of 16-gun *L'Orestes* at Basseterre on 11.1.1810. Paid off 7.1810 and BU at Deptford 6.1811.

Aigle (French *L'Aigle*, built 1779 – 3.1781 at St Malo. L: 11.2.1780. Another Jacques-Noël Sané design, originally built as a privateer, but purchased by the French Navy in 4.1782 and in naval service when taken).

Dimensions & tons: 147ft 5in, 122ft 3in x 39ft 3in x 12ft 2in. $1{,}001^{72}/_{94}$ bm (note these were dimensions taken off in 1790; earlier measurements taken abroad following capture totalled $1{,}032^{63}/_{94}$ bm).

Men: 280. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs (2 x 32pdr carronades added 1793); Fc 2 x 9pdrs.

Taken by Elphinstone's squadron in the Delaware 14.9.1782 (after grounding 2 days earlier).

Commissioned: 12.1782 under Capt. Richard Creyk in the Leewards. Paid off 8.1783. Refitted 7.1784 at Chatham. Middling Repair at Sheerness (for £14,776) 3.1789 – 7.1790. Recommissioned briefly in 1790 by Capt. Lord Charles Fitzgerald. Recommissioned 12.1792 under Capt. John N. Inglefield. Original 12pdr armament replaced by 18pdrs by AO 31.12.1792 when refitted (for £2,070) 12.1792-2.1793. Sailed for Mediterranean 7.4.1794. Under Capt. Samuel Hood from 9.1794, then Capt. Charles Tyler from 8.1796; captured five privateers on Lisbon station - 6-gun *La Harriotte* off Lisbon 12.6.1797, 8-gun *Le Hazard* off Cape Finisterre (with *Boston*) *30.7.1797, 8-gun* La Manche *on Lisbon station 13.8.1797, 4-gun* La *Minerve* on 1.12.1797 and 20-gun *Le Requin* off Corunna on 4.1.1798. Wrecked off Cape Farina (North Africa) 19.7.1798.

***BEAULIEU* Class – 40 guns**. Built on speculation to Adams' own design and purchased by the Navy Board, this was the only 18pdr frigate procured by the RN between the American War and the formation of the First Coalition. In Commission at the start of 1793.

Dimensions & tons: 146ft $11^{3}/_{8}$in, 122ft $4^{3}/_{8}$in x 39ft $5^{3}/_{8}$in x 14ft 11in. $1{,}011^{32}/_{94}$ bm.

Men: 280 (274 from 1794). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 4 x 9pdrs (8 carronades were added by AO on 20.2.1793 – UD 2 x 32pdr, QD 6 x 18pdr – but these were later removed).

Beaulieu Henry Adams, Bucklers Hard.

As built: 143ft 3in, 122ft $10^{5}/_{8}$in x 39ft 6in x 15ft $2^{5}/_{8}$in. $1{,}019^{79}/_{94}$ bm. Draught 9ft 5½in / 13ft 9½in.

K: … 1790. Purchased: 16.6.1790 (by AO 2.6.1790). L: 4.5.1791. Fitted (for Ordinary) and coppered at Portsmouth to 31.5.1791; fitted for sea 14.3.1793.

First cost: £12,397 or £12.4.0d/ton for building (when measured, against £12,250 estimate), plus £5,391 for fitting in 1791.

Commissioned: 1.1793 under Capt. William Carnegie, Earl of Northesk; sailed for Leeward Islands 22.4.1793. In 11.1793 under Capt. John Salisbury, in Jervis's Fleet; at capture of Martinique 3.1794. In 11.1794 under Capt. Edward Riou; at Guadeloupe 4.1794; took a French sloop 2.12.1794; took French privateer schooner *Le Spartiate* in the West Indies 14.4.1795. In 9.1795 under Capt. Henry Bayntum, then 12.1795 Capt. Francis Laforey. In 3.1796 under Capt. Lancelot Skynner; took 26-gun *Le Marsouin* 3.1796; present at *Mermaid*'s action with *La Vengeance* off Basseterre 8.8.1796. Made good defects at Plymouth (for £7,315) 12.1796 – 2.1797. In 7.1797 under Capt. Francis Fayerman (-1800); at Battle of Camperdown 11.10.1797; with Strachan's squadron 1798; sailed for the Mediterranean 1.6/1799; with Channel fleet 1800-1801. In 1.1801 under Capt. Stephen Poyntz; her boats (with *Doris*'s and *Uranie*'s) cut out 20-gun *La Chevrette* from Cameret Bay 21/22.7.1801; to Ordinary 4.1802. Fitted at Portsmouth 1 – 5.1804; recommissioned 4.1804 under Capt. Charles Ekins; sailed for the Leeward Islands 6.1804. In 2.1805 under Capt. Kenneth Mackenzie. BU began at Deptford 3.6.1806.

***PALLAS* Class – 32 guns**. All three ships were ordered in late 1790 to John Henslow's first frigate design, which was approved in 7.1791. They were all dockyard-built to utilise spare shipbuilding capacity there, although their initial ordering from Plymouth and Portsmouth was transferred to Chatham and Woolwich respectively in 2.1791.

Dimensions & tons: 135ft 0in, 112ft 8¼in x 36ft 0in x 12ft 6in. $776^{77}/_{94}$ bm.

Men: 257 (254 from 1796). Guns: UD 26 x 18pdrs; QD 4 x 6pdrs + 4 x 32pdr carronades; Fc 2 x 6pdrs + 2 x 32pdr carronades.

Stag Chatham Dyd (M/Shipwright John Nelson died 3.1793, completed by Thomas Pollard).

As built: 135ft 11¼in, 113ft $6^{1}/_{8}$in x 36ft 2¾in x 12ft 5¾in. $792^{46}/_{94}$ bm. Draught 9ft 5in / 14ft 0in.

Ord: 9.12.1790. K: 3.1792. L: 28.6.1794. Completed fitting 16.8.1794.

First cost: £21,397 including fitting.

Commissioned: 7.1794 under Capt. Joseph Yorke (-1800); on Irish station 1795, then the Channel; took (with *Isis*, *Reunion* and *Vestal*) Dutch 36-gun *Alliantie* in the North Sea 22.8.1795; took 14-gun privateer *L'Appocrate* 21.2.1797 and destroyed cutter *L'Hirondelle* off Sicily 21.2.1797; destroyed 4-gun privateer *Le Cocyte* off Plymouth 30.9.1797; took (with *Phaeton* and *Unite*) 18-gun privateer *La Découverte* in the Channel 7.10.1797; took (with *Phaeton* and *Ambuscade*) 20-gun privateer *La Hirondelle* in the Channel 20.11.1798; took (with *Phaeton*) 10-gun privateer *La Ressource* 6.12.1798; took (with *Cambrian*) 10-gun privateer *L'Heureux* 19.10.1799. Under Capt. Robert Winthrop from 3.1800; with Warren's squadron at Ferrol 8.1800; wrecked in storm in Vigo Bay 6.9.1800, and burnt next day.

Unicorn Chatham Dyd (M/Shipwright John Nelson [died 3.1793], completed by Thomas Pollard).

As built: 135ft 8¾in, 113ft $3^{5}/_{8}$in x 36ft 2¾in x 12ft 5¾in. $791^{3}/_{94}$ bm. Draught 9ft 8in / 13ft 11in.

Ord: 9.12.1790. K: 3.1792. L: 12.7.1794. Completed fitting 5.10.1794.

First cost: £20,857 including fitting.

Commissioned: ?8.1794 under Capt. William Cayley. From 7.1795 under Capt. Thomas Williams (knighted 1796), on Irish station; took 18-gun *Komeet* 28.8.1795; took 44-gun *La Tribune* off Waterford 7.6.1796 and 6-gun privateer *L'Entreprise* in Irish Sea 21.10.1796; took (with *Doris* and *Druid*) 36-gun *La Ville de Lorient en flûte* off Irish coast 7.1.1797; took 18-gun privateer *L'Éclair* in the Channel 11.1.1797. In 3.1797 under Capt. James Young, then 4.1799 Capt. Philip Wilkinson; attempt on Spanish squadron in Aix roads 2.7.1799; boats (with others of Warren's squadron) took gunboat *La Nochette* and others off the Penmarcks. In 1801 under Capt. Charles Wemyss, then 1802 Capt. Charles Stuart, in North Sea. Fitted at Chatham 4 – 5.1803; recommissioned 4.1803 under Capt. Lucius Hardyman (-1809), in North Sea; sailed for Jamaica 23.12.1804; her boats took privateer *Le Tape-a-Bord* off San Domingo ?6.5.1805; sailed for the River Plate 7.10.1806; in the Channel 1808-1812; in Basque roads operations 4.1809. In 8.1809 under Capt. Alexander Kerr; took 16-gun privateer *Le Gascon* 3.2.1810; took 22-gun *L'Esperance* (ex *Laurel*) off Île Rhé 12.4.1810. In 4.1811 under Capt. George Salt; took 18-gun privateer *La Miquelonnaise* 30.3.1813; took 2-gun privateer schooner *L'Hébé* 4.1813. In 1814 under Capt. Samuel G. Pechell. BU at Deptford 3.1815.

Pallas Woolwich Dyd (M/Shipwright William Rule until 19.2.1793; completed by John Tovery).

As built: 135ft 0½in, 112ft 8½in x 36ft 0¼in x 12ft 6in. $777^{81}/_{94}$ bm. Draught 9ft 8in / 14ft 5in.

Ord: 9.12.1790. K: 5.1792. L: 19.12.1793. Completed fitting 5.3.1794.

First cost: £20,455 including fitting.

Commissioned: 1.1794 under Capt. Henry Curzon (-1798). In Mediterranean 1795-97; in Cornwallis's retreat 16.6.1795; captured 16-gun privateer *Santa Jose y Nuestra Senora de Begoyna* 16.7.1797; wrecked in storm in Cawsand Bay, Plymouth 4.4.1798. In 1793 therefore, there were eight frigates of 38 guns (now including the 40-gun *Beaulieu*) and nine of 36 guns carrying a main armament of 18pdr guns, with the first three 32-gun ships to carry 18pdrs under construction (see below). The rapid growth over the following 23 years was as follows (vessels not yet launched are excluded from totals):

1 Jan.	*38-gun*	*Tons*	*36-gun*	*Tons*	*32-gun*	*Tons*	*Total*	*Tons*
1793	8	7,816	9	8,001	-	-	17	15,817
1794	11	10,949	9	8,001	1	792	21	19,742
1795	20	20,184	10	9,033	7	5,608	37	34,825
1796	20	20,257	16	14,590	7	5,608	43	40,455
1797	24	24,384	18	16,572	7	5,608	49	46,564
1798	31	32,060	18	16,687	7	5,608	56	54,355
1799	29	30,302	18	16,979	6	4,924	53	52,205
1800	29	30,499	21	20,010	6	4,924	56	55,433
1801	32	33,892	26	24,978	5	4,132	63	63,002
1802	33	34,977	27	26,015	9	7,760	69	68,752
1803	31	32,757	29	28,051	9	7,760	69	68,568
1804	33	34,907	30	28,906	9	7,760	72	71,573
1805	36	38,284	29	27,950	11	9,275	76	75,509
1806	44	46,485	29	27,855	11	9,275	84	83,615
1807	55	58,600	29	27,785	10	8,449	94	94,834
1808	58	62,160	35	33,551	10	8,682	103	104,393
1809	59	63,272	37	35,563	11	9,591	107	108,426
1810	62	66,680	46	44,186	9	7,976	117	118,842
1811	64	69,091	49	46,791	9	7,976	122	123,858
1812	64	69,229	49	46,555	8	7,081	121	122,865
1813	62	67,146	50	47,542	7	6,167	119	120,855
1814	72	78,104	61	57,860	6	5,248	139	141,212
1815	70	76,031	57	53,994	4	3,523	131	133,548
1816	65	70,544	55	52,195	3	2,732	123	125,471

(Source: William James, Abstracts Nos. 1–24)

Note: 38-gun columns include 40-gun frigates with 18pdrs.

(B) Vessels acquired from 1 February 1793

The outbreak of war saw new orders placed for six 38-gun frigates of Henslow's new *Artois* Class and four 32-gun frigates of his *Alcmene* Class. Six 36-gun frigates were ordered in May 1794, four to a Henslow design and two to Rule's corresponding draught. The subsequent programme for three more 38s in November 1794 (*Active*, *Amazon* and *Leda*) was deferred and the orders to proceed not given until April 1796. In the meantime six extra frigates were ordered on 4.2.1795 to be built from 'fir' (pitch pine), in three pairs based on the 38-gun, 36-gun and 32-gun designs of the previous two years, although the 32-gun ships were completed with a 12pdr armament and so appear thereunder. The 1795 Programme provided for eight more frigates, mainly of new design (all ordered 30.4.1795). Besides the 24pdr-armed *Endymion* and *Cambrian* (see above), the Admiralty ordered three to domestic designs (the *Acasta* and *Naiad*, and a last unit of the *Artois* Class) and three copies of French designs, notably all three (including a 36-gun type) being of *La Junon* Class of Toulon-built ships designed by Joseph-Marie-Blaise Coulomb.

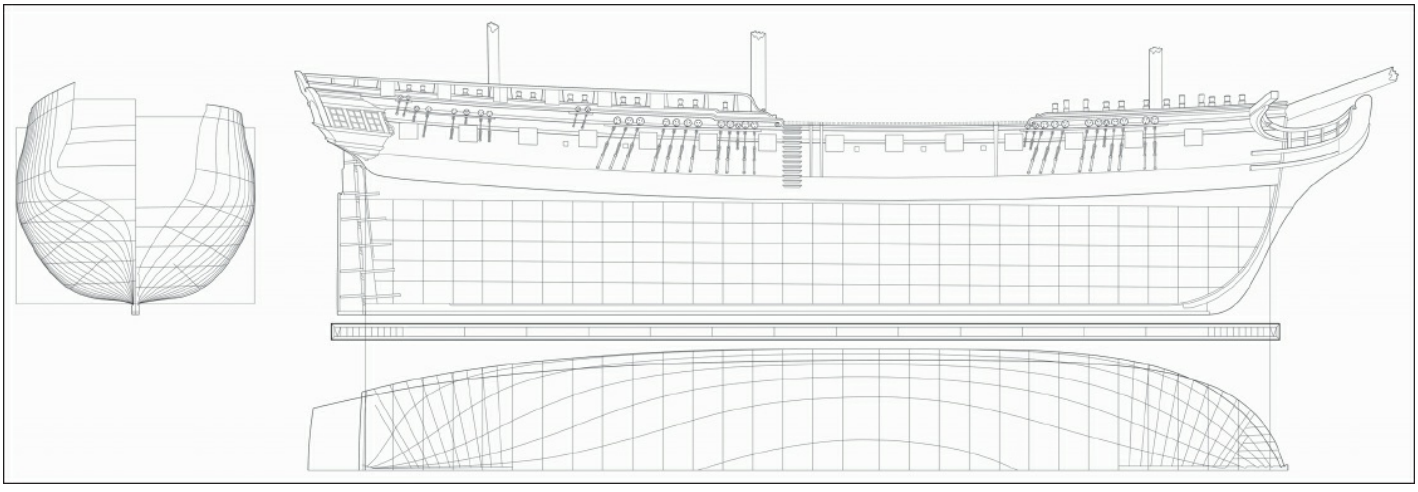
***ARTOIS* Class** – 38 guns. Design by Sir John Henslow, approved 2.3.1793. The *Tamer* and *Clyde* were built of 'fir' (pitch pine).

Dimensions & tons: 146ft 0in, 121ft $7^{1}/_{8}$in x 39ft 0in x 13ft 9in. $983^{70}/_{94}$ bm.

Men: 270 (later 315). Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Artois (John & Wm) Wells & Co, Rotherhithe.

As built: 146ft 3in, 121ft 9¾in x 39ft 2½in x 13ft 9in. $996^{5}/_{94}$ bm. Draught 10ft 0in / 15ft 6in.



Artois, 38 guns, as designed. Although the 18pdr frigates of the American War era represented a substantial increase in size, they were still the smallest possible ships for their armament. Indeed, service experience found that they carried their batteries too far forward and aft, leading to excessive pitching. The first classes designed in the 1790s were lengthened, most of the extra space being allocated forward in order to refine the entrance and improve both speed and seakeeping.

Ord: 28.3.1793. K: 3.1793. L: 3.1.1794. C: 30.3.1794 at Deptford.

First cost: £20,757 including fitting.

Commissioned: 12.1793 under Capt. Lord (Charles) Fitzgerald, for Cork station. In 7.1794 under Capt. Sir Edmund Nagle (-1797, but temp. under Cmdr. George Byng during 1794); with Warren's squadron 23.8.1794 at destruction of 36-gun *La Volontaire* on the Penmarcks and 12-gun *L'Alerte* in Audierne Bay; with Pellew's squadron 21.10.1794 at capture of 44-gun *La Révolutionnaire*; at Quiberon operations 6 – 10.1795; in Warren's squadron 1796-97; capture of 28-gun *L'Étoile* 20.3.1796; took 12-gun privateer *Le Franklin* 2.11.1796; destruction of 36-gun *La Calliope* on the Penmarcks 17.7.1797; wrecked on Ballieu rocks off Brittany 31.7.1797.

Diana Randall & Co, Rotherhithe.

As built: 146ft 3in, 121ft 8½in x 39ft 3½in x 13ft 9in. $999^{43}/_{94}$ bm. Draught 10ft 1in / 15ft 8in.

Ord: 28.3.1793. K: 3.1793. L: 3.3.1794. C: 6.6.1794 at Deptford Dyd.

First cost: £13,788 to build; total £21,991 including fitting.

Commissioned: 4.1794 under Capt. Jonathan Faulknor (-1798), for the Irish station with Warren's squadron 23.8.1794 at destruction of 36-gun *La Volontaire* on the Penmarcks and 12-gun *L'Alerte* in Audierne Bay; took (with *Seahorse* and *Cerberus*) 14-gun privateer *L'Indemnité* on Irish coast 28.8.1796; took (with *Cerberus*) 12-gun privateer *Le Neptune* 12.9.1797; took 4-gun privateer *Le Flibustier* on Irish station 10.2797; took (with *Shannon*) 16-gun privateer *La Monthe* 5.12.1797. In 3.1799 under Capt. Alexander Fraser; sailed for Leeward Islands 6.9.1799; took privateers in the West Indies – 10-gun *La Medie* 17.5.1799 and 6-gun *L'Industriel* 13.7.1800. In 1800 under Capt. John Poo Beresford (-1801), then 10.1801 Capt. Thomas Maling (-1807); in Mediterranean 1802 then Home station 1803; took (with *Pique*) 28-gun *Diligentia* off Attavela 12.1804; on Jamaica station 1805 and Mediterranean 1806; took 14-gun privateer *Charlotte* in Home waters 18.2.1807; sailed for West Indies 26.5.1807; home in 11.1807. In 11.1807 under Capt. Charles Grant; sailed for South America 12.3.1809; in Home waters 1810-11; attempts to destroy 40-gun *L'Amazone* and *L'Eliza* at La Hogue 15.11.1810; her boats destroyed *L'Eliza* 23.12.1810. In 1811 under Capt. William Ferris; her boats (with *Semiramis*'s) in the Gironde 24.8.1811. In Ordinary at Plymouth 1812. Very Large Repair by Isaac Blackburn, Turnchapel 3.1813 – 9.1814; then completed and fitted for sea at Plymouth Dyd 9.1814 – 5.1815. Sold to the new Dutch Navy (for £36,796) on 7.3.1815 and commissioned 10.4.1795; at bombardment (by Anglo-Dutch squadron) of Algiers 27.8.1816; destroyed by fire in dry-dock at Willemsoord 16.1.1839.

Apollo Perry & Hankey (?Perry & Sons), Blackwall.

As built: 146ft 3in, 121ft 10in x 39ft 2in x 13ft 9in. $994^{12}/_{94}$ bm. Draught 10ft 10in / 15ft 10in.

Ord: 28.3.1793. K: 3.1793. L: 18.3.1794. C: 23.9.1794 at Woolwich.

First cost: £13,577 to build; total £20,779 including fitting.

Commissioned: 8.1794 under Capt. John Manley; took (with *Doris*) 22-gun *La Légère* off the Scilly Isles 22.7.1796; took (with *Polyphemus*) privateer *Les Deux Amis* off the Irish coast 12.1796. Refitted at Chatham (for £6,318) 10 – 11.1798; in 1798 under Capt. Peter Halkett; wrecked on the Haak sands (off the Dutch coast) 7.1.1799.

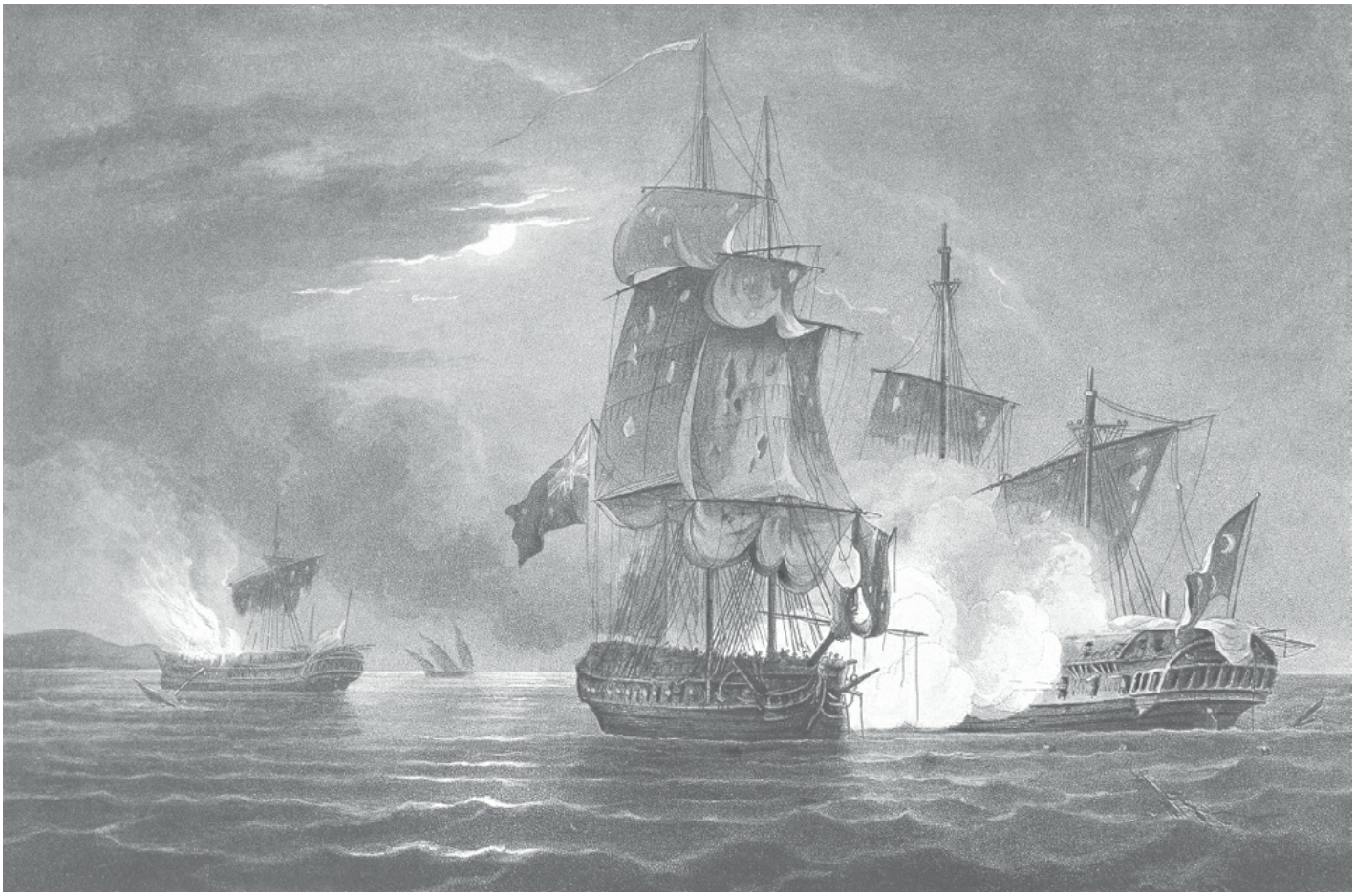
Diamond William Barnard, Deptford.

As built: 146ft 0in, 121ft 6in x 39ft 3in x 13ft 9in. $995^{59}/_{94}$ bm. Draught 10ft 7in / 15ft 8½in.

Ord: 28.3.1793. K: 4.1793. L: 17.3.1794. C: 9.6.1794 at Deptford Dyd.

First cost: £13,676 to build; total £22,168 including fitting.

Commissioned: 4.1794 under Capt. Wm. Sidney Smith, in Warren's squadron; at destruction of 36-gun *La Volontaire* on the Penmarcks and 12-gun *L'Alerte* in Audierne Bay 23.8.1794; reconnaissance of Brest 4.1.1795; with Strachan's squadron at destruction of convoy in Carteret Bay 9.5.1795; drove ashore 14-gun *L'Assemblée Nationale* 2.9.1795; destroyed (with *Liberty* and *Aristocrat*) 10-gun *L'Etourdie* and other vessels at Erqui 18.3.1796; attack on privateer *La Vengeur* at Le Havre 17.4.1796 (Smith captured). In 4.1796 under Capt. Thomas le Marchant Gosselin; took (with *Rattler*) 10-gun privateer *Le Pichegru* off Cherbourg. In 12.1796 under Capt. Sir Richard Strachan; took privateers - *L'Espérance* off Alderney 24.12.1796, 14-gun *L'Amaranthe* off Alderney 31.12.1796 and cutter *L'Espérance* off Le Havre 27.4.1797; destroyed a private lugger off Le Havre 23.9.1797. In 4.1799 under Capt. Edward Griffiths; at Quiberon operations 6.1799; convoy to Cape of Good Hope 7.1799; her boats (with *Fisgard*'s and *Boadicea*'s) took 20-gun *Neptuno* at Corunna 20.8.1801; flagship of Adm. Mark Milbank 1802, in the Channel. In 6.1802 under Capt. Thomas Elphinstone (-1806); took 16-gun *Infante Don Carlos* 7.12.1804. In 7.1806 under Capt. George Argeles (-1809), in the Channel; sailed with convoy to coast of Africa 21.5.1807; sailed for Jamaica 23.5.1808; paid off into Ordinary 1810. BU at Sheerness 6.1812.



Although not the largest of their type afloat, British 38-gun ships came to be regarded as a match for almost anything that might be described as a frigate. One of the greatest victory over odds was the defeat of the Turkish 52-gun frigate *Badere-IZaffee* (which mounted a mixed main battery comprising two 36pdrs, eight 24pdrs and twenty 18pdrs) and the sinking of her consort, a 12pdr-armed corvette, by the *Seahorse* in July 1808.

Jason John Dudman, Deptford.

As built: 146ft 3in, 121ft 9in x 39ft 3in x 13ft 9in. $997^{64}/_{94}$ bm. Draught 10ft 7in / 15ft 10in.

Ord: 1.4.1793. K: 4.1793. L: 3.4.1794. C: 25.7.1794 at Deptford Dyd.

First cost: £16,632 to build; total £22,567 including fitting.

Commissioned: 5.1794 under Capt. James Douglas, for the Channel. In 1795 under Capt. Charles Stirling (-1798); in Warren's operations at Quiberon 10.1795; took 14-gun privateer *La Marie* off Belleisle 21.11.1797; took 24-gun privateer *Le Coureur* 23.2.1798; took (with *Russell*) 12-gun privateer *La Bonne Citoyenne* in the Channel 20.3.1798; took 6-gun vessel *L'Arrogant* off Brest 19.4.1798; took (with *Pique*) 38-gun *La Seine* in the Breton Passage 30.6.1798; wrecked on uncharted rock near Brest 13.10.1798.

Seahorse Marmaduke Stalkartt, Rotherhithe.

As built: 146ft 4in, 121ft 10in x 39ft 3in x 13ft 9½in. $998^{34}/_{94}$ bm. Draught 10ft 3in / 15ft 7in.

Ord: 14.2.1793. K: 3.1793. L: 11.6.1794. C: 16.6 – 16.9.1794 at Deptford Dyd.

First cost: £21,630 including fitting.

Commissioned: 7.1794 under Capt. John Peyton, for the Irish station. In 1796 under Capt. George Oakes (-1797, but temp. under Capt. Robert Oliver in 6.1796); took (with *Cerberus*) 6-gun privateer *Calvados* off the Irish coast 7.1796; took (with *Diana* and *Cerberus*) privateer *L'Indemnité* 28.8.1796; took 16-gun *Princesa* off Corunna 16.9.1796; sailed for the Mediterranean 4.1.1797. In 7.1797 under Capt. Thomas Fremantle; in Nelson's attack on Santa Cruz 25.7.1797. In 10.1797 under Capt. Edward Foote (-1802); took (with *Melampus*) 18-gun privateer *La Belliqueuse* off the Irish coast 16.1.1798; sailed for the Mediterranean 8.3.1798; took 36-gun *La Sensible* off Malta 27.5.1798; with Hood's squadron off Alexandria 8.1798; destroyed (with *Emerald*) 6-gun *L'Anémone* at Damietta 2.9.1798; surrender of French garrisons at Naples 6.1799; grounded off Leghorn 29.7.1799, then returned to UK 10.1799; as flagship of Rear-Adm. Sir Richard Bickerton, sailed for the Mediterranean 23.5.1800; in the Mediterranean 1801, then East Indies in 1802; home and paid off 10.1802. Fitted at Portsmouth 4 – 6.1803; recommissioned 5.1803 under Capt. Courtnay Boyle; sailed for the Mediterranean 1803; her boats (with *Narcissus*'s and *Maidstone*'s) in action at Lavandon (Hyères) 11.7.1804; captured store brig at San Pedro 4.5.1805. In 7.1805 under Capt. Robert Corbett; on Jamaica station 1806. In 2.1806 under Capt. John Stewart (died 10.1811); sailed for the Mediterranean 30.4.1807; action with 52-gun *Badere-i-Zeffee* and 26-gun *Aziz Fezzan* off Chgiliodrmia 5.7.1807 (taking first named, sinking other); took 2-gun privateer *La Stella di Napoleon* 8.5.1810; paid off 6.1811. Between Small and Middling Repair at Woolwich 8 – 10.1812; recommissioned 9.1812 under Capt. Sir James Gordon (-1815); sailed for North America 11.1812; sank 16-gun privateer *La Subtile* off Beachy Head 13.11.1813; in Potomac operations 8.1814; laid up at Plymouth 9.1815. BU at Plymouth 7.1819.

Tamar Chatham Dyd (M/Shipwright Thomas Pollard to 6.1795, then Edward Sison).

As built: 146ft 0in, 121ft 10½in x 39ft 3in x 13ft 9in. $998^{66}/_{94}$ bm. Draught 9ft 1in / 14ft 3in.

Ord: 4.2.1795. K: 6.1795 (named 28.8.1795). L: 26.3.1796. C: 21.6.1796.

First cost: £24,234 including fitting.

Commissioned: 4.1796 under Capt. Paget Bayly. In 1.1797 under Capt. Thomas Byam Martin; sailed for Jamaica 7.2.1797; took privateers – 4-gun *Le Poisson Volant* in the West Indies 4.4.1797, 4-gun *La Jalouse* off Antigua 20.5.1797, 8-gun *La Galatée* off Antigua 28.5.1797, 2-gun *L'Heureuse* off Martinique 10.6.1797, 4-gun *Le Poisson Volant* off Deseada 14.6.1797, 8-gun *Le Barbarossa* off Deseada 23.6.1797, 4-gun *Le Pont d'Arcol* off Marie Galante 4.8.1797, 10-gun *Le Renard* off Marie Galante 8.8.1797 and 14-gun *L'Utile* off Barbuda 10.8.1797. In 12.1797 under Capt. Thomas Western (-1801); flagship of Lord Hugh Seymour for passage out; took 12-gun *Le Dragon* off Barbados 4.12.1797, and further privateers – 10-gun *Le Dix-Huit de Fructador* 7.12.1797 and 8-gun *Le Branle Bas* off Barbados 2.5.1798; sailed for Leeward Islands 16.6.1799; in occupation of Surinam 8.1799; took 28-gun *La Républicaine* off Guiana 26.8.1799; took 10-gun privateer *Le Général Massena* 1.6.1800; laid up at Chatham 8.1802. BU there 1.1810.

Clyde Chatham Dyd (M/Shipwright Thomas Pollard to 6.1795, then Edward Sison).

As built: 146ft 0in, 122ft 0¾in x 39ft 3½in x 13ft 9in. $1{,}002^{34}/_{94}$ bm. Draught 9ft 0in / 14ft 1in.

Ord: 4.2.1795. K: 6.1795 (named 28.8.1795). L: 26.3.1796. C: 21.6.1796.

First cost: £24,096 including fitting.

Commissioned: 4.1796 under Capt. Charles Cunningham (-1801); in mutiny at the Nore, but escaped to Sheerness 29/30.5.1797; took privateers in the Channel – brig *Le Succès* 13.12.1797, 12-gun *Le Dorado* 15.12.1797, 16-gun *Le Bon Ordre* 13.1.1798, and 4-gun *La Véloce* 20.8.1800; also took French 36-gun frigate *La Vestale* off Rochefort 20.8.1799 (losing 2 killed, 3 wounded). In 6.1802 under Capt. John Larmour (-1804), in the North Sea; hauled onto a slip at Woolwich 10.2.1805 and BU to rebuild.

As rebuilt: 146ft 0in, 121ft 4¾in x 39ft 2in x 13ft 9in. 991 bm.

Ord: 19.10.1804. K: 6.1805. L: 20.2.1806. C: 9.3.1806.

Recommissioned: 2.1806 under Capt. Edward Owen (-1810), for the Downs; in Walcheren operations 1809. In 1810 under Capt. John Stuart; took 14-gun privateer *Le Transit* 6.2.1810; laid up at Portsmouth 12.1810. Sold at Portsmouth (for £2,300) 8.1814.

Ethalion Joseph Graham, Harwich.

As built: 146ft 1in, 121ft 7in x 39ft 2in x 13ft 9in. $992^{8}/_{94}$ bm. Draught 10ft 3in / 15ft 0in.

Ord: 30.4.1795. K: 10.1805 (named 14.11.1795). L: 14.3.1797. C: 1.4 – 11.7.1797 at Chatham.

First cost: £.., 055 to build, plus fitting £2,417.

Commissioned: 4.1797 under Capt. George Countess; in Warren's action with Bompart's squadron 12.10.1798 – took 40-gun *La Bellone*; took (with *Anson*) 14-gun privateer cutter *Le Boulonnois* in the North Sea 2.2.1799; took 18-gun privateer *L'Infatigable* in the Channel 6.3.1799; sailed for the Mediterranean 6.5.1799. Later in 1799 under Capt. James Young; in action with Spanish treasure fleet, took 34-gun *Thetis* 15.10.1799. In 12.1799 under Capt. John Searle; wrecked on the Penmarcks 25.12.1799.

***ALCMENE* (or Improved *PALLAS*) Class** – 32 guns. Design by Sir John Henslow, 1793.

Dimensions & tons: 135ft 0in, 112ft 4¼in x 36ft 6in x 12ft 6in. $796^{18}/_{94}$ bm.

Men: 241 (254 from 1796). Guns: UD 26 x 18pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Galatea George Parsons, Bursledon.

As built: 135ft 3in, 112ft 5¼in x 36ft 9in x 12ft 6in. $807^{69}/_{94}$ bm. Draught 10ft 0in / 14ft 6in.

Ord: 14.2.1793. K: 4.1793. L: 17.5.1794. C: 23.5 – 12.8.1794 at Portsmouth.

First cost: £9,960 to build; total £17,482 including fitting.

Commissioned: 5.1794 under Capt. Richard Keats, for Warren's squadron; capture of 44-gun *La Révolutionnaire* 21.10.1794. In 1 – 2.1795 under Capt. Francis Cole (temp.), cruising; in Quiberon operations 6 – 10.1795; in Warren's action off Pointe du Raz 20.3.1796 – took 28gun storeship *L'Etoile*; drove 36-gun *L'Andromaque* ashore and burnt 22.8.1796; later on Irish station. In ?7.1797 under Capt. George Byng; took privateer lugger *L'Argonaute* off Cape Clear 30.6.1797; took (with *Doris*) 22-gun privateer *Le Duguay Trouin* 15.7.1797; took 14-gun *Le Venturier* (ex HMS *Ranger*) 6.11.1797. In 4.1801 under Capt. George Wolfe; paid off 1802. Fitted 3 – 5.1803; recommissioned 4.1803 under Capt. Henry Heathcote; sailed for the West Indies 4.2.1804; boats attack at Anse a Mire (Guadeloupe) on privateer *Le Général Ernouf* beaten off 15.8.1804. In 7.1805 under Capt. Murray Maxwell, then 1806 Capt. George Sayer (-1809); her boats destroyed Spanish privateer near Puerto Cabello (Venezuela) 18.8.1806 and a small privateer 21.8.1806; cut out several vessels from Barcelona (Colombia) 9/11.10.1806; took 10-gun privateer *Le Réunion* off Guadeloupe 12.11.1806; boats took 16-gun privateer *Le Lynx* off Caracas 21.1.1807. Paid off early 1809 and BU at Woolwich 4.1809.

Cerberus Henry Adams, Bucklers Hard.

As built: 135ft 1in, 112ft $2^{3}/_{8}$in x 36ft 9in x 12ft 6in. $806^{1}/_{94}$ bm. Draught 9ft 9in / 14ft 5in.

Ord: 14.2.1793. K: 4.1793. L: 25.9.1794. C: 28.9.1794 - 20.2.1795 at Portsmouth.

First cost: £9,954.1.0d to build; total £17,444 including fitting.

Commissioned: 10.1794 under Capt. John Drew (-1798), for the Irish station; took (with *Santa Margarita*) 18-gun *Jean Bart* 25.3.1795; took (with *Seahorse*) privateer cutter *Calvados* 7.1796; took (with *Diana* and *Seahorse*) 14-gun privateer *L'Indemnité* 28.8.1796; took more privateers – 10-gun cutter *L'Hirondelle* 5.11.1796, 4-gun *La Didon* 29.12.1796, 18-gun *La Dunkerquoise* 11.5.1797, 12-gun lugger *Le Neptune* 12.9.1797 (with *Diana*), 16-gun *L'Epervier* 12.11.1797, and 18-gun *Le Renard* 14.11.1797; Drew (and Capt. John Pulling) drowned in boat accident at Plymouth 11.1.1798. In 1.1798 under Capt. James Macnamara (-1802); took privateer *San Noberta* 9.1798; attack on Spanish convoy off Cape Ortegal 20.10.1799; sailed for Jamaica 30.3.1800?; paid off 2.1803. Fitted at Chatham 3 – 5.1803; recommissioned 4.1803 under Capt. William Selby; attack on invasion craft at Granville 13.9.1803; took 4-gun *Le Chameau* off La Hogue 21.1.1804; took 14-gun privateer *Le Bonheur* 2.4.1805; sailed for Jamaica 20.3.1806; took 2-gun Spanish privateer *L'Aimable Therèse* 15.5.1806; cut out two privateers from St Puire (Martinique) 2.1.1807; capture by landing parties (also from *Circe* and *Camilla*) of Marie Galante 2.3.1808; destruction of batteries at Desirade 30.3.1808. Large Repair and fitted at Deptford 8.1808 – 3.1809; recommissioned 3.1809 under Capt. Henry Whitby (-1811); her boats (with consorts') cut out four Russian gunboats from Frederickshamn 25.7.1809; sailed for the Mediterranean 15.3.1810; with Hoste's squadron in the Adriatic;

boat attack at Grado 29.6.1810 (with 14 prizes and other vessels destroyed); further boats attack (with *Active*'s) at Pescara 4.2.1811 and 12.2.1811; at Battle of Lissa 11.3.1811 (losing 13 killed and 41 wounded). In 6.1811 under Capt. Robert Clephane, then in 12.1811 under Capt. Thomas Garth; her boats (with *Apollo*'s) in action at Corfu 11.4.1812 and Merlera 14.4.1812; her boats took a ship near Brindisi 17.5.1812; took two gunboats 27.5.1812; boats in attack near Otranto 28.5.1812; took 1-gun *Le Véloce* 29.1.1813. At Spithead 29.9.1814. Sold at Sheerness (for £2,800) 29.9.1814.

Lively John Nowlan, Northam.

As built: 135ft 3in, 112ft 5¼in x 36ft 8½in x 12ft 6in. $805^{85}/_{94}$ bm. Draught 9ft 11in / 14ft 0in.

Ord: 14.2.1793. K: 4.1793. L: 23.10.1794. C: 26.10.1794 - 2.1.1795 at Portsmouth.

First cost: £9,408 to build; total £19,828 including fitting.

Commissioned: 10.1794 under Capt. Viscount (George) Garlies (-1796), for the Irish station. Under Cmdr. George Burlton (acting) 1795; recaptured 17-gun *L'Espion* off Brest 2.3.1795; took 30-gun *La Tourterelle* off Ushant 13.3.1795; sailed for the Mediterranean 11.11.1795. In 1797 under Capt. Benjamin Hallowell; her boats (with *Minerve*'s) cut out 14-gun *La Mutine* from Santa Cruz 29.5.1797. In 1798 under Capt. James Norris; grounded at Rota Point, near Cadiz 13.4.1798, and burnt next day to avoid capture.

Alcmene Joseph Graham, Harwich.

As built: 135ft 3in, 112ft 8in x 36ft 7½in x 12ft 6in. 803 bm.

Ord: 14.2.1793. K: 4.1793. L: 8.11.1794. C: 12.4.1795 at Chatham.

Commissioned: 1.1795 under Capt. William Browne; convoy escort to the West Indies 11.1795, returning 1.1796; on Lisbon station 8.1796; took privateers - *La Rochelleuse* 6.3.1797, *Le Bonaparte* 8.1.1798 and *La Légère* 22.8.1798. In 8.1798 under Capt. George Hope, in the Mrditerranean; took privateers – 28-gun *Le Courageux* 23.6.1799 and *Les Deux Amis* 1.8.1799; to Lisbon station 8.1799, then home to Plymouth 11.1799. In 4.1800 under Capt. Henry Digby, in blockading squadron on French coast. In 1.1801 under Capt. Samuel Sutton, on Lisbon station, then to Baltic 3.1801; at Battle of Copenhagen 2.4.1801, losing 5 killed and 19 wounded. In 4.1801 under Capt. Charles Pater (or John Devonshire?). In 8.1801 under Capt. Robert Lambert; convoy escort to Newfoundland and return, then Channel squadron. In 8.1802 under Capt. John Stiles; on Channel Islands station 1804-05. From 11.1805 under Capt. James Brisbane, on the Irish station; took privateer *Le Courrier* 4.1.1806. In 1.1808 under Capt. William Tremlett, in the Channel; wrecked on the mouth of the Loire 29.4.1809.

***PHOEBE* (or Lengthened *INCONSTANT*) Class** - 36 guns. Design by Sir John Henslow, approved 29.5.1794, for a lengthened version of Hunt's *Inconstant* design. Four ships were ordered 24.5.1794, and were named on 26.2.1795 and established 16.3.1795.

Dimensions & tons: 142ft 6in, 118ft 10½in x 38ft 0in x 13ft 5in. $913^{13}/_{94}$ bm.

Men: 264. Guns: UD 26 x 18pdr; QD 8 x 9pdr + 6 x 32pdr carronades; Fc 2 x 9pdr + 4 x 32pdr carronades.

Dryad William Barnard, Deptford.

As built: 142ft 8in, 119ft 0in x 38ft 2½in x 13ft 5in. $924^{6}/_{94}$ bm. Draught 10ft 3in / 14ft 10in.

Ord: 24.5.1794. K: 6.1794. L: 4.6.1795. C: 5.6 – 16.6.1795 (at Woolwich) – 15.8.1795 (at Deptford Dyd).

First cost: ££14,027 to build, plus fitting £1,174 at Woolwich + £8,542 at Deptford.

Commissioned: 6.1795 under Capt. Robert Forbes (died 7.12.1795), for Irish station. In 12.1795 under Lord Amelius Beauclerk (-1798); took (while under acting Cmdr. John Pulling) 14-gun cutter *L'Abeille* off the Lizard 2.5.1796; took 40-gun *La Proserpine* off Cape Clear 13.6.1796; took privateers – 9-gun *Le Vantour* 16.10.1796, 14-gun *L'Eclaire* 19.8.1797, 16-gun *La Brune* 10.10.1797 (with *Doris*), and 16-gun *Le Mars* off Cape Clear 4.2.1798; sank 42-gun privateer *La Cornélie* 9.9.1797. In 12.1798 under Capt. Charles Mansfield (-1801); took 14-gun privateer *Le Premier Consul* 5.3.1801. In 1802 under Capt. Robert Williams. Recommissioned 9.1802 under Capt. William Domett, then in 1803 under Capt. John Giffard as flagship of Adm. Lord (Alan) Gardner on the Irish station. In 1.1805 under Capt. Adam Drummond (-1807). In 1808 under Capt. William Cumby; took 12-gun privateer *Le Rennais* 22.3.1808. In 1809 under Capt. Edward Galway (-1813); in Scheldt operations 1809; destroyed 22-gun brig off Île d'Yue 23.12.1812; to Newfoundland 1813, then home to pay off. Large Repair at Sheerness (for £25,538 plus £2,396) 7.1813 – 9.1815. Roofed over waist 6.1819. Began fitting for sea at Sheerness (for £6,866) 9 – 10.1825; completed at Chatham (for £11,280) 4.1826. Very Small Repair at Plymouth (for £20,620) 8.1829 – 8.1830. Laid up at Portsmouth 8.1832. Fitted as receiving ship at Portsmouth 8.1837 – 3.1838. BU completed there 9.2.1860.

Caroline John Randall & Co, Rotherhithe.

As built: 142ft 6in, 118ft 9½in x 38ft 3in x 13ft 5½in. $924^{44}/_{94}$ bm. Draught 9ft 6in / 15ft 2in.

Ord: 24.5.1794. K: 6.1794. L: 17.6.1795. C: 17.7 – 25.9.1795 at Deptford Dyd.

First cost: £15,427 to builder (including partial fitting & coppering), plus £9,133 fitting at Dyd.

Commissioned: 7.1795 under Capt. William Luke; took 14-gun *Le Pandore* in North Sea 1.12.1795; took 18-gun corvette off Lisbon 4.1796; took 10-gun privateer *La Zenodene* off Cape Palos 23.5.1796; sailed for the Mediterranean 11.8.1796. In 1798 under Capt. Lord Henry Paulet; cruising off Azores (with *Flora*) 7 – 11.1798; took 12-gun privateer *Le President Parker* 4.10.1798; boats destroyer 1-gun privateer *L'Esperance* at Teneriffe 16.10.1798; took 10-gun privateer *Le Baret* off Teneriffe 20.10.1798. In 12.1798 under Capt. William Bowen; took privateers – 12-gun *Le Ferailleur* 4.12.1798 and 22-gun *La Ventour* 15.1.1800, both in Lisbon straits, and (with *Salamine*) 4-gun xebec 21.1.1801. Fitted at Woolwich 3.1802 – 2.1803; recommissioned 11.1802 under Capt. Benjamin Page; sailed for East Indies 5.1803; took privateers – 6-gun *Haasje* off Cape of Good Hope 2.8.1803, 8-gun *Les Frères Unis* in East Indies 5.1.1804, and 26-gun *Le Général du Caen* 4.2.1804. In 1805 under Capt. Peter Rainier; took 14-gun Dutch brig *Zeerob* off Batavier 18.10.1806, later same day took Dutch 36-gun *Maria Reijersbergen* (3 killed, 18 wounded); with Pellew's squadron at Madras 6.1807. Later in 1807 under Cmdr. Henry Hart; with Pellew at Griesse (Java) 12.1807. In 1809 under Capt. Charles Gordon; operation in Persian Gulf 11.1809. In 1810 under Capt. Christopher Cole; at capture of Banda 8/9.8.1810; at reduction of Java 5 – 8.1811; paid off 1.1812 at Portsmouth. Fitted there as salvage ship 11.1813 (to weight wreck of *Queen Charlotte*). BU at Deptford 9.1815.

Doris William Cleveley, Gravesend.

As built: 142ft 6in, 118ft 11in x 38ft 1in x 13ft 5in. 915 (by calc. $917^{37}/_{94}$) bm. Draught 10ft 0in / 14ft 6in.

Ord: 24.5.1794. K: 6.1794. L: 31.8.1795 (coppered by builder). C: 26.11.1795 at Woolwich.

First cost: £15,080 to build, plus £9,076 fitting.

Commissioned: 9.1795 under Capt. Charles Jones (Lord Ranelagh from 1797; died 12.1800), for the Irish station; took 14-gun cutter *La Cigne* off Scilly 7.5.1796; took (with *Apollo*) 22-gun *La Légère* off Brest 22.6.1796; took (with *Druid* and *Unicorn*) 36-gun *La Ville de Lorient en flûte* off the Irish coast 7.1.1797; took (with *Galatea*) 22-gun privateer *Le Duguay Trouin* 15.7.1797; took 20-gun *Le Fabius* 8.9.1797; took (with *Dryad*) 16-gun privateer *La Brune* 10.10.1797; assisting in moving *Le Hoche* into Lough Swilly after Warren's action on 12.10.1798; took privateer *El Derrepente* 26.8.1798; in Quiberon operations 6.1800. In 12.1800 under Capt. John Halliday, then Capt. Charles Brisbane in 5.1801; assisted in cutting out of 20-gun *La Chevrette* from Camaret Bay 21 – 22.7.1801. In 1802 under Capt. William Cumberland, for the Channel. Fitted at Plymouth 6.1802 – 4.1803; recommissioned 2.1803 under Capt. Richard H. Pearson; took 14-gun lugger *L'Affronleiu* off Ushant 18.5.1803 and 4-gun privateer *La Pelagie* 24.6.1803. In 10.1804 under Capt. Patrick Campbell; wrecked near Quiberon Bay 12.1.1805, and burnt next day to avaoid capture.



At the beginning of the French Revolutionary War concern for the performance of British ships led to the conscious increase in their length, both absolutely and relative to their breadth, in an attempt to improve their speed. One tactic was to lengthen existing designs, as was done with the 36-gun *Inconstant* draught, producing the *Phoebe* class. One of these, *Doris*, is shown here towing the juryrigged French prize *Hoche* after Warren's action in October 1798.

Phoebe John Dudman, Deptford.

As built: 142ft 9in, 119ft 0in x 38ft 3in x 13ft 5½in. $926^{8}/_{94}$ bm. Draught 9ft 7in / 15ft 0in.

Ord: 24.5.1794. K: 6.1794. L: 24.9.1795 (coppered by builder). C: 27.10 – 23.12.1795 at Deptford Dyd.

First cost: £15,791 to build, plus £9,118 fitting.

Commissioned: 10.1795 under Capt. Robert Barlow (-1800), for Pellew's squadron off the Irish coast; took 16-gun *L'Atalante* off the Scillies 10.1.1797, and 36-gun *La Néréide* 22.12.1797; made good defects at Plymouth (for £9,095) 10 – 12.1798; took (with *Revolutionnaire*) 26-gun *Le Bourdelais* and 18-gun *Le Grand Ferrailleu* 11.10.1799; took privateers – 14-gun *La Belle Garde* 21.2.1800 and 22-gun *L'Heureux* 11.3.1800. In 1.1801 under Capt. Thomas Baker; took 40-gun *L'Africaine* in the Mediterranean 19.2.1801. Fitted at Plymouth (for £2,657) 6.1801; in 6.1802 under Capt. James Shephard. Recommissioned 9.1802 under Capt. Thomas Capel; sailed for the Mediterranean 28.9.1802; in the chase to the West Indies, then at Battle of Trafalgar 21.10.1805. Refitted at Portsmouth (for £8,920) 1 – 4.1806; in 1.1806 under Capt. James Oswald (-1808), in North Sea and Channel; sailed for the Mediterranean 18.1.1808. In 4.1809 under Capt. Hassard Stackpole, for the Baltic. In 8.1809 under Capt. James Hillyer (-1815). Between Small and Middling Repair and fitted for sea at Plymouth (for £18,427) 3 – 7.1810; sailed for the East Indies 18.7.1810; at reduction of Mauritius 12.1810; in Schomberg's Action off Madagascar 20.5.1811 (40-gun *La Renommée* taken); capture of *La Néréide* at Tamatave 24.5.1811; in Java operaions 9.1811; sailed with convoy for Quebec 9.4.1812; took US 14-gun privateer *Hunter* 23.12.1812; in search for 32-gun USS *Essex* 1813-14, ending in capture of *Essex* at Valparaiso 28.3.1814. Paid off 1814 and laid up at Plymouth 8.1815. Fitted as a receiving ship and slop ship at Plymouth (for £1,803) 1.1823 - 10.1826. Sold at Plymouth to Joshua Crystall (for £1,750) 27.5.1841.

Fortunee Perry & Co, Blackwall.

As built: 142ft 8in, 119ft 0in x 38ft 1½in x 13ft 5in. 921 (by calc. $920^{4}/_{94}$) bm. Draught 9ft 10in / 15ft 3½in.

Ord: 28.1.1800. K: 4.1800. L: 17.11.1800. C: 14.1.1801 at Woolwich.

Commissioned: 11.1800 under Capt. Lord Amelius Beauclerk, for the Channel; took 12-gun privateer *La Mascarade* in the Channel 5.4.1801; took (with *Trent* and cutter *Dolphin*) 10-gun privateer *Le Renard* 20.4.1801. In 8.1802 under Capt. John Clements (acting); grounded near Texel but salved. Recommissioned 12.1802 under Capt. Henry Vansittart, for the North Sea; sailed for the West Indies 2.2.1804; took 1-gun privateers on Jamaica station – *Le Cézar* 3.4.1804 and *Le Vautour* 10.8.1804; mistaken action against British merchantman *Leander* off Hayti 9.1804; took more privateers – 7-gun *Le Grand Juge Bertolio* 18.5.1806, and 2-gun *Le Magicien* in Home waters 20.11.1807; on Irish station 1808-11; took (with *Saldanha*) 18-gun privateer *Le Vice-Amiral Martin* 11.10.1811. In 6.1812 under Capt. George Seymour, still on Irish station; then 1.1813 Capt. Frederick Aylmer and 5.1813 Capt. William Goate; laid up at Portsmouth 12.1813 and paid off 1.1814. Sold there to Mr. Freake (for £2,740) 29.1.1818.

***AMAZON* Class** – 36 guns. Designed by Sir William Rule, 1794. The first pair were ordered 24.5.1794, and were named on 26.2.1795 and established 16.3.1795. The second pair were built of 'fir' (pitch pine) by AO 4.2.1795, and were named 20.2.1795 (before the first pair!).

Dimensions & tons: 143ft 0in, 119ft 6in x 38ft 2in x 13ft 6in. $925^{87}/_{94}$ bm.

Men: 264. Guns: 26 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs (12pdrs in second pair) + 2 x 32pdr carronades.

Amazon (John & Wm.) Wells & Co, Rotherhithe.

As built: 143ft 2½in, 119ft 5½in x 38ft 4in x 13ft 6in. $933^{67}/_{94}$ bm. Draught 10ft 3in / 15ft 3in.

Ord: 24.5.1794. K: 6.1794. L: 4.7.1795, then coppered by builder. C: 3 – 25.9.1795 at Deptford.

First cost: £15,547 to build, plus fitting £9,134.

Commissioned: 7.1795 under Capt. Robert Reynolds, for Pellew's squadron; chase of 40-gun *La Virginie* 20.4.1795 (this French frigate was taken by *Indefatigable*); took (with consorts) 14-gun *Les Trois Couleurs* and 16-gun *La Betsy* off Brest 13.6.1795; chased (with *Indefatigable*) 74-gun *Les Droits de l'Homme* to destruction 13/14.1.1797, then ran aground and lost on L'Île de Bas 14.1.1797, losing 3 killed and 15 wounded in the fight plus 6 drowned in wreck.

Emerald Thomas Pitcher, Northfleet.

As built: 143ft 2½in, 119ft 5½in x 38ft 4in x 13ft 6in. $933^{67}/_{94}$ bm. Draught 11ft 2½in / 14ft 6in.

Ord: 24.5.1794. K: 6.1794. L: 31.7.1795, then coppered by builder. C: 12.10.1795 at Woolwich.

First cost: £14,419 (+ fitting £9,390).

Commissioned: 8.1795 under Capt. Velters Berkeley; sailed for the Mediterranean 7.1.1797; pursuit of *St Trinidad* 20.2.1797; took (with *Irresistable*) Spanish 34-gun *Ninfa* and destroyed similar *Santa Helena* off Cadiz 26.4.1797. In 1797 under Capt. Thomas Waller (-1800); in attack on Santa Cruz 25.7.1797; in 12.1797 under Capt. Lord William Proby (temp., to ?4.1798); took 8-gun privateer *Le Chasseur* Basque on the Lisbon station 12.2.1798; in Nelson's squadron, but parted company in a gale 21.5.1798; with Hood's squadron at Alexandria 8.1798; destroyed (with *Seahorse*) 4-gun *L'Anémone* 2.9.1798; attacked (with *Leviathan* and *Swiftsure*) Spanish convoy off Cadiz 5.4.1800; took (with *Leviathan*) Spanish 32-gun *El Carmen* and 34-gun *Florentine* 7.4.1800. In 12.1800 under Capt. James O'Bryen; sailed for Leeward Islands 30.3.1801; took 16-gun *L'Enfant*

Prodigue off St Lucia 24.6.1803; at reduction of St Lucia, Tobago and Dutch West Indies 6 – 9.1803; took 10-gun privateer *Le Mozambique* at Seron (Martinique) 13.3.1804; capture of Surinam 30.4.1804. Middling Repair at Deptford 2 – 6.1806; recommissioned 6.1806 under Capt. John Larmour. In 1807 under Capt. Frederick Maitland (-1811); in Basque roads operations 4.1807; took 14-gun privateer *L'Austerlitz* 14.4.1807; boats destroyed 8-gun schooner *Apropus* at Vivero 13.3.1808; took 8-gun privateer *L'Incomparable* off the Irish coast 8.10.1809; took 16-gun *Le Fanfaron* off Guadeloupe 6.11.1809; took 8-gun privateer *La Belle Etoile* in the Bay of Biscay 23.3.1810, and 18-gun privateer *L'Augusta* in the Channel 6.4.1811. Laid up 11.1811 in Ordinary at Portsmouth. Fitted as a receiving ship there 4 – 5.1822. BU 1.1836 at Portsmouth.

Trent Woolwich Dyd (M/Shipwright John Tovery).

As built: 143ft 0in, 119ft 6in x 38ft 2in x 13ft 6in. $925^{87}/_{94}$ bm. Draught 9ft 0in / 14ft 0in.

Ord: 24.1.1795. K: 3.1795. L: 24.2.1796. C: 26.5.1796 at Woolwich.

First cost: £25,915 (including fitting).

Commissioned: 3.1796 under Capt. Edward Bowater (-1797), for the North Sea; in 9.1796 under Capt. John Gore (acting); took 14-gun privateer *Le Poisson Volant* off Yarwouth 27.6.1797. In 10.1797 under Capt. Richard Bagot (died 12.6.1798); sailed for the Leeward Islands 11.1797. In 6.1798 under Capt. Robert Otway, at Jamaica; took a small privateer in the West Indies 7.1798; took (with *Squirrel*) 14-gun privateer *Penada* in ?2.1799; took another Spanish privateer 3.1800. In 10.1800 under Capt. Sir Edward Hamilton (dismissed 1.1802); took (with *Fortunee* and cutter *Dolphin*) 10-gun privateer *Le Renard* off Jersey 20.4.1801. In 2.1802 under Capt. Charles Brisbane; sailed for Jamaica 13.2.1802; later under Capt. Isaac Wolley then Capt. James Katon. Fitted at Plymouth as a hospital ship 6 – 8.1803 for Cork, recommissioned 6.1803 under Cmdr. Walter Grossett (-1810), also as flagship of Adm. Lord Alan Gardiner 1803-04, Rear-Adm. William O'Bryen Drury 1805, Lord Gardiner again 1806 and Vice-Adm. James Whitshed 1807-10. In 1811 under Cmdr. Thomas Young, still hospital ship and flagship of Vice-Adm. Edward Thornbrough to 1813. In 12.1813 under Cmdr. ?G. Lampriere, still hospital ship and flagship of Vice-Adm. Sir Herbert Sawyer to 1815. Laid up as a receiving ship at Cork by AO 11.11.1815. BU at Hawlbowline 2.1823.

Glenmore (ex *Tweed*, renamed 30.10.1795) Woolwich Dyd (M/Shipwright John Tovery).

As built: 143ft 0in, 119ft 6in x 38ft 2in x 13ft 6in. $925^{87}/_{94}$ bm. Draught 9ft 2in / 13ft 11in.

Ord: 24.1.1795. K: 3.1795. L: 24.3.1796. C: 3.6.1796 at Woolwich.

First cost: £24,137 (including fitting).

Commissioned: 4.1796 under Capt. George Duff, for the North Sea (-1800); on Irish station 1797-98, then to West Indies 1799; retook East Indiaman *Calcutta* 17.12.1799. In 1.1801 under Capt. John Talbot, in the West Indies. In 7.1802 under Capt. John Maitland, in the Channel. Fitted as a temporary receiving ship at Plymouth 7.1805, in Ordinary there to 1814. Sold at Plymouth (for £1,990) 3.11.1814.

NAIAD – 38 guns. Design by Sir William Rule, approved 13.8.1795. An expanded version of his *Amazon* Class.

Dimensions & tons: 147ft 0in, 122ft $8^{3}/_{8}$in x 39ft 5in x 13ft 9in. $1{,}013^{90}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

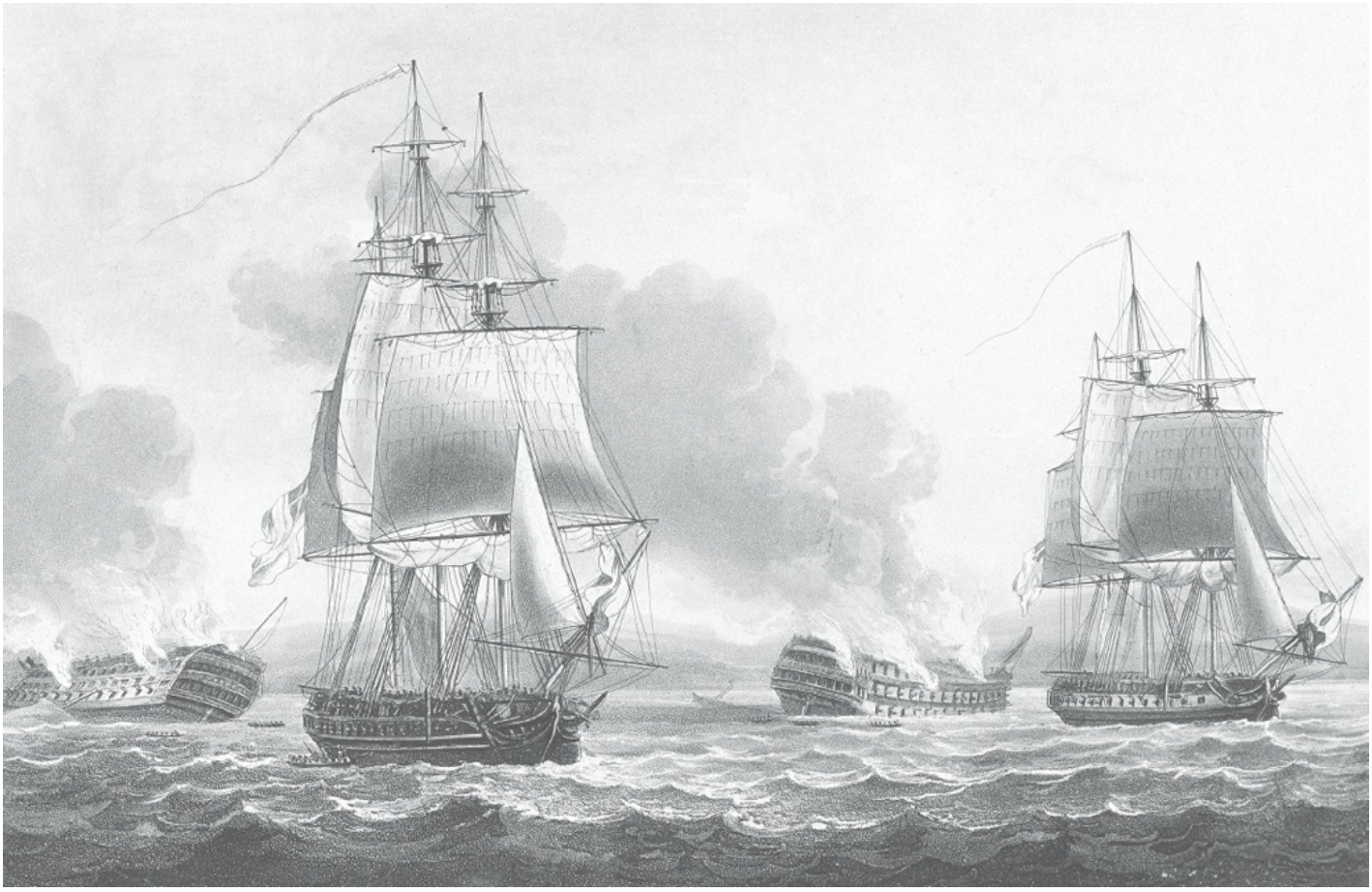
Naiad Hill & Mellish, Limehouse.

As built: 147ft 0in, 122ft 6¼in x 39ft 6½in x 13ft 9in. $1{,}018^{91}/_{94}$ bm. Draught 10ft 7in / 15ft 10in.

Ord: 30.4.1795. K: 9.1795. L: 27.2.1797. C: 6.5.1797 at Deptford.

First cost: £24,989 including fitting.

Commissioned: 3.1797 under Capt. William Pierrepoint, for the Channel; took (with *Jason*) gunvessel *L'Arrogante* 23.4.1798; took 8-gun privateer *Le Tigre* off Finisterre 11.8.1798; took (with *Magnanime*) 36-gun *La Décade* off Finisterre 24.8.1798; took 16-gun privateer *L'Heureux Hazard* in the Bay of Biscay 3.3.1799; took (with *Ethalion*, *Triton* and *Alcmene*) 34-gun *Santa Brigida* and *Thetis* off Finisterre 15.10.1799. In 12.1799 under Capt. John Murray, then 12.1800 Capt. William H. Ricketts; cut out packets *Alcudia* and *Raposa* from Pontevedra 16.5.1800. In 6.1801 under Capt. Philip Wilkinson; grounded near Île Rhé 10.1801. Fitted at Plymouth 12.1801 – 11.1802; recommissioned 9.1802 under Capt. James Wallis (-1804); took 10-gun *L'Impatiente* in Bay of Biscay 29.5.1803; boats took schooner *La Providence* off Brest 4.7.1803. In 1804 under Capt. Thomas Dundas (-1808); at Battle of Trafalgar 21.10.1805; blockade of Brest 1808; made good defects at Plymouth (for £9,055) 6 – 8.1808; took (with *Narcissus*) privateers 16-gun *La Fanny* and 4-gun *Le Superbe* 16.12.1808; in Stopford's squadron off Rochefort 2.1809 (signalled approach of *L'Italienne*, *Le Calypso* and *La Cybèle*). In 3 – 10.1809 under Capt. George Cocks (acting), then 10.1809 Capt. Henry Hill and 7.1811 Capt. Philip Carteret; action with gunboats off Boulogne; took 16-gun *La Ville de Lyon* 20/21.9.1811; took two 16-gun privateers in the Channel – *Le Milan* 6.10.1811 and *Le Requin* 6.11.1811; paid off 1813 at Portsmouth. Fitted at Portsmouth to raise wreck of merchantman *Queen Charlotte*. Large Repair at Portsmouth (for £28,862) 7.1814 – 4.1815. Fitted for sea at Portsmouth (for £15,058) 4 – 8.1823; recommissioned 4.1823 under Capt. Robert Spencer (-1826), for the Channel and Mediterranean; affair with 20-gun Algerian Tripoli; boats destroyed an Algerian brig at Bona 23.5.1824; paid off Autumn 1826. Small Repair at Portsmouth (for £12,789) 4 – 6.1828, then laid up. Fitted as coal depot at Portsmouth (for £11,115) 7.1846 – 1.1847, for Callao, Peru; recommissioned 10.1846 under W. L. Brown (-1851), later S. Strong, then W. W. Dillon (12.1856). Sold at Callao to the Pacific Steam Navigation Co as a coal depot (for $2,000) 2.2.1866, and BU 1898.



Acasta, 40 (foreground) and *Magicienne*, 36 standing by the beached and burning French ships *Impérial* and *Diomède* at the Battle of San Domingo in February 1806. *Acasta* was one of only a handful of British frigates with a 30-gun main battery.

ACASTA – 40 guns. Design by Sir William Rule. A much larger concept, the first British frigate to introduce 30 main guns on the UD.

Dimensions & tons: 154ft 0in, 129ft 0¼in x 40ft 6in x 14ft 3in. $1{,}127^{22}/_{94}$ bm.

Men: 320. Guns: UD 30 x 18pdrs; QD 8 x 9pdrs + 4 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Acasta John Randall & Co, Rotherhithe.

As built: 154ft 0in, 128ft 11in x 40ft 9½in x 14ft 3in. $1{,}141^{2}/_{94}$ bm.

Ord: 30.4.1795. K: 9.1795. L: 13.3.1797. C: 24.6.1797 at Deptford Dyd.

Commissioned: 4.1797 under Capt. Richard Lane, for the Channel; sailed for Jamaica station 2.1798; took privateers – *Santa Maria* 1.5.1798, *San Antonio* 12.5.1798, *L'Hirondelle* and another in 5.1798, *Trompe* 30.6.1798, *San Josef de Victoria* 2.7.1798, and *San Miguel y Acandoa* 13.7.1798, also *L'Actif*, *Cincinnatus* and another (name unknown) in late 1798 or early 1799. In 11.1799 under Capt. Edward Fellowes; sunk privateer *La Victoire* in early 1800; to UK with convoy 10.1801; sailed for Jamaica 2.1802. In 5.1802 under Capt. James Wood; to UK 7.1802 and refitted at Portsmouth. From 1.1803 on North Sea station, at Leith, later at the Nore. In 4.1803 under Capt. James Oswald (temp., to 6.1803); in Channel 7.1803; took privateer *L'Aventure* 2.10.1803; to West Indies 1804, returned to UK 4.1805. In 5.1805 under Capt. Richard Dunn, in Channel; in Duckworth's squadron for blockade of Cadiz 1805; action off San Domingo 6.2.1806. Under Capt. Philip Beaver 9.1806; sailed for Leeward Islands 2.1807; took 18-gun *Le Serpent* at La Guaira 17.7.1808; at capture of Martinique 30.1.1809; capture of Les Saintes Islands 14.4.1809; to UK 1810 and paid off at Plymouth. Recommissioned 3.1811 under Capt. Alexander Kerr, with Channel fleet, then to North America 1812; took privateers *Curlew* 24.7.1812 and *Herald* 10.12.1812; distant engagement and chase of US squadron off New London 6.1813; chase of USS *Constitution* 1.1815; retook *Levant* 1.1815. To UK 7.1815, paid off 12.9.1815 to Ordinary at Chatham. BU at Woolwich 1.1.1821.

BOADICEA – 38 guns. Design copied from *Imperieuse* (Coulombdesigned French prize taken 1793).

Dimensions & tons: 148ft 6in, 124ft 0½in x 39ft 8in x 12ft 8in. $1{,}038^{10}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Boadicea Balthazar & Edward Adams, Bucklers Hard.

As built: 148ft 6in, 123ft 10½in x 39ft 11½in x 12ft 8in. $1{,}052^{5}/_{94}$ bm. Draught 10ft 8in / 15ft 3in.

Ord: 30.4.1795. K: 9.1795 (named 14.11.1795). L: 12.4.1797. C: 17.4 – 9.9.1797 at Portsmouth.

First cost: £16,885 to build; £30,669 including fitting.

Commissioned: 6.1797 under Capt. Richard Keats (-1801); took (with *Anson*) privateers 8-gun *Le Zéphyr* 19.10.1797 and 20-gun *Le Railleur* in the Channel 17.11.1797; took more privateers – 20-gun *L'Invincible Bonaparte* 9.12.1798, 14-gun cutter *Le Milan* in Channel 20.2.1799 (with sloop *Atalante*), 14-gun *Le Requin* 8.3.1799 (it capsized next day), and 16-gun *L'Unité* 1.4.1799; in Quiberon operations 6.1800; took gunvessel *La Bombarde* off Brest 1.1801. In 3.1801 under Capt. Charles Rowley; her boats (with *Fisgard*'s and Diamond's) took 20-gun *El Neptuno* at Corunna 20.8.1801. Fitted at Plymouth 4.1802 – 3.1803; recommissioned 12.1802 under Capt. John Maitland (-1808); took a small privateer 6.1803; encounter with 74-gun *Le Duguay Trouin* and 40-gun *La Guerrière* off Cape Ortegal 29/30.8.1803; took 12-gun lugger *Le Vautour* off Finisterre 25.11.1803; off Rochefort 1804; sighted Dumanoir's squadron 2.11.1805, and Leissegue's and Willaumez's squadrons in the Atlantic 15.12.1805; on Irish station 1806-07. In 6.1808 under Capt. John Hatley; sailed for Cape of Good Hope 9.2.1809; occupation of St Paul, Réunion 7.1810; recapture of 38-gun *L'Africaine* off Réunion 12.9.1810; capture of 40-gun *La Vénus* and recapture of 32-gun *Ceylon*. In 2.1811 under Capt. Viscount (Ralph) Neville; laid up at Plymouth 5.1811 in Ordinary. Between Middling and Large Repair at Plymouth (for £35,433) 2.1815 – 8.1816, then laid up. Fitted for sea at Plymouth (for £9,387) 10.1824 – 1.1825; recommissioned 10.1824 under Capt. Sir James Brisbane (died 19.12.1826), for East Indies; in Burma War 1825; under ?Cmdr. John Wilson for passage home 1827. Between Small and Middling Repair at Chatham (for £10,027) 12.1829 – 12.1830, then laid up. Harbour service 1854. BU completed at Chatham 22.5.1858.

SIRIUS – 36 guns. Design based on lines of *San Fiorenzo* (Coulombdesigned French prize *Minerve* taken 1794).

Dimensions & tons: 148ft 10in, 124ft $0^{3}/_{8}$in x 39ft 7in x 13ft 3in. $1{,}033^{66}/_{94}$ bm.

Men: 274. Guns: UD 26 x 18pdrs; QD 6 x 9pdrs; Fc 2 x 9pdrs.

Sirius John Dudman, Deptford.

As built: 148ft 10in, 124ft $0^{1}/_{8}$in x 39ft 10in x 13ft 3in. $1{,}046^{59}/_{94}$ bm. Draught 10ft 10in / 15ft 7in.

Ord: 30.4.1795. K: 9.1795. L: 12.4.1797. C: 24.6.1797 at Deptford Dyd.

First cost: £15,715 to build; total £25,746 including fitting.

Commissioned: 5.1797 under Capt. Richard King; took 24-gun *Waakzaamheid* and 36-gun *Furie* in the North Sea 24.10.1798; took (with *Oiseau* and *Amethyst*) 36-gun *La Dédaigneuse* off Ferrol 28.1.1801; in 7.1801 under Cmdr. John Edwards (temp.). In 8.1802 under Capt. William Prowse (-1808), for blackade of Brest; at Calder's Action 22.7.1805 and Battle of Trafalgar 21.10.1805; took 18-gun *La Bergère* off the mouth of the Tiber 17.4.1806. Small to Middling Repair at Chatham 4.1808 – 1.1809; recommissioned 11.1808 under Capt. Samuel Pym; sailed for Cape of Good Hope 24.2.1809; at capture of 40-gun *La Caroline* by Rowley's squadron off Réunion 21.9.1809; at capture of Réunion 7.1810; Mauritius operations 8.1810; grounded in Grand Port, Mauritius 24.8.1810 and burnt next day to avoid capture.

HYDRA – 38 guns. Design copied from *Melpomene* (Coulomb-designed French prize taken 1794).

Dimensions & tons: 148ft 2in, 123ft $7^{3}/_{8}$in x 39ft 4in x 12ft 8in. $1{,}016^{20}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

Hydra William Cleverley, Gravesend.

As built: 148ft 3in, 123ft 7¾in x 39ft 6½in x 12ft 8in. $1{,}024^{59}/_{94}$ bm.

Ord: 30.4.1795. K: 11.1795 (named 15.10.1796). L: 13.3.1797. C: 25.6.1797 at Woolwich.

First cost: £23,012 including fitting.

Commissioned: 4.1797 under Capt. Sir Francis Laforey (-1801); destroyed (with *Vesuvius* and cutter *Trial*) 36-gun *La Confiante* near Le Havre 31.5.1798; sailed for the Leeward Islands 1.1799. In 4.1801 under Capt. Charles Paget, as guardship at Weymouth; to the Mediterranean 1802. Recommissioned 12.1802 under Capt. George Mundy (-1810); took (with cutter *Rose*) 4-gun privateer *La Phoebe* 25.3.1803; to Mediterranean 7.1803; her boats took 4-gun *Le Favori* at Le Toquet 1.8.1803; took gunbrig ?*No.5* and lugger ?*No.411* on 30.1.1804; close blockade of Cadiz 10.1805; chased La Meillerie's squadron and took 20-gun brig *Le Furet* 27.2.1806; took 12-gun *Argonauta* 12.4.1806; to Spanish coast; her boats took 10-gun *Principe Eugenio*, 12-gun *Bella Carolina* and 4-gun *Carmen del Rosario* at Begu 7.8.1807; returned to UK for refit 7.1808; to the Mediterranean 11.1808; paid off and laid up at Portsmouth in Ordinary 9.1810. Fitted as troopship at Portsmouth 5 – 9.1813; recommissioned 7.1813 under Cmdr. Joseph Digby. In 11.1815 under Cmdr. Daniel Roberts, for the West Indies; laid up at Portsmouth 11.1817. Sold to Job Cockshot (for £2,410) 13.1.1820.

***AMAZON* Class** – 38 guns. Design by Sir William Rule, an enlargement of his *Naiad* design, and thus a further development of the earlier *Amazon* type of 1794.

Dimensions & tons: 150ft 0in, 125ft 7¾in x 39ft 5in x 13ft 9in. $1{,}038^{6}/_{94}$ bm.

Men: 284 (later 300). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades (by completion only 2 x 9pdrs + 12 x 32pdr carronades); Fc 2 x 9pdrs + 2 x 32pdr carronades.

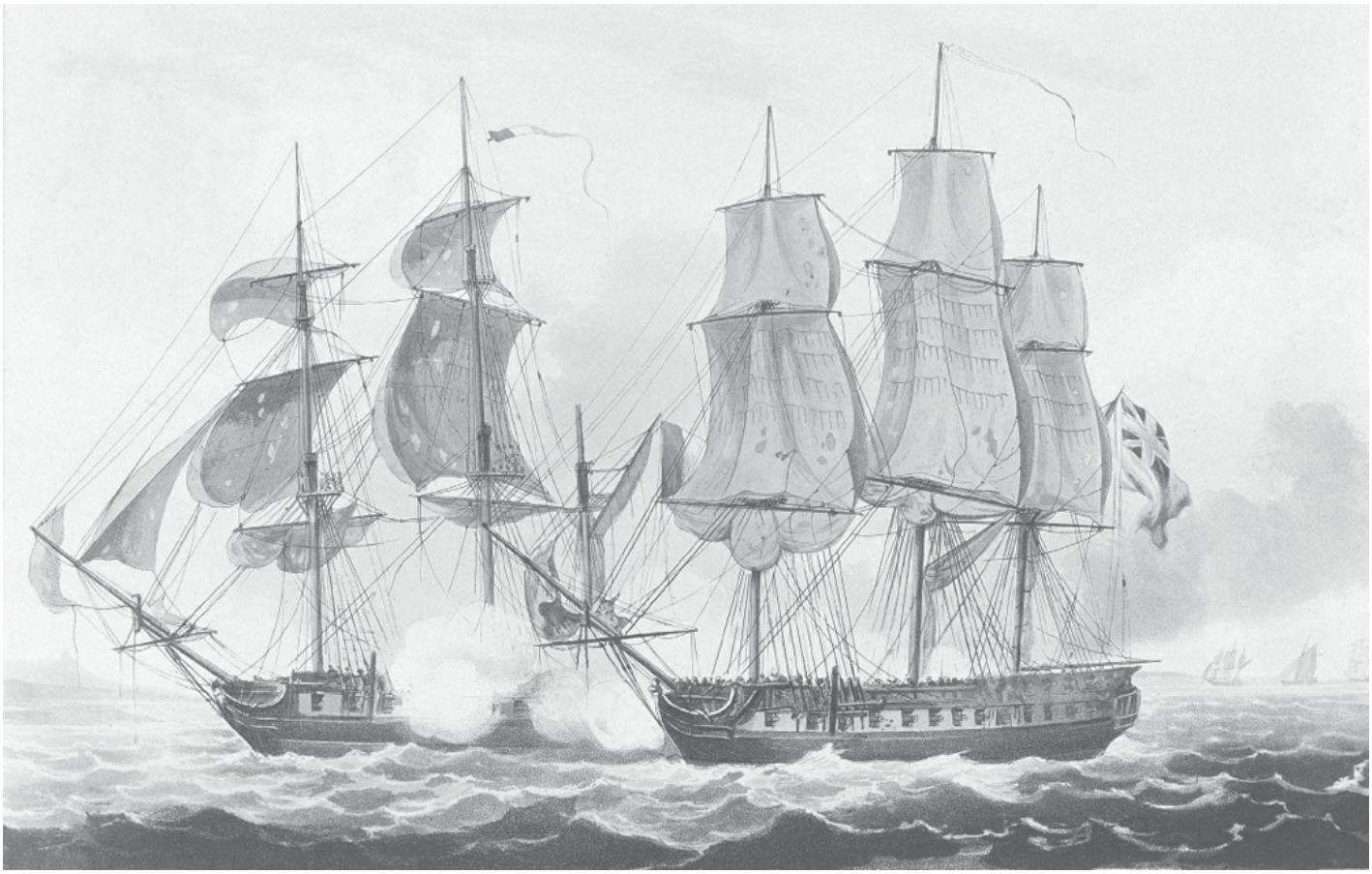
Amazon Woolwich Dyd (M/Shipwright John Tovery).

As built: to design exactly. Draught 11ft 3in / 15ft 3in.

Ord: 27.4.1796. K: 4.1796. L: 18.5.1799. C: 5.7.1799.

First cost: £33,972 including fitting.

Commissioned: 5.1799 under Capt. Edward Riou (killed 2.4.1801); took 18-gun privateer *Le Bougainville* in Channel 14.2.1800 (prize sunk by collision next day); at Battle of Copenhagen 2.4.1801 (Riou killed in engagement of Tre Kroner forts). In 1801 under Capt. ?Evelyn Sutton. Recommissioned 8.1802 under Capt. William Parker (-1810); took 16-gun privateer *Le Felix* 26.7.1803; brush with French fleet off Cape Capet 2.5.1804; in chase to the West Indies 1805; took 24-gun ?Spanish privateer *El Principe de la Paz* off Ushant 17.9.1805; in Warren's chase to the West Indies 1806; took 40-gun frigate *La Belle Poule* 13.3.1806; took 14-gun privateer *Le Général Pérignon* 21.1.1810. In 5.1810 under Capt. John Joyce; took French 14-gun privateer *Le Cupidon* 23.3.1811. Laid up at Plymouth 12.1811, paid off into Ordinary 1812 and BU at Plymouth 5.1817.



The 38-gun *Hydra* in action with *La Confiante*, a battle which ended in the French ship being driven ashore and destroyed. *Hydra* was one of a group of relatively large frigates ordered in the mid 1790s to various designs, some based on French hull forms and others by the two Surveyors, intended to test the relative merits of French and British design practice.

Hussar (ex *Hyaena*, renamed 24.1.1798) Woolwich Dyd (M/Shipwright John Tovery).

As built: 150ft 3in, 125ft 8in x 39ft 6in x 13ft in. $1{,}042^{88}/_{94}$ bm.

Ord: 15.2.1797. K: 8.1798. L: 1.6.1799. C: 11.11.1799.

First cost: £29,884 including fitting.

Commissioned: 11.1799 under Capt. Lord (George) Garlies; took 4-gun privateer *Le Général Bessieres* in the Atlantic 11.3.1801. In 3.1801 under Capt. John Giffard, then Capt. William Brown in 4.1801 and later Capt. John Ommaney (temp.). Fitted at Plymouth 5 – 11.1802; recommissioned 6.1802 under Capt. Philip Wilkinson (-1804), for North Sea and the Channel; wrecked off Île de Sein in the Bay of Biscay 8.2.1804, and burnt 10.2.1804.

ACTIVE – 38 guns. Design by Sir John Henslow, developed from his *Artois* Class.

Dimensions & tons: 150ft 0in, 125ft $2^{7}/_{8}$in x 39ft 9in x 13ft 9in. $1{,}052^{55}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Active Chatham Dyd (M/Shipwright Edward Sison).

As built: 150ft 0in, 125ft 2in x 39ft 10½in x 13ft 9in. $1{,}058^{56}/_{94}$ bm. Draught 10ft 10in / 15ft 3in.

Ord: 27.4.1796. K: 7.1798. L: 14.12.1799. C: 4.2.1800.

First cost: £28,610.

Commissioned: 12.1799 under Capt. Charles Davers; convoy for East India ships 1800; took 14-gun privateer *La Quirole* in the Channel 26.1.1801; sailed for the Mediterranean with convoy later in 1801. In 9.1801 under John Giffard (temp.), then 10.1801 under Cmdr. Thomas Shortland (temp.). In 8.1804 under Capt. Richard Mowbray (-1808), for blockade of Toulon; took *La Jeune Isabelle* 1804; pursuit of Villeneuve in the Mediterranean 1805; on Irish station 1806, then with Louis's squadron in the Levant; at Dardanelles 19.2.1807; took 4-gun privateer *Les Amis* 27.4.1807; took (with *Standard*) 16-gun *Friedland* off Cape Blanco 26.3.1808. In 8.1808 under Capt. James Gordon. Fitted at Chatham 5 – 9.1809; recommissioned 6.1809; sailed for the Mediterranean 6.1809; at Battle of Lissa 13.3.1811 (losing 4 killed, 24 wounded); boat attack on grain convoy near Ragozmia 29.7.1811; took (with *Alceste* and *Unite*) 40-gun *La Pomone* and storeship *La Persane*; paid off 6.1812. Middling Repair at Woolwich 6.1813 – 3.1814, then to Sheerness. In 1815 under Capt. William King, then 10.1815 under Capt. Philip Carteret (-1817); fitted for sea at Sheerness 11.1815 – 4.1816; in 1817 on Jamaica station. Fitted with Lieut. Burton's experimental propelling machinery (man powered paddles) 1819; recommissioned 1.1819 under Capt. Sir James Gordon (-1821), on Halifax station. In 12.1821 under Capt. Andrew King 'on particular service', then 9.1824 under Capt. Robert Rodney, on Lisbon station. Fitted as a receiving ship at Plymouth 10.1825 - 2.1826. Renamed *Argo* 15.11.1833. BU completed at Plymouth 24.10.1860.

***LEDA* Class** – 38 guns. Designed 1794 to the lines of the *Hébé*, a (Sanédesigned) French prize taken in 1782. Good all-round capabilities resulted, after a gap of six years, in forty sisters being ordered to her design (of which two were cancelled), not including eight built of 'fir' to a slightly modified design.

Dimensions & tons: 150ft 1½in, 125ft $4^{7}/_{8}$in x 39ft 11in x 12ft 9in. $1{,}062^{79}/_{94}$ bm.

Men: 284 (later 300). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Leda Chatham Dyd (M/Shipwright Edward Sison).

As built: 150ft 2in, 125ft 4in x 40ft 1in x 12ft 9in. $1{,}071^{11}/_{94}$ bm. Draught 10ft 10in / 15ft 4in.

Ord: 27.4.1796 (named 6.5.1797). K: 1.5.1799. L: 18.11.1800. C: 19.12.1800.

First cost: £23,433 including fitting.

Commissioned: 11.1800 under Capt. George Hope; convoy to Mediterranean 1801; took 16-gun privateer *Le Jupiter* 1.5.1801. In 9.1802 under Capt. J(ohn or James) Hardy. Recommissioned 8.1803 under Capt. Robert Honeyman, for North Sea (although temp. under Capts. Henry Digby in 1804 and John Hatley in 2.1805); actions with Boulogne gunboats 1803, 1804 and 1805. Leewards Islands 1805, then Popham's squadron at the Cape 1806; River Plate operations; took 18-gun privateer *L'Adolphe* 4.12.1807; wrecked at the entrance to Milford Haven 31.1.1808.

LAVINIA – 44 guns. Initially intended to be to *Acasta* design, but built to design by Jean-Louis Barrallier with an even longer hull for its 30-gun main battery. Barrallier acted as the overseer for Jacobs's work; when the contractor's business 'failed', he undertook to supervise completion of the work on behalf of the government, renting land (from a Mr. Greville) to create what became Milford Dyd.

Dimensions & tons: 158ft 0in, 132ft 8in x 40ft 8in x 14ft 0in. $1{,}166^{92}/_{94}$ bm.

Men: 294 (later 340). Guns: 30 x 18pdrs (short); QD 6 x 9pdrs + 8 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Lavinia Jacobs & Sons, Milford (completed *in situ* by 'Government' after Jacobs' bankruptcy).

As built: 158ft 1in, 132ft 9½in x 40ft 8¾in x 14ft 0in. $1{,}171^{67}/_{94}$ bm. Draught 11ft 6in / 13ft 6in.

Ord: 15.2.1797. K: 5.1798. L: 6.3.1806. C: 11.7.1806 at Plymouth.

First cost: £6,660 to Jacobs, plus £20,267 to complete building, + £15,669 fitting at Plymouth.

Commissioned: 2.1806 under Capt. Lord William Stuart (-1810, except Capt. John Hancock acting in first half 1808), for the Channel; sailed for the Mediterranean 30.1.1808; sailed with East Indies convoy 28.4.1809; Walcheren operation 1809; sailed for Portugal 17.7.1810. Under Capt. George Digby in 11.1810 (-1812), in the Mediterranean. Fitted for Ordinary at Plymouth 2.1813; between Middling and Large Repair at Plymouth (for £40,468 + £4,216) 2.1815 – 9.1816, then laid up there until 1835. Fitted as a lazarette at Plymouth 4 – 7.1836, then to Liverpool; in quarantine service at Liverpool to 1850. Fitted as a coal depot at Plymouth 1 – 4.1852; hulk at Plymouth to 1868. Order to BU rescinded 7.10.1868; sunk in collision with Hapag s.s. *Cimbria*, and by AO 1.3.1870 sold 'as she lies' 31.3.1870.

***PENELOPE* Class** – 36 guns. Design by Sir John Henslow.

Dimensions & tons: 150ft 0in, 125ft $5^{7}/_{8}$in x 39ft 7in x 13ft 0in. $1{,}045^{81}/_{94}$ bm.

Men: 274. Guns: UD 26 x 18pdrs; QD 6 x 9pdrs + 6 x 32pdr carronades (*Amethyst* and *Jason* carried 2 x 9pdrs + 10 x 32pdr carronades); Fc 2 x 9pdrs + 2 (*Jason* 4) x 32pdr carronades.

Penelope George Parsons, Bursledon.

As built: 150ft 0in, 125ft $4^{1}/_{8}$in x 39ft 8½in x 13ft 0in. $1{,}051^{24}/_{94}$ bm. Draught 10ft 3in / 14ft 3in.

Ord: 4.5.1797. K: 6.1797 (named 22.8.1798). L: 26.9.1798. C: 30.9 - 30.11.1798 at Portsmouth.

First cost: £15,865 to build; total £21,133 including fitting.

Commissioned: 10.1798 under Capt. Charles Paget; sailed for Madeira 3.1.1799 with East Indies convoy. In 3.1799 under Capt. Henry Blackwood; sailed for the Mediterranean 5.9.1799; took 16-gun *Nuestra Señora del Carmen* 26.1.1800; at capture of 80-gun *Le Guillaume Tell* by squadron off Malta 30.3.1800. In 5.1802 under Capt. William Broughton (-1807); recommissioned 8.1802 for the Mediterranean; later under Capt. Charles Pater (temp.); attack on Ver Huell's convoy off the Belgian coast 16.4.1804 (in support of *Cruiser*, *Rattler* and *Aimable*); chase of *Le Vétéran* near Belle Île 26.8.1806. In 1807 under Capt. John Dick (-1810); sailed for Halifax 13.2.1808; at capture of Martinique 1 – 2.1809; paid off 9.1810 at Plymouth into Ordinary. Fitted as troopship at Plymouth 8.1813 – 2.1814; recommissioned 11.1813 under Cmdr. Charles Sullivan and sailed for Halifax. In 12.1814 under Cmdr. James Galloway; wrecked in the St Lawrence River 1.5.1815 (216 drowned or froze to death).

Amethyst Deptford Dyd (M/Shipwright Thomas Pollard).

As built: 150ft 0in, 125ft $5^{3}/_{8}$in x 39ft 7in x 13ft 0in. $1{,}045^{48}/_{94}$ bm. Draught 10ft 7in / 14ft 9in.

Ord: 4.5.1797 (named 5.8.1797). K: 8.1798. L: 23.4.1799. C: 6.6.1799.

Commissioned: 5.1799 under Capt. John Cooke (-1801); operations on the Dutch coast 9.1799; took privateers - 14-gun *L'Aventurier* in the Channel 29.12.1799, 14-gun *La Vaillante* 15.2.1800 (with *Nymphe*), and 22-gun *Le Mars* 1.4.1800; in Quiberon operations 6.1800; with Warren's squadron at Ferrol 26.8.1800; took (with *Oiseau* and *Sirius*) 36-gun *La Dédaigneuse* off the Portuguese coast 26.1.1801; destroyed 6-gun privateer *Nuestra Señora del Carmen* 16.3.1799; took 14-gun privateer *Le Général Brune* in the Channel 9.4.1801. In 10.1801 under Capt. Charles Tyler, then 11.1801 Capt. Henry Glynn, in the North Sea. Recommissioned 4.1803 under Capt. Alexander Campbell, still in North Sea. In 6.1804 under Capt. John Spranger; pursuit of Willaumez's squadron in 12.1804. In 4.1806 under Capt. Michael Seymour (-1809), for the Irish station; took 4-gun privateer *La Joséphine* 15.5.1807; took 40-gun *La Thétis* in Bay of Biscay 10.11.1808; Seymour knighted 1809; with Stopford's squadron off Rochefort 2.1809; took (with *Arethusa*) 40-gun *Le Niémen* in the Bay of Biscay 5.4.1809; in Walcheren operations 8.1809. Middling Repair at Plymouth 9.1809 – 1.1810. Recommissioned 9.1809 under Capt. Jacob Walton; wrecked in storm in Plymouth Sound 16.2.1811 (8 drowned).

Jason George Parsons, Bursledon.

As built: 150ft 2½in, 125ft 5in x 39ft 8¾in x 13ft 0¾in. $1{,}052^{91}/_{94}$ bm. Draught 10ft 5in / 14ft 5in.

Ord: 15.9.1798. K: 10.1798 (named 15.11.1798). L: 27.1.1800. C: 30.1 - 28.5.1800 at Portsmouth.

Commissioned: 3.1800 under Capt. Joseph Yorke; took 14-gun privateer *La Vénus* off Cherbourg 18.1.1801. In 5.1801 under Lieut. Woodley Losack (acting); took 14-gun privateer *Le Dovad* 1.5.1801. Later same month under Capt. Volant Ballard, for cruising. In ?7.1801 under Capt. John Murray; wrecked on a rock in St Malo Bay 24.7.1801.



The frigate *Penelope* harassing the 80-gun *Guillaume Tell* off Malta in March 1800, a cleverly fought delaying action that allowed the pursuing line of battle ships *Lion*, 64 and *Foudroyant*, 80 to come up and capture the damaged French ship. The *Penelope* and her sisters were the largest British-designed 36s of the war.

***AMPHION* Class** - 32 guns. Design by Sir William Rule (although his original plan was modified in favour of Gambier's preferences for a flatter sheer and more raked bow), approved 27.6.1796. Three ships were initially ordered, with a further pair being ordered in 1805 by the Barham Admiralty Board.

Dimensions & tons: 144ft 0in, 121ft 7½in x 37ft 6in (36ft 10in mld.) x 12ft 6in. $909^{71}/_{94}$ bm.

Men: 254. Guns: UD 26 x 18pdrs; QD 4 x 6pdrs + 4 x 24pdrs (1800 - 2 x 6pdrs + 8 x 24pdr carronades); Fc 2 x 6pdrs + 2 x 24pdr carronades.

Amphion James Betts, Mistleythorn.

As built: 144ft 0½in, 121ft 67/8in x 37ft 7¼in x 12ft 6in. $914^{40}/_{94}$ bm.

Ord: 11.6.1796. K: 7.1796 (named 16.12.1796). L: 19.3.1798. C: 6.7.1798 at Chatham.

First cost: £13,958 to build, plus £7,709 fitting.

Commissioned: 5.1798 under Capt. Richard Bennet (-1801); sailed for Africa and thence to Jamaica 20.12.1798; took (with *Alarm*) 24-gun Spanish privateer *Astuzzana* 25.11.1799. Refitted at Chatham (for £8,091) 11.1801 – 1.1802; recommissioned 5.1802 under Alexander Fraser, in the Channel. In 9.1802 under Capt. Thomas Masterman Hardy; from 5.1802 flagship of Vice-Adm. Horatio Nelson, for passage to Mediterranean. In 7.1803 Nelson transferred to *Victory*, also taking Hardy, with Capt. Samuel Sutton moving from *Victory* to take command of *Amphion*, for blockade of Toulon; took (with *Indefatigable*, *Lively* and *Medusa*) Spanish frigates *Medea*, *Fama* and *Clara* 5.10.1804, and sank fourth frigate *Mercedes*; in Orde's squadron for chase to the West Indies 1805. In 10.1805 under Capt. William Hoste (-1811); at bombardment of fortress of Cotrone 26.7.1806; boats in abortive attempy to cut out storeship *La Baleine* from Rosas 12.5.1808; at blockade of Trieste 11.1808; her boats (with *Redwing*'s) cut out French brig and a trabaccola from Melada 8.2.1809; bombardment of Pesaro (with *Spartan* and *Mercury*) 23.4.1809; boats cut out six gunboats from Cortellazzo 27.8.1809, and (with *Cerberus*'s and *Active*'s) took 14 merchant prizes at Grado 28.6.1810, burning 11 more; at Battle of Lissa 13.3.1811, with 15 killed and 47 wounded; returned to UK 4.1812 to pay off. Large Repair at Deptford 4.1812 – 6.1813; recommissioned 5.1813 under Capt. James Stewart (-1815), for North Sea; her boats (with *Champion*'s) in attack on French vessels in the Western Scheldt 6.3.1814. In 1815 under Capt. John Brett Purvis, for convoy from Ireland to Bermuda. In 10.1815 under Capt. William Bowles (-1818), for convoys to Brazil. In 10.1818 under Capt. William Dashwood; paid off early 1819 at Woolwich. Fitted for distressed seamen at Deptford 10.1822, but then sunk as breakwater at Woolwich 11.1820. Remains sold to Joliffe & Banks (for £168) 9.1823 to raise and remove.



The *Amphion* Class was an attempt to produce the smallest viable 18pdr frigate. In theory they should have proved too cramped, but were actually surprisingly successful and popular ships. *Amphion* herself enjoyed a highly eventful career, the high spot of which came at the Battle of Lissa in March 1811. Carrying William Hoste's broad pendant, she led the British line of three frigates and a corvette that out-fought and defeated a far more powerful French force that attempted (as shown here) to imitate Nelson's Trafalgar tactics by bearing down in two lines.

Aeolus Mrs. Frances Barnard, Deptford.

As built: 144ft 3in, 121ft 9in x 37ft 8in x 12ft 6in. $918^{76}/_{94}$ bm.

Ord: 28.1.1800. K: 4.1800. L: 28.2.1801. C: 10.4.1801 at Deptford Dyd.

Commissioned: 3.1801 under Capt. John Spranger (-1803), for convoy duties; sailed for Jamaica 1.1802; in 8.1802 under Lieut. Henry Whitby (acting). In 5.1803 under Capt. Andrew Evans, for Loring's squadron at San Domingo; at capture of 74-gun *Le Duquesne* 25.7.1804; later to Channel station. In 5.1804 under Capt. Lord William Fitzroy (-1809); at Strachan's Action against Dumanoir's squadron 3.11.1805; on Irish station 1805-06; sailed for Halifax 16.8.1807; at capture of Martinique 2.1809. In 10.1809 under Capt. John Shortland, then 12.1810 Capt. Lord James Townshend (-1813); in Brooke's squadron 7.1802; at capture of USS 14-gun *Nautilus* 15.7.1812; chase of USS *Constitution* 17 – 20.7.1812; took (with Acasia, *Maidstone* and *Childers*) US 10-gun privateer *Snapper* 3.11.1812. In 1813 under Capt. Joseph Popham, then 1814 under Cmdr. James Crighton (acting); to Quebec as storeship. Laid up at Woolwich 8.1814; to Deptford 6.1816. BU at Deptford 10.1817.

Medusa Thomas Pitcher, Northfleet.

As built: 144ft 0in, 121ft 6in x 37ft 8½in x 12ft 5½in. $918^{89}/_{94}$ bm. Draught 10ft 5in / 13ft 10in.

Ord: 28.1.1800. K: 4.1800. L: 14.4.1801. C: 15.4 – 26.6.1801 at Woolwich.

Commissioned: 4.1801 under Capt. John Gore; sailed for the Mediterranean 3.1802; took 4-gun privateers *L'Espérance* and *La Sorcier* off Cabrita Point 9.12.1803. Under Capt. Charles Rowley (temp.) 1.1804, then Gore again; Spanish treasure frigates 5.10.1804. In 12.1804 under Capt. Adam Drummond; sailed for the East Indies 18.4.1805. In 2.1806 under Capt. Duncombe Bouverie (-1813); sailed with convoy to Cape of Good Hope 5.1806; River Plate operations 10.1806 – 9.1807; home to UK 7.11.1807; took privateer *L'Actif* off Dunose 4.4.1808; under Capt. William Bowles (temp.) in 12.1808 and 5.1809; took 14-gun vessels in Channel or Bay of Biscay - *L'Aventure* 6.1.1810 and *L'Hirondelle* 14.1.1810; her boats burnt 14-gun storeship *La Dorade* at Arcasson 4.6.1812. In 6.1813 under Capt. George Bell. Fitted for Ordinary at Plymouth 10 – 11.1813, then as temporary hospital ship at Plymouth 12.1813. BU at Pater (Pembroke Dock) 11.1816.

Proserpine Thomas Steemson, Paull (near Hull).

As built: 144ft 3in, 122ft 0¾in x 37ft 8¼in x 12ft 6in. $922^{17}/_{94}$ bm. Draught 11ft 0in / 14ft 3in.

Ord: 10.6.1804. K: 9.1805. L: 6.8.1807. C: 20.8 – 27.11.1807 at Chatham.

Commissioned: 9.1807 under Capt. Charles Otter; sailed for the Mediterranean 6.3.1808; taken by French 40-gun frigates *La Pénélope* and *La Pauline* off Toulon 28.2.1809 (1 killed, 10 wounded).

Nereus Simon Temple, South Shields.

As built: 144ft 1in, 121ft 8¼in x 37ft 8in x 12ft 5½in. $917^{76}/_{94}$ bm. Draught 10ft 8in / 13ft 10in.

Ord: 4.10.1805. K: 11.1806. L: 4.3.1809. C: 12.4 – 17.7.1809 at Chatham.

Commissioned: 5.1809 under Capt. Peter Heywood (-1813), for the Channel and later the Mediterranean; sailed for South America 30.8.1810, and again 15.6.1812. In 1813 under Capt. Manley Hall Dixon, as flagship of Rear-Adm. Manley Dixon; paid off 1.1815, into Ordinary at Woolwich. Later troopship. BU at Deptford 2.1817.

***NARCISSUS* Class** - 32 guns. Design by Sir John Henslow, approved 13.1.1798. Three vessels were completed to this design (the *Tartar* was a wartime loss, *Cornelia* was BU in 1814 while *Narcissus* survived to 1837), with two more ordered in 1805 but cancelled in 1806.

Dimensions & tons: 142ft 0in, 118ft 5in x 37ft 6in x 12ft 6in. $885^{90}/_{94}$ bm.

Men: 254. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 8 x 24pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades.

Narcissus Deptford Dyd (M/Shipwright Edward Tippett).

As built: 142ft 0½in, 118ft $4^{7}/_{8}$in x 37ft 8in x 12ft 6in. $893^{54}/_{94}$ bm. Draught 10ft 2in / 14ft 4in.

Ord: 23.11.1797. K: 2.1800. L: 12.5.1801. C: 2.7.1801.

First cost: £34,013 including fitting.

Commissioned: 1.1801 under Capt. Percy Fraser. In 10.1801 under Capt. Ross Donnelly (-1806); sailed for the Mediterranean 2.1802; at blockade of Toulon 1802; took 16-gun *L'Alcion* off Sardinia 8.7.1803; her boats (with *Seahorse*'s and *Maidstone*'s) destroyed convoy at Lavandon (Hyères Bay) 11.7.1804; sailed for Jamaica and Cape of Good Hope

4.1805; took 4-gun privateer *Le Prudent* on the African coast 29.10.1805; destroyed 32-gun privateer *Le Napoleon* near Cape of Good Hope 24.12.1805; with Popham's squadron at Cape of Good Hope 1806; in River Plate operations 6 – 10.1806. In 8.1806 under Capt. Charles Malcolm; took Spanish schooner *Cantela* in the Bay of Biscay 18.8.1807; at blockade of Lorient 3.1808; took (with *Naiad*) privateers 16-gun *La Fanny* and 4-gun *Le Superbe* 16.12.1808. In 7.1809 under Capt. Frederick Aylmer; took 14-gun privateers - *Le Duguay Trouin* 19.1.1810 and *L'Aimable Joséphine* 5.2.1810; paid off 3.1812. Between Small and Middling Repair at Plymouth 2 – 8.1812; recommissioned 6.1812 under Capt. John Lumley; sailed for North America 29.9.1812; took US 12-gun *Viper* on Jamaica station 17.1.1813; took US 12-gun privateer *Revenge* 30.3.1813; boats took cutter *Surveyor* in the York River 12.6.1813. In 1814 under Capt. Alexander Gordon, then 3.1815 Capt. George Crofton; laid up at Deptford 6.1816. Fitted there as a receiving ship 7.1822 – 10.1823, then fitted at Woolwich for the temporary receipt of convicts 10 – 12.1823; fitted as convict hospital ship there 7. 1824. Sold to J. Levy 1.1837.

Tartar Josiah & Thomas Brindley, Frindsbury.

As built: 142ft 0in, 118ft 3½in x 37ft 8½in x 12ft 6in. $894^{64}/_{94}$ bm. Draught 9ft 0in / 13ft 3in.

Ord: 28.1.1800. K: 8.1800. L: 27.6.1801. C: 18.7.1801 at Chatham.

Commissioned: 7.1801 under Capt. James Walker; sailed for Jamaica 10.1801. In 6.1802 under Capt. Charles Inglis, then 1803 Capt. John Perkins; in Loring's squadron at capture of 74-gun *Le Duquesne* and 16-gun *L'Oiseau* off San Domingo 25.7.1803. In 1804 under Capt. Keith Maxwell; boats took 10-gun privateer *L'Hirondelle* off San Domingo 31.7.1804. In 3.1805 under Capt. Edward Hawker; took 18-gun brig *L'Observateur* in the West Indies 9.6.1806. In 1807 under Capt. Stephen Poyntz; paid off ?10.1807. Small Repair at Deptford (for £18,011) 10.1807 – 4.1808; recommissioned 10.1807 under Capt. George Bettesworth; action with Danish schooner and 5 gunboats at Bügen 15.5.1808, one gunboat sunk, but lost 2 killed (including Bettesworth) and 10 wounded. In 5.1808 under Capt. Joseph Baker; took 7-gun Danish privateer *Naargske Gutten* 3.11.1808; took small Danish privateer off coast of Courland 15.5.1809; at defence of Anholt Island 27.3.1811bilged on Dago (Hiiumaa) Island in the Baltic 18.8.1811; run ashore at Kahar Inlet 21.8.1811 and later burnt.

Cornelia Simon Temple, South Shields.

As built: 142ft 5¾in, 118ft $11^{1}/_{8}$in x 37ft $10^{7}/_{8}$in x 12ft 6in. $908^{90}/_{94}$ bm. Draught 10ft 0in / 13ft 6in.

Ord: 10.6.1805. K: 5.1806. L: 26.7.1808. C: 14.8 – 28.11.1808 at Chatham.

Commissioned: 11.1808 under Capt. Henry Edgell (-1811); sailed for East Indies 30.12.1808. In 8/9.1811 under Capt. William F. Owen, in East Indies; paid off 1813 into Ordinary at Woolwich. BU at Sheerness 6.1814.

Siren William Record, Appledore.

Ord: 16.7.1805. K: ?1805 (not certain if commenced). Cancelled 24.6.1806.

Doris William Record, Appledore.

Ord: 6.1.1806. K: … . Cancelled 24.6.1806.

***APOLLO* Class** – 36 guns. Sir William Rule design.

Dimensions & tons: 145ft 0in, 121ft $9^{3}/_{8}$in x 38ft 2in x 13ft 3in. $943^{53}/_{94}$ bm.

Men: 264. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Apollo John Dudman, Deptford.

As built: 145ft 0in, 122ft 4in x 38ft 4in x 13ft 3in. $956^{17}/_{94}$ bm.

Ord: 15.9.1798. K: 11.1798 (named 18.2.1799). L: 16.8.1799. C: 5.10.1799 at Deptford Dyd.

Commissioned: 8.1799 under Capt. Peter Halkett (note Halkett had commanded the previous *Apollo*, lost in 1.1799); sailed for Jamaica 26.12.1799; took 4-gun Spanish privateer *Aquilla* 11.1.1800; took 18-gun *El Cántabro* off Havana 27.1.7.1800; destroyed 18-gun *El Resolution* (ex British privateer taken 1782) in Gulf of Mexico 10.11.1800; took 14-gun privateer *La Vigilante* in Gulf of Mexico 16.2.1801. Fitted at Portsmouth 4.1802 – 2.1803; recommissioned 10.1802 under Capt. John Dixon, for the Irish station; took 4-gun *Le Dard* in Bay of Biscay 29.6.1803; wrecked near Cape Mondego (Portugal) 2.4.1804, with 62 dead including Dixon.

Blanche John Dudman, Deptford.

As built: 145ft 1in, 121ft 9½in x 38ft 3¾in x 13ft 3in. $950^{86}/_{94}$ bm. Draught 10ft 5in / 14ft 1in.

Ord: 18.1.1799. K: 2.1800. L: 2.10.1800. C: 2.12.1800 - 17.1.1801 at Deptford Dyd.

Commissioned: 12.1800 under Capt. Graham Hamond; expedition to Baltic 1801. In 5.1802 under Capt. Barrington Dacres; Royal Escort at Weymouth 1802; paid off 9.1802. Fitted at Sheerness 8.1802 – 1.1803; recommissioned 10.1802 under Capt. Zachary Mudge; in attempt to cut out privateer cutter *L'Albion* at Monte Christi 3.11.1803 (she was taken 4.11.1803); in Bligh's attempt on Curacao 30.1 – 25.2.1804; took privateers – 14-gun *La Gracieuse* off Curacao 21.10.1804, 6-gun *Le Hasard* 5.4.1805 and 14-gun schooner *L'Amitié* 9.4.1805; taken by French 40-gun *Le Topaze* and others in the Atlantic off Porto 19.7.1805, with 8 killed and 15 wounded; burnt by her captors.

Euryalus Balthazar & Edward Adams, Bucklers Hard.



This fine portrait by the French artist J.J. Baugean is described loosely as a British 36-gun frigate, but probably depicts one of the most numerous *Apollo* Class, a design of 1798 revived in large numbers after 1803.

As built: 145ft 2in, 121ft 11¾in x 38ft 2¼in x 13ft 3in. $946^{16}/_{94}$ bm. Draught 10ft 11in / 14ft 10in.
Ord: 16.8.1800. K: 10.1801. L: 6.6.1803. C: 7.6 - 9.8.1803 at Portsmouth.
First cost: £14,290 to builder (after £1,000 fine for late delivery).
Commissioned: 6.1803 under Capt. Henry Blackwood, for the Channel and Irish coast; at Battle of Trafalgar 21.10.1805. In 2.1806 under Capt. George Dundas (-1812), for the Mediterranean to 1807; her boats (with *Cruiser*'s) took Danish gunboat in the Great Belt 16.6.1808; in Walcheren operations 1809; took 14-gun privateer *L'Etoile* off Cherbourg 18.11.1809; sailed for the Mediterranean 26.4.1810; took (with *Swallow*) 2-gun privateer *L'Intrépide* off Corsica 7.6.1810. In ?5.1811 under George Waldegrave; sailed for the Mediterranean 16.4.1811. In 11.1812 under Capt. Thomas Ussher, later under Capt. Jeremiah Coghlan. In 1813 under Capt. Sir Charles Napier; at blockade of Toulon 1813; her boats (with *Berwick*'s) took 10-gun xebec *La Fortune* 16.5.1813; destroyed storeship *La Baleine* at Calvi 23.12.1813; in Potomac operations 1814; paid off 6.1815. Recommissioned 6.1815 under Capt. Thomas Huskisson (-1821). Between Small and Middling Repair at Woolwich 12.1815 – 11.1816, then to Chatham. Fitted for sea at Chatham 5 – 10.1818; to Leeward Islands 1819 (as flagship 11.1819 – 5.1820), then at Jamaica (flagship 6 – 12.1820). In 1.1821 under Cmdr. Isaac Chapman (acting), then 10.1821 under Capt. Augustus Clifford (-1825); to the Mediterranean 1823; paid off 3.1825. Fitted as a convict ship at Chatham (for £7,936) 8 – 11.1825. Used as a coal hulk at Sheerness 1845, then fitted as a convict ship again (for £11,104) 7.1846 – 2.1847, then to Gibraltar as a convict ship 1847. Renamed *Africa* 1859. Sold to A.C. Recano at Gibraltar (for £337.6.8d) 16.8.1860.

***AIGLE* Class** – 36 guns. Design by Sir John Henslow, 1798.
Dimensions & tons: 146ft 0in, 122ft 1½in x 38ft 6in x 13ft 0in. $962^{81}/_{94}$ bm.
Men: 264. Guns: UD 26 x 18pdrs; QD 4 x 9pdrs + 8 x 32pdr carronades; Fc 4 x 9pdrs + 2 x 32pdr carronades.

Aigle Balthazar & Edward Adams, Bucklers Hard.
As built: 146ft 2in, 122ft 1in x 38ft 8in x 13ft 0in. $970^{84}/_{94}$ bm (990 as corvette).
Ord: 15.9.1798. K: 11.1798. L: 23.9.1801. C: 28.9 - 6.10.1801 (for Ordinary) 24.3.1803 (for sea) at Portsmouth.
First cost: £14,335 to builder.
Commissioned: 12.1802 under Capt. George Wolfe (-1811), for the Channel; took 14-gun privateer *L'Alerte* 27.9.1803; drove ashore and destroyed 20-gun *La Charente* and 8-gun *La Joie* near mouth of Gironde 12.7.1804; in 2.1805 under Cmdr. Henry Sturt (acting); action against 40-gun *L'Italienne* and 38-gun *La Sirène* off Île Groix 22.3.1808; action in Basque roads 4.1809; Walcheren operations 8.1809; took 18-gun privateer *Le Phoenix* 12.9.1810. In 10.1811 under Capt. Sir John Louis; sailed for the Mediterranean 20.11.1811; paid off 1813. Rerated 42-gun 2.1817. Between Middling and Large Repair at Woolwich (for £36,427) 3.1817 – 5.1819, then laid up. Very Small Repair and cut down into a 24-gun Sixth Rate corvette at Chatham 3 – 7.1831, then laid up again. Fitted at Chatham for sea (for £9,670) 8 – 11.1841; recommissioned 8.1841 under Capt. Lord Clarence Paget (-1845), for the Mediterranean. Fitted as coal hulk (and receiving ship) at Woolwich 10 – 11.1852; to Sheerness 9.1869. Appropriated as torpedo target 15.8.1870. Sold (by AO 3.11.1870) to BU to A.W. Howe (for £925) 26.11.1870.

Resistance George Parsons, Bursledon.
As built: 146ft 1¼in, 122ft 1in x 38ft 9in x 13ft 0½in. $975^{8}/_{94}$ bm. Draught 10ft 5in / 15ft 7in.
Ord: 28.1.1800. K: 3.1800. L: 29.4.1801. C: 30.4 - 21.6.1801 at Portsmouth.
Commissioned: 5.1801 under Capt. Henry Digby; sailed for North America; took privateer *Elizabeth*; home at end 1801. In 5.1802 under Capt. Philip Wodehouse (-1803); on Weymouth station for Summer 1802. Recommissioned 9.1802; wrecked on Portuguese coast near Cape St Vincent 31.5.1803.

ETHALION – 36 guns. 'Admiralty' (probably Adm. James Gambier's) design, approved 5.9.1799, developed from earlier *Triton* and likewise incorporating Gambier's preferences for minimal sheer and a wall-sided hull. With the arming of this frigate the carronade reached its zenith, in replacing all QD/Fc guns except one pair of chase 9pdrs.
Dimensions & tons: 152ft 0in, 129ft 2¼in x 38ft 0in x 13ft 0in. $992^{25}/_{94}$ bm.
Men: 264. Guns: UD 26 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Ethalion Woolwich Dyd (M/Shipwright Edward Sison).
As built: 152ft 5½in, 129ft 7¾in x 38ft 0in x 13ft 0in. $995^{74}/_{94}$ bm.
Ord: 7.9.1799. K: 5.1800. L: 29.7.1802. C: 25.10.1802 at Woolwich, then 31.10.1802 – 14.3.1803 at Sheerness.
First cost: £30,700 including fitting.

Commissioned: 11.1802 under Capt. Charles Stuart (-1806), for the North Sea; flagship of Adm. Lord Keith summer 1803; recommissioned 11.1804 and sailed for Leeward Islands 20.4.1805. In 1807 under Capt. Jonas Rose, in the Leeward Islands, later Capt. William Fahie, then 1809 Capt. Thomas John Cochrane; capture of Martinique 2.1809; paid off 8.1810. Between Small and Middling Repair and fitted at Portsmouth 6.1810 – 1.1811; recommissioned 11.1810 under Capt. Edmund Heywood (-1813), for the Baltic. In 5.1814 under Capt. William Dobbie, for the Irish station; paid off 9.1815 at Woolwich; later to Deptford then back to Woolwich. Fitted as convict ship at Woolwich 8 - 9.1823. Fitted as temporary receiving ship at Woolwich 7.1824, then permanently 10.1824 – 3.1825. Fitted as a breakwater at Woolwich 4 - 5.1835, for Harwich where employed 1838-75. BU notified 6.1877.

LIVELY – 38 guns. Design by Sir William Rule, approved 13.12.1799. Prototype of the most successful British frigate design of the era, to which fifteen more vessels would be ordered in 1803 to 1812 (see below).

Dimensions & tons: 154ft 0in, 129ft 8in x 39ft 5in x 13ft 6in. $1{,}071^{51}/_{94}$ bm.

Men: 284 (later 300). Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Lively Woolwich Dyd (M/Shipwright Edward Sison).

As built: 154ft 1in, 129ft 7¾in x 39ft 6in x 13ft 6in. $1{,}075^{90}/_{94}$ bm. Draught 10ft 9in / 11ft 8in.

Ord: 15.10.1799. K: 11.1801. L: 23.7.1804. C: 27.8.1804.

Commissioned: 7.1804 under Capt. Graham Hamond, for cruising; in action off Cadiz (with *Indefatigable*, *Medusa* and *Amphion*) against Spanish 'treasure fleet' of four frigates 5.10.1804; in action against Spanish 74-gun *Glorioso* off Cadiz 29.5.1805; in convoy of General Craig's force in landing at Naples 3.1806. In 6.1806 under Capt. George M'Kinley; sailed for Portugal 18.6.1808; took (with *Plover*) 16-gun privateer *L'Aurore* 18.9.1809; sailed for the Mediterranean 17.6.1810; wrecked off Malta 10.8.1810.

FORTE – 38 guns. Design copied from *Révolutionnaire* (French prize of Forfait design, taken 1794), and approved 11.10.1802. This vessel was originally ordered 9.7.1801 to be built at Sheerness Dyd, but this work was never started, and the order was transferred to Woolwich in 1809.

Dimensions & tons: 157ft 2in, 131ft $9^{7}/_{8}$in x 40ft 5½in x 12ft 5in. $1{,}147^{68}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Forte Woolwich Dyd (M/Shipwright Edward Sison).

As built: 157ft $5^{5}/_{8}$in, 132ft 1½in x 40ft 6½in x 12ft 5in. $1{,}155^{11}/_{94}$ bm. Draught 10ft 8in / 14ft 9in.

Re-ord: 15.9.1809. K: 3.1811. L: 21.5.1814. C: 5.9.1814 (for Ordinary).

First cost: £37,636 including fitting.

In Ordinary at Sheerness 1814-17. Small Repair at Chatham (for £5,652) 5 – 10.1817. Fitted for sea at Chatham (for £14,836) 6 - 10.1820.

Commissioned: 6.1820 under Capt. Thomas John Cochrane (-1822), for Halifax station as flagship of Rear-Adm. William Fahie. Between Small and Middling Repair and fitted for sea at Plymouth (for £24,415) 8.1825 – 8.1826; recommissioned 3.1826 under Capt. Jeremiah Coghlan (-1830), for South America. Fitted for sea at Plymouth (for £10,017) 11.1832 – 8.1833; recommissioned 5.1833 under Capt. Watkin Pell (-1837), for North America and West Indies. Laid up at Plymouth 3.1837; to Deptford 3.1844. BU at Deptford 10.1844.

***PERSEVERANCE* Class** – 36 guns. Further vessels built at St. Vincent's insistence to Edward Hunt's design of 1783 (see above for earlier four built during American War), with minor changes such as built up forecastle, but with equally poor sailing performance. Contrary to some reports, the two Bombay-built ships were not built for the East India Co (Bombay Marine); for full report see Robert Gardiner's *Frigates of the Napoleonic Wars*, p.11, which explains the confused re-naming history; although nominally to this Hunt design, these two vessels differed significantly from the standard design, *Salsette* particularly being much beamier. *Orlando* was a late addition to the class, following an ill-conceived request to Chatham to build a similar frigate following the launch of the *Iphigenia*.

Dimensions & tons: 137ft 0in, 113ft 2½in x 38ft 0in x 13ft 5in. $869^{50}/_{94}$ bm.

Men: 260 (by 1815, 264). Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Tribune George Parsons, Bursledon.

As built: 137ft 1½in, 113ft 1½in x 38ft 4in x 13ft 5in. $884^{19}/_{94}$ bm. Draught 10ft 4in / 15ft 6in.

Ord: 6.5.1801. K: 7.1801. L: 5.7.1803. C: 7.7 - 20.8.1803 at Portsmouth.

Commissioned: 7.1803 under Capt. George Towry. In 1804 under Capt. Richard Bennet (-1805); took gunbrigs (cannonnières) *No.43* and *No.47* on 30.1.1804; under Capt. Richard Curry (temp.) 5 – 6.1805. In 1806 under Capt. Thomas Baker; chase of *Le Vétéran* unto Baie de la Forêt 26.8.1806. In 1808 under Capt. George Reynolds (-1813), for the Baltic; action with 4 Danish brigs off Mandal (Norway) 12.5.1810; sailed for Leeward Islands 5.3.1811. Middling Repair at Woolwich (for £32,397) 1.1814 – 6.1815, then laid up at Chatham. Fitted for foreign service at Chatham (for £15,041) 10.1818 – 12.1819; recommissioned 9.1818 under Capt. Josiah Nesbit Willoughby, for the Leeward Islands; paid off 9.1822. Small Repair and fitted for sea at Chatham (for £12,248) 9.1822 – 3.1823; recommissioned 11.1822 under Capt. Gardiner Guion (-1825); on Lisbon station 1825. Between Small and Middling Repair and fitted for sea at Chatham (for £29,123) 7.1826 – 5.1828; recommissioned 1.1828 under Capt. John Wilson, for South America; from 12.1829 under Capt. John Duntze. Very Small Repair and cut down to a 24-gun Sixth Rate corvette at Chatham (for £6,111) 1.1832 – 3.1833; fitted for sea at Chatham (for £7,771) 5 – 9.1834; recommissioned 5.1834 under Capt. James Tompkinson (-1837), for the Mediterranean. In 1838 under Capt. Charles Williams; wrecked near Tarragona on 29.11.1839.

Shannon (ex *Pallas*, renamed 11.1802) Josiah & Thomas Brindley, Frindsbury.

As built: 137ft 1½in, 113ft $4^{3}/_{8}$in x 38ft 2¾in x 13ft 5¼in. $881^{28}/_{94}$ bm. Draught 9ft 5in / 14ft 7in.

Ord: 8.7.1801. K: 8.1801. L: 2.9.1803. C: 12.10.1803 at Chatham.

Commissioned: 7.1803 under Capt. Edward Leveson Gower, for blockade of Le Havre; grounded in a gale near La Hogue and taken by French troops 10.12.1803 (3 killed, 8 wounded); wreck burned by sloop *Merlin* 16.12.1803.

Meleager Chatham Dyd (M/Shipwright Robert Seppings).

As built: 137ft 0in, 113ft 1½in x 38ft 1½in x 13ft 5in. $874^{58}/_{94}$ bm.

Ord: 9.7.1801. K: 6.1804. L: 25.11.1806. C: 12.1.1807.

Commissioned: 11.1806 under Capt. John Broughton, for cruising; in North Sea 1807; sailed with convoy for West Indies 16.11.1807; cut out 1-gun privateer *Renard* from Santiago de Cuba 8.2.1808; took Spanish 5-gun privateer *Antelope* 19.2.1808. In 4.1808 under Capt. Frederick Warren, in the West Indies; wrecked on Bare Bush Key, Jamaica 30.7.1808 (3 drowned).

Iphigenia Chatham Dyd (M/Shipwright Robert Seppings).

As built: 137ft 0in, 113ft 1¼in x 38ft 2in x 13ft 5in. $876^{33}/_{94}$ bm. Draught 10ft 6in / 14ft 3in.

Ord: 9.7.1801. Cancelled 26.7.1805, but reinstated 20.1.1806. K: 2.1806. L: 26.4.1808. C: 24.6.1808 at Chatham.

First cost: £26,150, including fitting.

Commissioned: 5.1808 under Capt. Henry Lambert (-1810); sailed for the Cape of Good Hope 28.1.1809; at capture of *Réunion* 8.7.1810; surrendered to French squadron at Mauritius 28.8.1810; became French *L'Iphigénie*; retaken by Bertie's squadron 6.12.1810. Under Capt. Thomas Caulfield for passage home; paid off 4.1811. Fitted at Portsmouth (for £17,402) 11.1811 – 2.1812; recommissioned 1.1812 under Capt. Lucius Curtis; sailed with convoy for East Indies 25.3.1812. Later under Capt. Fleetwood Pellew; sailed for the Mediterranean 6.12.1812. In 2.1813 under Capt. Andrew King, in the Mediterranean; made good defects at Chatham (for £15,064) 6 – 9.1815; sailed for the East Indies 10.1815. In 5.1816 under Capt. John Tancock, for the Mediterranean. Made good defects at Plymouth (for £16,834) 1 – 6.1818; in 3.1818 under Capt. Hyde Parker, for Jamaica. Fitted for sea at Plymouth (for £6,720); recommissioned 6.1821 under Capt. Sir Robert Mends, for the African station. Fitted at Woolwich 12.1832 – 7.1833 and to the Marine Society as a training ship until 1848. BU at Deptford 5.1851.

Lowestoft Woolwich Dyd.

Ord: 9.7.1801. K: … . Cancelled 26.7.1805.

Salsette (ex *Pitt*, renamed 19.2.1807) Bombay Dyd.

As built: 137ft 0in, 112ft 11in x 38ft 9in x 13ft 7in. $901^{82}/_{94}$ bm.

Ord: 12.5.1802. K: 19.7.1803. L: 17.1.1805.

First cost: £27,922 to East India Company (includes fitting).

Commissioned: 1805 at Bombay under Capt. Walter Bathurst, for the East Indies; at blockade of Mauritius 1805-06. In 1806 under Capt. James G. Vashon, then 2.1807 Capt. George Waldegrave (-1809). Refitted at Portsmouth (for £7,600) 1.1808 – 17.3.1808; later to Baltic 1808-09. In 1810 under Cmdr. Henry Montresor, then ?William Bertie

(drowned 12.1810), Cmdr. John Hollingworth and 1811 Capt. Henry Hope; took privateers – 2-gun *La Comète* in the Mediterranean 21.4.1812, and 16-gun *Le Mercure* off Isle of Wight 14.10.1812. In 12.1812 under Capt. John Bowen (-1815); sailed for the East Indies 25.3.1813. In 1815 under Capt. Joseph Drury; laid up at Portsmouth 6.1816; housed over 11.1823 but remained in Ordinary; fitted as a lazarette at Portsmouth 7.1831, for Hull. Fitted as receiving ship at Woolwich (for £867) 10.1835. To Sheerness by AO 7.9.1869. BU completed 20.3.1874 at Chatham.

Doris (ex *Pitt*, renamed 26.8.1807) Bombay Dyd.

[Name changed from *Pitt* after purchase by RN (just to confuse matters, she was also called *Salsette* prior to acquisition by the RN).]

As built: 137ft 0in, 113ft 2½in x 38ft 0in x 13ft 5in. $869^{50}/_{94}$ bm.

Ord: 5.6.1803. K: 25.4.1806. L. 24.3.1807.

First cost: £39,774 to East India Company (includes fitting).

Commissioned: 1808 at Bombay under Capt. Christopher Cole (-1810), for the East Indies; in 1810 under Capt. William Lye; at capture of Mauritius 12.1810; at capture of Java 9.1811. In 1812 under Cmdr. John Harper for passage to UK. Arrived Plymouth 8.11.1812. Fitted for foreign service at Plymouth (for £13,787) 12.1812 – 3.1813; recommissioned 1.1813 under Capt. Robert O'Brien (-1815); sailed for China 25.3.1813. In 1816 under Capt. John Allen. Small Repair at Sheerness (for £4,250) 10.1817 – 4.1818. Fitted for sea at Sheerness (for £13,337) 3 – 6.1821; recommissioned 3.1821 under Capt. Thomas Graham (died 4.1822), for South America. In 4.1822 under Capt. Frederick Vernon, then 1824 Capt. William Hope Johnstone; paid off 1.1825. Recommissioned 2.1825 under Sir John Sinclair (-1829). Sold at Valparaiso (for $5,590) because of her decayed state 4.1829.

Orlando Chatham Dyd (M/Shipwright Robert Seppings).

As built: 137ft 0in, 113ft 1¼in x 38ft 2in x 13ft 5in. $876^{33}/_{94}$ bm. Draught 10ft 5in / 14ft 5in.

Ord: 2.5.1808. K: 3.1809. L: 20.6.1811. C: 20.7.1811 at Chatham.

Commissioned: 6.1811 under Capt. John Clavell (-1815); sailed for the Mediterranean 20.11.1811. In 1815 under Cmdr. Charles Bridgeman (temp.). Fitted for foreign service at Deptford 6 – 9.1815, then under Clavell again (-1818), for the East Indies; paid off 1818 at Trincomalee. Fitted as a hospital ship at Trincomalee by AO 15.10.1819. Sold there (for 7,000 rupees) 3.1824.

Ex FRENCH PRIZES (1793-1801). The standard French 18pdr frigate (with 28 x 18pdrs on the UD) was rated at 40 guns by the French Navy (here including its Dutch and Italian dependants), but were re-rated at 38 guns when added to the British Navy. The survivors were all re-rated as 46s in 2.1817. The shorter type (with only 26 x 18pdrs) were registered as 38-gun in the French Navy but became 36-gun when added to the RN; unless otherwise stated all the following were of the former type.

While no enemy prizes were ever considered or treated by the Admiralty or Navy Boards as belonging to a 'class' in the modern sense, the large number of these vessels captured by and added to the RN makes it convenient and useful to consider them as complete 'classes' in the same design sense as with British-built vessels.

***ARETHUSE*.** Pierre Ozanne and Léon-Michel Guignace design; the sole frigate produced jointly by these designers.

Undaunted (ex *Arethuse*) (ex French *L'Aréthuse*, built 1.1790 – 9.1792 Brest. L: 3.3.1791), 38 guns.

Dimensions & tons: 152ft 0in, 126ft 10in x 39ft 8½in (39ft 0in mld.) x 12ft 4in. $1{,}063^{70}/_{94}$ bm.

Men: 286. Guns: UD 28 x 18pdrs; QD 6 x 6pdrs + 4 x 24pdr carronades; Fc 4 x 6pdrs.
Surrendered at Toulon 29.8.1793. Removed from there 12.1793. Fitted at Portsmouth (for £2,871) 3.5.1794 – 6.1.1795. Named and registered as *Arethuse* 29.10.1794.
Under Lieut. Peter Riboleau for passage to England (under Bourbon colours). Renamed *Undaunted* 14.7.1795.
Commissioned: 7.1795 (with new name) under Capt. Henry Roberts (died 25.8.1796); sailed for Leeward Islands 9.2.1796; in Parr's squadron at Demerara and Essequibo 23.4.1796 and at Berbice 2.5.1796. Under Cmdr. Robert Winthrop from 25.8.1796; wrecked on Morant Keys (Jamaica) 31.8.1796.

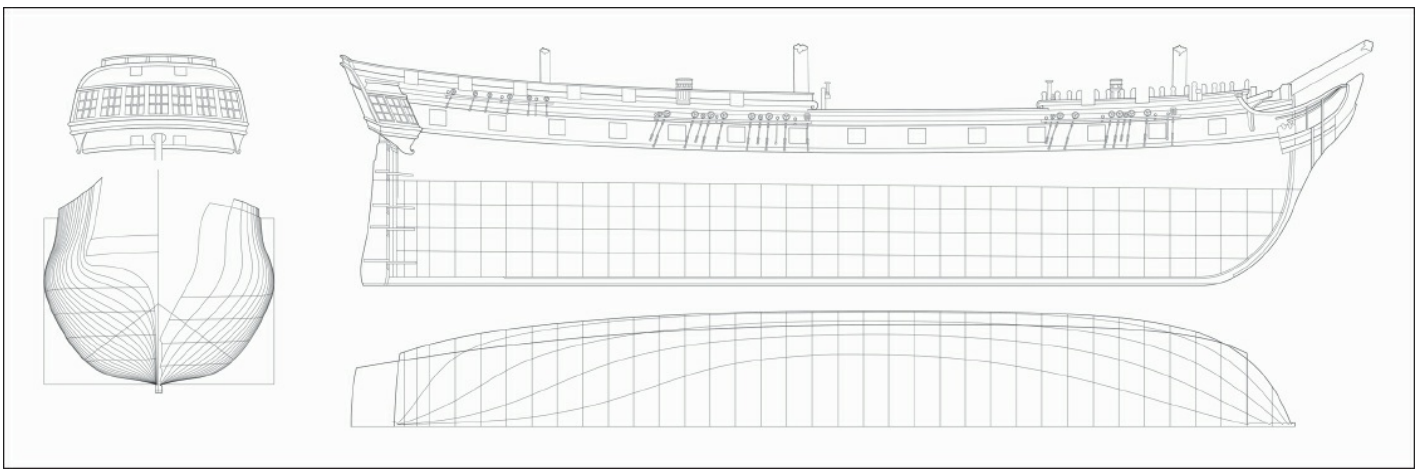
***La JUNON* Class.** (Joseph-Marie-Blaise Coulomb design). Six frigates were built to this draught, all at Toulon – *La Junon* and *La Minerve* (i), *L'Impérieuse*, *La Melpomène*, *La Perle* and *La Minerve* (ii). All were added to the RN by the end of 1799. The first pair were completed as 38-gun ships, with 26 x 18drs on the UD, while the last four were completed as 40-gun ships, with an extra pair of ports forwards (chase ports) for 18pdrs; this distinction was preserved upon their registration in the British Navy, although each ship was registered with one fewer (QD) pair of secondary guns. By any standards, these were remarkably well-built ships, most being repaired and lasting well for several decades of RN service.

Amethyst (ex French *La Perle*, built 6.1789 – 2.1791 at Toulon. L: 27.8.1790), 38 guns.
Dimensions & tons: 150ft 4in, 124ft 6in x 39ft 5in (38ft 9in mld) x 12ft 10½in. $1{,}028^{80}/_{94}$ bm.
Men: 300. Guns: UD 28 x 18pdrs; QD 10 x 6pdrs + 6 x 32pdr carronades (later just 8 x Fc 2 x 6pdrs + 2 x 32pdr carronades (later just 2 x 6pdrs).
Surrendered by French Royalists at Toulon 29.8.1793; removed thence 18.12.1793. Fitted at Portsmouth (for £10,498) 17.12.1794 – 9.9.1795; registered by AO 4.9.1795.
Commissioned: 1795 under Capt. Thomas Affleck. Wrecked on Alderney 30.12.1795.

Imperieuse (ex French *L'Impérieuse*, built 2.1786 – 5.1788 at Toulon. L: 11.7.1787), 38 guns.
Dimensions & tons: 148ft 6in, 124ft 10in x 39ft 7in (39ft 0in mld) x 12ft 8in. $1{,}040^{32}/_{94}$ bm.
Men: 315. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades. Later (?by 1807) re-armed with
Taken by *Captain* off La Spezia 10.10.1793. Arrived Chatham 7.12.1794. Registered 30.3.1795. Fitted at Chatham (for £8,432) 6 – 10.1795. Renamed *Unite* 3.9.1803. Fitted for Trinity House 10.1803. Repaired by Hill & Mellish, Limehouse (for £12,144) 9.1804 – 4.1805.
Commissioned: 4.1805 under Capt. Charles Ogle. Completed fitting at Deptford (for £9,449) 6.1805. Made good defects at Plymouth (for £14,324) 9 – 12.1809. Underwent between Middling and Large Repair at Deptford (for £30,536) 4.1815 – 10.1816. Laid up at Chatham, housed over fore and aft. Underwent between Small and Middling Repair at Chatham (for £10,042) 12.1825 – 4.1826. Fitted at Woolwich as a convict hospital ship 9 – 10.1836. Completed BU at Chatham 9.1.1858.

San Fiorenzo (ex French *La Minerve* (i), built 1.1782 – 10.1782 at Toulon. L: 31.7.1782), 36 guns.
Dimensions & tons: 148ft 8in, 124ft $4^{1}/_{8}$in x 39ft 6in (38ft 11in mld.) x 13ft 3in. $1{,}031^{86}/_{94}$ bm.
Men: 274. Guns: UD 26 x 18pdrs; QD 6 x 6pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Found scuttled at San Fiorenzo, Corsica 19.2.1794 (after damage by English shore batteries on 18.2.1794); raised and added to RN.
Initially under Capt. Charles Tyler; from 7.1794 under Capt. Sir Charles Hamilton. Arrived Chatham 22.11.1794, and registered 30.5.1795; completed fitting at Chatham (for £8,459) 14.8.1795.
Commissioned: 6.1795 under Capt. Sir Harry Neale (-1800), for Weymouth; took (with *Nymphe*) 40-gun *La Résistance* and 22-gun *La Constance* off Brest 9.3.1797; took 14-gun privateer *L'Unité* off Owers 3.6.1797; during Nore Mutiny, escaped to Harwich; took 14-gun privateer *Le Castor* off Scilly Isles 1.7.1797; took (with *Triton*) 14-gun privateer *La Rosée*, in the Channe; 12.1798, also took Spanish 6-gun privateer. Action with three frigates off Belleisle 9.4.1799; attempt on Spanish squadron in Aix roads 2.7.1799. Under Capt. Charles Paterson in 1.1801, in the Mediterranean. Recommissioned 5.1802 under Capt. Joseph Bingham (-1804); sailed for the Cape of Good Hope; her boats took 2-gun chasse-maree *Le Passe-Partout* on the Malabar Coast 14.1.1804. Under Capt. Walter Bathurst 1805-06; under Capt. (acting) Henry Lambert, action with 36-gun *La Psyché* (captured) and 4-gun *L'Equivoque*, off Ganjam 13.2.1805. Under Capt. Patrick Campbell 1806-07, still in East Indies, then Capt. George Hardinge; chase and capture of 40-gun *La Piémontaise* 6 – 8.3.1808 (Hardinge killed); under Capt. John Bastard, paid off later in 1808. Fitted for Baltic service at Woolwich 3 – 5.1809. Recommissioned 3.1809 under Capt. Henry Matson; in Walcheren operation 1809; paid off 3.1810. Fitted as troopship at Woolwich 6 – 10.1810; recommissioned 5.1810 at Lisbon as 22-gun troopship under Cmdr. Edmund Knox. Fitted as a receiving ship at Woolwich 9.1812; then to Ordinary at Chatham. Fitted as a lazarette at Sheerness 4 – 8.1818, for Stangate Creek. BU at Deptford 9.1837.

Melpomene (ex French *La Melpomène*, built 1788 – 4.1792 at Toulon. L: 6.8.1789), 38 guns.
Dimensions & tons: 148ft 2in, 123ft 8¼in x 39ft 3in (38ft 8in mld) x 13ft 6in. $1{,}013^{52}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken by Hood's fleet at Calvi 10.8.1794. Registered by AO 30.3.1795.
Under Capt. Charles Wm Paterson in 1794. Fitted at Chatham (for £6,534) 15.12.1794 – 1.6.1795.
Commissioned: 4.1795 under Capt. Sir Charles Hamilton (-1802); took 18-gun privateer *La Revanche* off Brest 11.7.1796; took privateer lugger *L'Espiègle* off Isle of Wight 15.5.1797; took privateer *Le Triton* in the Channel end 1797; boats (with those of *Childers*) cut out 12-gun *L'Aventurier* from Correjon ¾.8.1798; chase of Savary's squadron 28-30.10.1798; took privateer *Le Tigre* 17.11.1798, and 16-gun privateer *La Zelé* in Bay of Biscay 28.2.1799; in 8.1799 with Mitchell's squadron in the Helder; in 4.1800 at Santiago (West Africa); her boats destroyed 18-gun *Senegal* in the River Senegal 3.1.1801; took 10-gun privateer *L'Auguste* on the French coast 17.6.1801. Very Small Repair at Deptford 2 – 3.1803; recommissioned 3.1803 under Capt. Robert Dudley Oliver (-1805), for North Sea. Temp. under Capt. Christopher Laroche; joined Collingwood's fleet 22.10.1805. Under Capt. Peter Parker 12.1805 (-1809), to Mediterranean 1807, but home at end of year; sailed for Jamaica 20.4.1808; to Baltic 1809; her boats destroyed a 6-gun Danish cutter on the Jutland coast 11.5.1809; action with 20 gunboats in the Great Belt 23.5.1809; her boats (with those of others) in attack on Russian gunboats in Barö Sound 7.7.1809 (six taken, one sunk). Fitted as Troopship at Chatham 5 – 8.1810 (carronades removed); recommissioned under Cmdr. William Waldegrave 22.6.1810 (-1811); later under Cmdr. Gordon Falcon 1812-13, in the Mediterranean; in 10.1813 under Cmdr. Robert Rowley; sailed for North America 16.3.1814. Sold for £2,590 at ?Sheerness 14.12.1815.



Sybille, 38 guns, as taken off 1795. One of the first of a large and incrementallyimproved group of 40-gun frigates designed by the great French naval architect Jacques-Noël Sané. The hull form, although not the layout or structure, was adopted for the British *Leda* Class built in substantial numbers down to the 1820s.

Minerve (ex French *La Minerve* (ii), built 1791 – 10.1794 at Toulon. L: 4.9.1794), 38 guns.
Dimensions & tons: 154ft 4½in, 130ft $0^{1}/_{8}$in x 39ft 11in x 13ft 0in. $1{,}101^{79}/_{94}$ bm. Draught 13ft.
Men: 300. Guns: UD 28 x 18pdrs: QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken by *Lowestoft* and *Dido* 24.6.1795 in the Mediterranean. Registered 26.4.1798.

Commissioned: 6.1795 under Capt. George Henry Towry in the Mediterranean; paid off 8.1795 at Portsmouth, and recommissioned same month (still under Towry). Under Capt. Charles Ogle in 4.1796, then Capt. George Cockburn 8.1796 (-1802), flagship of Commodore Horatio Nelson 12.1796 (-2.1797); captured Spanish 40-gun *Santa Sabina* 20.12.1796 (retaken later that day), losing 7 killed and 34 wounded; took 6-gun privateer *La Monica* off Sardinia 23.12.1796. At Battle of St. Vincent 14.2.1797; pursuit of *Santissima Trinidad*; boats (with those of *Lively*) cut out 14-gun *La Mutine* at Santa Cruz 27.5.1797; arrived Portsmouth 26.4.1798 and fiited there (for £12,866) to 21.9.1798; took 14-gun privateer *Le Furet* on Lisbon station 2.3.1800; took 20-gun privateer *La Manche* on Spanish coast, plus Spanish privateer *Nuestra Señora del Carmen*, in 4.1800; took (with *Netley*) 15-gun privateer *Le Vengeance* in the Mediterranean 15.5.1800; retook (with *Pomone* and *Phoenix*) 32-gun *Success* in the Mediterranean 2.9.1801; paid off 1802. Recommissioned 10.1802 under Capt. Jahleel Brenton (in 5.1804 temp. under Capt. Charles Bullen). Grounded off Cherbourg, and captured by French *La Chiffonne* and *Le Terrible* 3.7.1803 (11 killed, 16 wounded). Became French *La Cononnière*; sold by French Navy to a commercial firm, renamed *La Confiance*; retaken by *Valiant* 3.2.1810 but not re-added to RN.

Princess Charlotte (ex French *La Junon*, built 2.1782 – 2.1783 at Toulon. L: 14.8.1782), 36 guns.

Dimensions & tons: 148ft 10in, 124ft 9in x 39ft 4½in (38ft 9½in mld.) x 12ft 10in. $1{,}028^{73}/_{94}$ bm.

Men: 264. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 12 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Taken 18.6.1799 by Markham's squadron in the Mediterranean.

Commissioned: 11.1799 in the Mediterranean under (temp.) Capt. Thomas Masterman Hardy, later under Capt. Thomas Stephenson then Capt. Sir Edward Berry. Arrived Woolwich 11.1.1801; completed refitting there (for £13,930) 7.1801. Middling Repair and fitted at Plymouth (for £23,850) 10.1803 – 7.1804; recommissioned 5.1804 under Capt. Francis Gardner; in West Indies 1804-06; took 11-gun privateer *Le Regulus* 13.12.1803; under Capt. George Tobin in 1805 (-1814), recaptured 26-gun *Cyane* off Tobago 5.10.1805. On Irish station and Channel 1807-14; took 14-gun privateer *L'Aimable Flore* 9.1.1811. Renamed *Andromache* 6.1.1812. Took 14-gun privateer *Le Sans-Souci* 15.12.1812; with Collins's squadron off St. Sebastian in 1813, took 40-gun *La Trave* 23.10.1813; took schooner *Le Prospère* 20.12.1813; took US 4-gun privateer *Fair American* 18.1.1814; took 14-gun privateer *La Comète* off Bordeaux 14.3.1814; paid off 12.1814. Large Repair at Deptford (for £28,270) 8.1814 – 7.1815, then to Ordinary. Fitted for foreign service at Chatham (for £12,378) 11.1817; recommissioned 9.1817 under Capt. William Shirreff (-1821), for Brazil. Made good defects at Portsmouth (for £14,680) 9.1821 – 3.1822. Recommissioned 11.1821 for Cape of Good Hope (-1825). In Ordinary at Woolwich 1827. BU completed at Deptford 14.6.1828.

***L'HÉBÉ* Class**. An early (1782) design by Jacques-Noël Sané, to which six ships were built; the prototype *L'Hébé* was taken by the RN in 1782 and appears earlier; *La Vénus* was wrecked in 1789 and the two below taken in 1794 and 1796, while *La Carmagnole* was wrecked in 1800 and *La Dryade* was disposed of in 1801.

Sybille (French *La Sibylle*, built 4.1790 – 5.1792 at Toulon. L: 30.7.1791).

Dimensions & tons: 154ft 3in, 127ft 4¾in x 40ft 1½in x 12ft 4in. $1{,}090^{91}/_{94}$ bm.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 12 x 9pdr; Fc 4 x 9pdr. By 1799 QD had 4 x 9pdrs + 12 x 32pdr carronades, Fc 2 x 9pdrs + 2 x 32pdr carronades; later QD 8 x 9pdrs + 6 x 32pdr carronades.

Taken 17.6.1794 by *Romney* at Miconi in the Mediterranean. Fitted at Portsmouth (for £7,705) 30.11.1794 – 17.4.1795.

Commissioned: 4.1795 under Capt. Edward Cooke (died 25.5.1799), for Sidney Smith's squadron; in the Mediterranean 1796, to Cape of Good Hope and East Indies stations 1797-99; with *Fox* at Manilla 1.1.1798; took 50-gun *La Forte* off Sand Heads 1.3.1799, with 5 dead and 17 wounded (Cooke mortally); in 3.1799 under Cmdr. Joseph Turner (acting), then Capt. William Waller (acting). In 6.1799 under Capt. Charles Adam (-1803); took (with *Daedalus*, *Centurion* and *Braave*) Dutch brig 23.8.1800 (name unknown, but became HMS *Admiral Rainier*); took 36-gun *La Chiffonne* off the Seychelles 19.8.1801; paid off 4.1803. Major Repair by Dudman, Deptford (for £22,224) 9.1804 – 7.1805, then fitted at Deptford Dyd (for £12.690) 8.1805; recommissioned 7.1805 under Capt. Robert Winthrop, for Channel fleet; took French 4-gun privateer *L'Oiseau* 3.5.1807. In 8.1807 under Capt. Clotworthy Upton (-1813); in Copenhagen expedition 8.1807; took French privateers – 4-gun *Le Grand Argus* 25.1.1808 and 16-gun *L'Espiègle* 16.8.1808; made good defects at Plymouth (for £11,286) 12.1808 – 2.1809; to Newfoundland in Summer 1809; took more French privateers – 14-gun *L'Edouard* off the Irish coast 10.1810, 14-gun *L'Aigle* 10.5.1812, and 14-gun *Le Brestois* 5.2.1813 (after sailing 11.1812 to North America); sailed for Newfoundland again 25.3.1813. In 9.1813 under Capt. James Sanders, then 1814 under Capt. Thomas Forrest, to Greenland. Between Middling and Large Repair at Woolwich (for £30,477) 4.1815 – 10.1816; fitted for foreign service at Chatham (for £12,642) 11.1817; recommissioned 9.1817 under Capt. Charles Malcolm, as flagship of Rear-Adm. Sir Home Popham at Jamaica; in 5.1819 under Capt. William Popham. In 8.1820 under Capt. Joshua Rowley, as flagship of Rear-Adm. Sir Charles Rowley at Jamaica. Made good defects at Deptford (for £15,604) 7 – 10.1823; recommissioned 7.1823 under Capt. Samuel Pechell, for the Mediterranean; paid off 11.1826. Made good defects at Portsmouth (for £14,734) 11.1826 – 4.1827; recommissioned 12.1826 under Capt. Francis Collier (-1830), for the African station. Fitted at Portsmoth 1.1830 - 7.1831 as a lazarette for Dundee. Sold to Mr. Henry (for £2,460) 7.8.1833.

Amelia (French *La Proserpine*, built 12.1784 – 8.1785 at Brest. L: 25.6.1785).

Dimensions & tons: 151ft 4in, 126ft $1^{3}/_{8}$in x 39ft $8^{7}/_{8}$in (39ft $2^{1}/_{8}$in mld.) x 12ft 6½in. $1{,}059^{35}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 8 x 9pdr + 4 x 24pdr carronades; Fc 2 x 9pdr + 2 x 24pdr carronades. By 9.1810 had no guns on QD and just 2 x 9pdr on Fc.

Taken 13.6.1796 by *Dryad* off Cape Clear. Named & registered 21.7.1796. Fitted at Plymouth (for £20,924) 18.6.1796 – 20.10.1797.

Commissioned: 8.1797 under Capt. Charles Herbert (-1802), for Channel service; chased by Bompart's squadron in the Bay of Biscay 18.9.1798; at Warren's action 12.10.1798; in action (with *San Fiorenzo*) against 40-gun *La Cornélie* and *La Vengeance*, and 36-gun *La Semillante*, off Belle Isle 9.4.1799; in Quiberon operations 6.1800; in Warren's attack on Ferrol 8.1800; took privateers – 14-gun *La Juste* in the Channel 5.2.1801 and 14-gun *L'Heureux* in the Bay of Biscay 10.5.1801. In 5.1802 under Capt. Lord (William) Proby (-1804); paid off, then recommissioned 1.1803 for North Sea; sailed for the Leeward Islands 7.5.1804. In 1.1805 under Capt. John Woolcombe, then Lieut. Charles Ekins in 2.1805 and Capt. William Fahie in 6.1805, all in Leeward Islands. In 5.1806 under Capt. William Champain. Large Repair at Deptford 3 – 12.1807; recommissioned 10.1807 under Capt. Frederick Irby (-1813); sailed for Newfoundland 3.5.1808; in Channel service 1809, then with Stopford's squadron off Rochefort; at destruction of 40-gun *L'Italienne*, *Le Calypso* and *La Cybele* at Sables d'Olonne 24.2.1810; took (with *Statira*) 16-gun *La Mouche* off Santander 10.6.1810, also 14-gun *Le Rejouie*, 4-gun *Schooner No.7*, 2-gun *Le Légère* and *La Notre Dame* around same date; took 20-gun privateer *Le Charles* 8.11.1810; at Macnamara's attempt to destroy 40-gun *L'Amazone* at Barfleur 24.3.1811; sailed for West Africa 14.10.1822; action with 40-gun *L'Aréthuse* off Los Island 7.2.1813; paid off 5.1813. Small Repair at Portsmouth 4 – 6.1813, then in Ordinary there; recommissioned 12.1814 under Capt. Granville Proby. BU at Deptford 12.1816.

***La REVOLUTIONNAIRE* Class.** (Pierre-Alexandre Forfait design). Four frigates were built to this design in 1793-1795, all at Le Havre – *La Seine*, *La Révolutionnaire*, *La Spartiate* and *L'Indienne* – of which the first two were taken by and added to the British Navy. Designed for 24pdrs.

Revolutionaire (French *La Révolutionnaire*, built 10.1793 – 7.1794 at Le Havre. L: 28.5.1794).

Dimensions & tons: 157ft 2in, 131ft $9^{7}/_{8}$in x 40ft 5½in (39ft 10in mld.) x 12ft 6in. $1{,}147^{68}/_{94}$ bm.

Men: 280 (later 315). Guns: (by 1812) UD 28 x 18pdr; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades. (Note: from 1803 to 1812 had carried 32pdr carronades on UD in lieu of 18pdr.)

Taken 21.10.1794 by *Artois* and others of Pellew's squadron off Brest. Fitted at Portsmouth (for £9,014) 4.11.1794 – 7.5.1795.

Commissioned: 4.1795 under Capt. Francis Cole (died 18.4.1798); at Battle off Île Groix 23.6.1795; in Pellew's squadron 1796; took 38-gun *L'Unité* off Brest 12.4.1796. In 4.1798 under Capt. Thomas Twysden (died 9.1801); took privateers – 16-gun *La Victoire* 30.5.1799, *L'Hyppotine* 2.6.1799, 18-gun *Le Determiné* 29.6.1799, and (with *Phoebe*) 26-gun *Le Bordelais* and 18-gun *La Grand Ferroilleur* ?11.10.1799; chase of Bompart's stragglers 15.10.1799; took more privateers on Irish station – 14-gun *Le Coureur* 4.3.1800 and 16-gun *Le Moucheron* 16.2.1801. In 10.1801 under ?Cmdr. Murray (temp.), then 6.1802 under Capt. Thomas Capel, still on Irish station. Recommissioned 4.1803 under Capt. Walter Lock; sailed for Gibraltar 5.6.1803; in 8.1803 under Capt. Robert Hall, for Channel service. Recommissioned 4.1804 under Henry Hotham; in Strachan's Action 3.11.1805. In 2.1806 under Capt. Charles Feilding, in Channel service. Large Repair at Plymouth 10.1811 – 12.1812; recommissioned 10.1812 under Capt. John Woolcombe (-1815); in Collier's squadron off north coast of Spain 1813, later to North America; took US 1-gun privateer *Matilda* 25.7.1813; sailed with convoy to East Indies 31.12.1813. Very Small Repair at Plymouth 2 – 4.1817; fitted for sea there 8.1818 – 1.1819; recommissioned 8.1818 under Capt. Fleetwood Pellew (-1822), for the Mediterranean. Later under Capt. Henry Duncan, but BU at Plymouth 4.10.1822.

Seine (French *La Seine*, built 5.1793 – 3.1794 at Le Havre. L: 19.12.1793).

Dimensions & tons: 156ft 9in, 131ft $4^{1}/_{8}$in x 40ft 6in (39ft 10½in mld.) x 12ft 4½in. $1{,}145^{87}/_{94}$ bm.

Men: 284. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs; Fc 4 x 9pdrs.

Taken 30.6.1798 in the Channel by *Jason* and *Pique*. Arrived Portsmouth 18.7.1798.

Registered by AO 14.9.1798. Fitted at Portsmouth (for £14,755) to 3.12.1798.

Commissioned: 11.1798 under Capt. David Milne (-1803). Fitted at Chatham 6 – 7.1803; grounded off the Elbe 21.7.1803 and burnt the next day to avoid capture.

***La VIRGINIE* Class**. (Jacques-Noël Sané design of 1793.) Eight vessels were begun to this design 1793-99 (of which *Le Zéphyr* was never launched); two were taken by the RN

during the 1793-1801 period, but *Justice* (taken 9.1801) was handed over by the RN to the Turks. Two more (*La Didon* and *La Volontaire*) were not captured until 1805 and 1806, and appear in the appropriate section along with vessels of a second batch of four ships built to this design from 1801 on.

Virginie (French *La Virginie*, launched 1794 Brest; design by Jacques-Noël Sané).

Dimensions & tons: 151ft 3¾in, 126ft 3¼in x 39ft 10in (39ft 3½in mld.) x 12ft 8in. $1{,}065^{62}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 12 x 32pdr carronades; Fc 2 x 9pdr + 2 x 6pdrs + 2 x 32pdr carronades.

Taken 22.4.1796 by *Indefatigable* in the Atlantic (SW of the Lizard). Fitted at Plymouth (for £12,360) 25.4 – 4.11.1796. Named and registered 25.6.1796.

Commissioned: 8.1796 under Capt. Anthony Hunt (died 8.1798); sailed for East Indies 11.1797 (carrying Lord Mornington). In ?8.1798 under Capt. George Astle; took 12-gun *Braak* and *Helena* and 8-gun *Helena Prau* in the East Indies 26.4.1799; remained in East Indies; home to pay off 2.1803. Fitted at Deptford 5 – 8.1803; recommissioned 7.1803 under Capt. John Poo Beresford, but paid off 8.1804. Repaired (after Survey at Sheerness 7 – 10.1804) by Graham, Harwich (for £9,176) 11.1804 – 8.1805, then fitted at Chatham 8 – 10.1805; recommissioned 9.1805 under Capt. Edward Brace (-1810); took Spanish 14-gun privateer *Vengador* 9.4.1806; sailed with convoy for West Indies 23.2.1807; on Irish station 7.1807; took 14-gun privateer *Le Jesus-Maria-Josef* 28.9.1807 and 36-gun *Gelderland* in the North Sea 19.5.1808; paid off 3.1810. Fitted at Plymouth as receiving ship 2.1811; in Ordinary there to ?1816, then as receiving ship 1817-25. Sold to Mr. Freake (for £3,050) 8.7.1826, but retained when Freake was declared insane and re-sold (for £2,310) to BU 11.7.1827.

URANIE. A one-off design by Charles Segondat-Duvernet.

Uranie (French *Le Tartu*, ex *L'Uranie*, built 11.1787 – 1.1791 at Lorient. L: 31.10.1788. Renamed 11.1793).

Dimensions & tons: 154ft 5in, 128ft 3½in x 40ft 1¾in (39ft 7½in mld.) x 13ft 0in. $1{,}099^{76}/_{94}$ bm.

Men: 280. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 4 x 24pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades. QD 9pdrs were replaced by 8 x 32pdr carronades in 10.1799, and all UD guns by 26 x 12pdrs in 4.1804.

Taken 5.1.1797 by *Polyphemus* off Ireland. Arrived Plymouth 20.1.1797. Registered as *Tartu* (or *Tortue*) 1.4.1797. Fitted at Plymouth 7.1798 – 4.1799. Renamed *Uranie* 28.11.1798.

Commissioned: 12.1799 under Capt. George Towry; took privateers – 6-gun *Le Cerbère* in the Channel 25.3.1800 and 14-gun *La Revanche* off Cape Ortegal 28.7.1800. In 1801 under Capt. William Gage; her boats (with *Doris*'s and *Beaulieu*'s) cut out *La Chevrette* from Camaret Bay 21.7.1801; paid off 5.1802. Fitted at Plymouth 10.1803 – 2.1804; recommissioned 10.1803 under Capt. Charles Herbert, for the Jamaica station. In 12.1805 under Capt. James A. Wood, then 1.1806 under Capt. Christopher Laroche, for Channel Islands. In 8.1807 under Capt. Thomas Manby; in Ordinary at Portsmouth by end 1807. Sold at ?Plymouth 10.1807.

***La ROMAINE* Class.** (Pierre-Alexandre Forfait design.) Two of a large class of Forfait-designed *frégate-bombardes* (nine of this design were launched 1794-96, including *Le Libre* taken 12.1805 but not added to the RN; a further eleven ordered 1793-94 were not built, or were built to altered designs) originally to carry 20 x 24pdrs and 12 x 8pdrs, plus a 12in mortar, but by 1798 carrying 24 x 24pdrs, 14 x 8pdrs and 2 or 4 x 36pdr brass obusiers. The 24pdrs were deemed too heavy for British use, and both prizes were re-armed with 26 x 18pdrs, requiring the permanent use of the chase ports. Notwithstanding the rounded Forfait hull form, these ships had relatively limited stowage, and were chiefly restricted to operations in home waters (*Desiree* was briefly deployed to Jamaica in 1802-04 and to the East Indies in 1814-15).

Immortalite (ex French *L'Immortalité*, built 5.1794 – 2.1795 at Lorient. L: 7.1.1795), 36 guns.

Dimensions & tons: 145ft 2in, 123ft 9¾in x 39ft 2in x 11ft 5in. $1{,}010^{25}/_{94}$ bm.

Men: 264. Guns: UD 26 x 18pdrs; QD 8 x 9pdrs + 4 x 24pdr carronaders; Fc 2 x 9pdrs + 2 x 24pdr carronades.

Taken 20.10.1798 off Brest by the *Fisgard*. Arrived Portsmouth 23.10.1798. Registered and established 15.12.1798. Fitted at Plymouth 6.1799 – 4.1800.

Commissioned: 12.1799 under Capt. John Draper, from 1.1800 under Capt. Henry Hotham. From 5.1802 under Capt. Edward Owen; recommissioned 4.1803 and used primarily for short-range operations across the Channel, leading a mixed squadron of gunbrigs and bombs to conduct inshore warfare along the French coast. Worn out by hard use in these operations, and BU at Sheerness 7.1806.

Desiree (French *La Désirée*, 38 guns, built 2.1794 – 12.1798 at Dunkirk. L: 23.4.1796), 36 guns.

Dimensions & tons: 147ft 3in, 124ft 2¼in x 39ft 2¾in (38ft 7¾in mld.) x 11ft 9in. $1{,}016^{50}/_{94}$ bm.

Men: 264. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 8 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Cut out of Dunkirk roads by *Dart* and her squadron 8.7.1800. Arrived Sheerness 12.7.1800. Fitted there (for £10,258) 7 – 11.1800.

Commissioned: 8.1800 under Capt. Henry Inman; at Battle of Copenhagen 2.4.1801. In 1802 under Capt. Richard Dacres; sailed for Jamaica 2.1802. Later in 1802 under Capt. Samuel Linzee, then 10.1802 Capt. Charles B. Ross. In 2.1804 under Capt. Henry Whitby; her boats took privateer *La Jeune Adelle* on the Jamaica station 24.2.1804. In 1805 under Capt. Henry Heathcote; paid off ?1805. Large Repair at Portsmouth 9.1808 – 11.1809; recommissioned 8.1809 under Capt. Arthur Farquhar (-1814), for Texel operations; her boats (with others') destroyed a 6-gun privateer and took two others in the Vlie 29.5.1810; took 14-gun privateer *La Vélocifere* off Texel 10.3.1811 and 16-gun privateer *Le Brave* off the Vlie 12.12.1811; Farquhar became Senior Officer at Heligoland 10.1813; operations in the Elbe 11.1813 – 1.1814. In 3.1814 under Capt. William Woolridge; to East Indies in 1814. In 1815 under Capt. Philip Cartaret. Laid up at Sheerness 8.1815, then fitted as a slop ship 1 – 12.1823. Sold to Joseph Christie at Rotherhithe (for £2,020) 22.8.1832.

***La RÉSISTANCE* Class.** (Pierre Degay design of 1793.) Ordered under the names *La Fidelité* and *La Bonne Foi* but renamed 11.1793, and built as 24pdr-armed ships at Paimboeuf (halfway between Nantes and St Nazaire), these large frigates were re-armed upon capture by the RN with 18pdr guns.

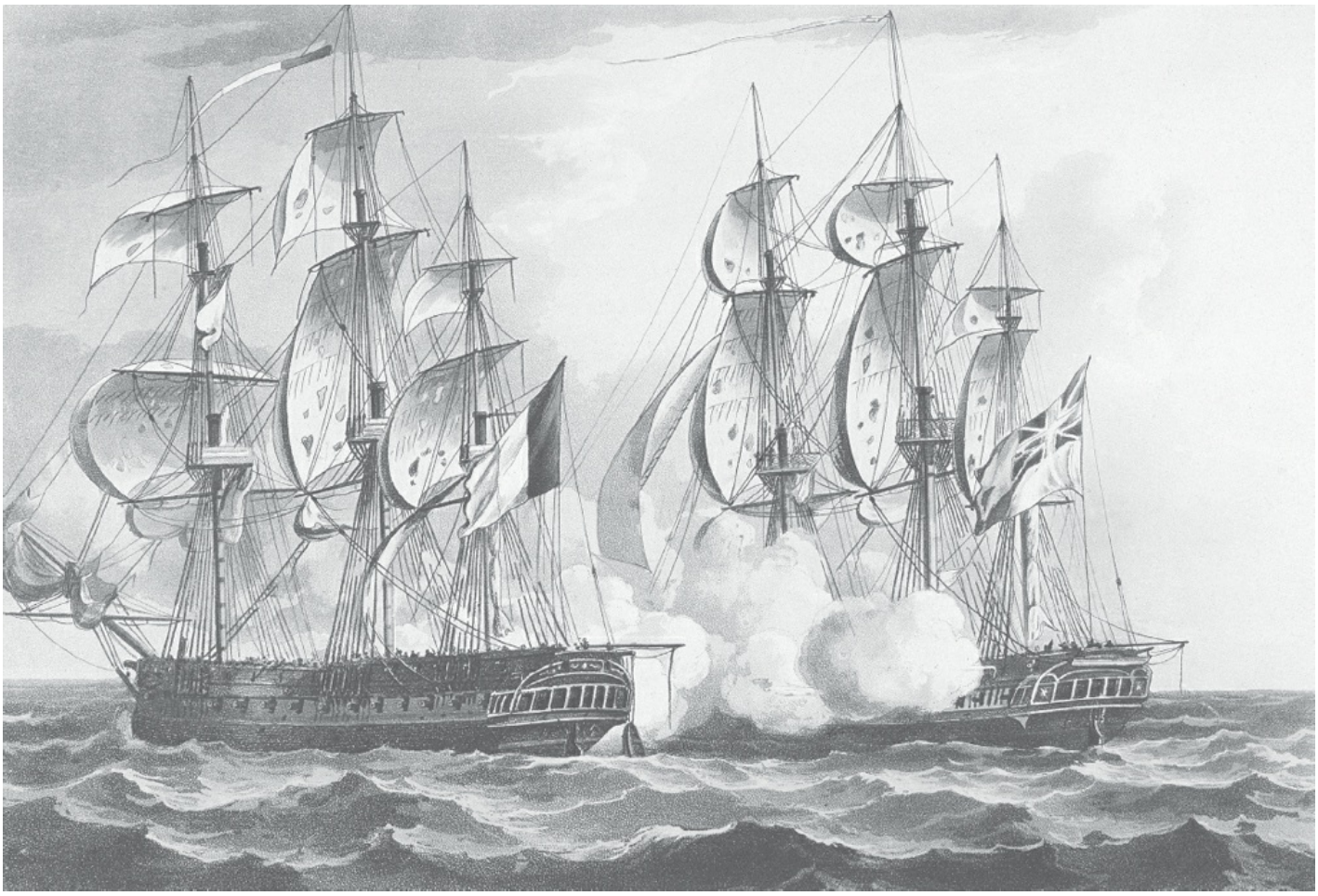
Fisgard (French *La Résistance*, built 4.1794 – 5.1796 at Paimboeuf. L: 28.9.1795), 38 guns.

Dimensions & tons: 160ft 6in, 134ft $2^{1}/_{8}$in x 40ft 8½in (40ft 2in mld.) x 13ft 3½in. $1{,}182^{68}/_{94}$ bm. Draught 16ft 5in / 17ft 10in.

Men: 284. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 9.3.1797 off Brest by *San Fiorenzo* and *Nymphe*. Fitted at Portsmouth (for £11,011) 23.3.1797 – 2.10.1798.

Commissioned: 7.1798 under Capt. Thomas Byam Martin (-1801); took 40-gun *L'Immortalité* of Bompart's squadron off Brest 20.10.1798; took (with *Cambrian*) 14-gun *Le Dragon* 5.5.1800; in Quiberon operations 6.1800; boats (with others) took *La Nochette* and others 11.6.1800; boats (with others) burnt 20-gun *La Thérèse* in Bourgheuf Bay 2.7.1800; took privateers in Channel – 16-gun *La Gironde* 7.1800 and 14-gun *L'Alerte* 8.1800; took 14-gun *El Vivo* 30.9.1800; took (with *Indefatigable*) 32-gun *La Vénus* off Portuguese coast 22.10.1800; boats (with others) took 20-gun *Neptuno* at Corunna 20.8.1801. In 10.1801 under Capt. Michael Seymour, then 1802 Capt. James Wallis. Fitted at Plymouth 7 – 9.1802; recommissioned 7.1803 under Capt. Lord Mark Kerr; in Mediterranean 1804; took 18-gun privateer *Le Tigre* 12.1804. In 8.1805 under Capt. William Bolton (-1809); in Brisbane's squadron 1.1806; at Jamaica 1806-07; took 3-gun Spanish privateer *St John* end 1806; in North Sea 1808-09; in Walcheren operations 1809. In 10.1809 under Capt. Francis Mason (-1812), in the Baltic; boats took *Julian* and *Ziska* 1810; paid off 7.1812. Sold at Portsmouth (for £2,620) 11.8.1814.



The capture of *L'Immortalité*, a fugitive from Bompart's shattered squadron, by *Fisgard* off Brest in October 1798. An ex French ship herself, *Fisgard* was one of a pair of experimental frigates with an unusual hull form and some radical features – like screw-jacks designed to alter the rake of the masts to optimise performance. In British service she was a popular command, but prone to structural defects.

Vengeance (French *La Vengeance*, launched 6.1793 - 4.1795 at Paimboeuf. L: 8.11.1794), 38 guns.
Dimensions & tons: … . 1,180 bm.
[Also reported as 160ft 0in, 147ft 10in x 41ft 9in x 15ft 9in. 1,370 bm. But this appears patently incorrect.]
Men: … . Guns: UD 28 x 18pdrs; QD/Fc none in RN service.
Taken 25.8.1800 by *Seine* in the Mona passage.
Not Commissioned: Damaged by grounding 1801, and used as receiving ship at Portsmouth. BU 1803 (but alternatively reported as prison ship 1808-1814; commissioned 1.1808 under Lieut. A. Gilmour until paid off 12.1809).

LOIRE. A one-off design by Pierre Degay, she was rather leewardly and had relatively poor stowage capacity.
Loire (French *Le Loire*, ex *Le Loire Inférieure*, built 4.1794 – 12.1797 at Nantes. L: 23.3.1796).
Dimensions & tons: 153ft 8in, 128ft $2^{5}/_{8}$in x 40ft 2in x 12ft 11¾in. $1{,}100^{31}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 8x 9pdrs + 4 x 32pdr carronades (from 1807, 14 x 32pdr carronades); Fc 4 x 9pdrs + 2 x 32pdr carronades (from 1807, 2 x 9pdrs + 4 x 32pdr carronades).
Taken 18.10.1798 by *Anson* and *Kangaroo* of Warren's squadron off Ireland. Arrived Plymouth 27.10.1798. Registered 31.12.1798. Fitted at Plymouth 1 – 6.1799.
Commissioned: 3.1799 under Capt. James Newman (-1801); took (with consorts) 38-gun *Le Pallas* off St Malo 15.2.1800 (see next entry); took 12-gun privateer *La Françoise* on Irish station 15.5.1800. Recommissioned 10.1802 under Capt. Frederick Maitland (-1806); her boats cut out 10-gun *Le Venteux* at Île de Batz 27.6.1803 (6 wounded); took privateers – 16-gun *Le Brave* 16.3.1804, 30-gun *La Blonde* on Irish station 17.8.1804 and 7-gun Spanish *Esperanza* at Camarinas 2.6.1805 (destroyed by boats); attack on Muros 3.6.1805 (capture of 26-gun *La Confiance* and *Le Bélier*); took 30-gun Bordeaux privateer *Le Vaillant* 25.6.1805; took (with *Egyptienne*) 38-gun *La Libre* off Rochefort 24.12.1805; took 14-gun Spanish privateer *Princessa de la Paix* 22.4.1806. Middling to Large Repair at Deptford 3 – 12.1807; recommissioned 10.1807 under Capt. Alexander Schomberg (-1812); sailed for Greenland fisheries 1.4.1808; took 20-gun *L'Hébé* in the Bay of Biscay 5.1.1809; convoy to East Indies 1809; in Baltic 1810; under Capt. George Blamey (acting) 1.1812, then Capt. Thomas Browne 4.1812; sailed with convoy to East Indies 22.6.1812; sailed for North America 22.4.1813; under Capt. James Nash for passage home. Laid up at Plymouth 12.1814. BU there 4.1818.

PIQUE. This vessel commenced building as a *frégate-bombarde* of Pierre-Alexandre Forfait's *La Romaine* Class (see above), but completed as a French 38-gun frigate to a design modified by François Pestel, and on capture was commissioned in the RN as a 36.
Pique (ex *Aeolus*) (French *Le Pallas*, 38 guns, built 11.1795 – 9.1799 at St Malo. L: ?early 1799), 36 guns.
Dimensions & tons: 146ft 8in, 123ft 1½in x 39ft 7½in (39ft 0¾in mld.) x 11ft 11in. $1{,}028^{29}/_{24}$ bm.
Men: 274. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.
Taken 6.2.1800 by *Loire*, *Danae* and others off St Malo. Arrived Plymouth 2.3.1800. Registered as *Aeolus* (renamed *Pique* 1801). Fitted there 3 – 9.1800.
Commissioned: 6.1800 under Capt. James Young; sailed for the Mediterranean 1800. In 8.1802 under Capt. William Cumberland, on Irish station, later to Jamaica; took (with *Pelican*) 18-gun *Le Goéland* and a cutter at Aux Cays (San Domingo) 10.1803. In 2.1804 under Capt. Charles Ross (-1807); in Curacoa operations 1 – 2.1804; took 10-gun cutter *La Terreur* 18.3.1804; took (with *Diana*) 28-gun *Diligencia* 12.1804; took 18-gun *Orquijo* 8.2.1805; took privateers – Spanish 1-gun *Santa Clara* 17.3.1806 and 16-gun *Le Phaeton* and *Le Voltigeur* in the West Indies 26.3.1806; destroyed two small privateers 2.11.1806; paid off 1807. Middling to Large Repair and fitted at Woolwich 4.1809 – 9.1811; recommissioned 8.1811 under Capt. Anthony Maitland (-1815); sailed for the Leeward Islands 7.6.1812; took US 5-gun privateer *Hawk* 21.6.1814. Rated as a 32 until 1813. In 2.1816 under Capt. James Tait, for Jamaica, then 3.1817 under Capt. John Mackellar; paid off 12.1818. Sold to Mr. Freake (for £4,250) at Deptford 22.7.1819.

NIOBE. (Design by Pierre-Joseph Pénétreau.) Six vessels were ordered to this design at Toulon in 1794, but only *La Diane* was commenced.
Niobe (ex *Diane*) (French *La Diane*, built 9.1794 – 3.1796 at Toulon. L: 10.2.1796).
Dimensions & tons: 155ft 10in, 129ft $6^{7}/_{8}$in x 40ft 8½in (40ft 1½in mld.) x 12ft 7in. $1{,}142^{15}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken 25.8.1800 off Malta by *Northumberland*, *Genereux* and *Success*. Fitted at Plymouth 3.8 – 30.9.1803.

Commissioned: 8.1803 under Capt. Matthew Scott, for blockade of Brest (renamed *Niobe* towards year end). In 12.1805 under Capt. John W. Loring (-1811); took 16-gun *Le Néarque* off Lorient 28.3.1806; on Channel and Irish stations 1807, on convoy duties; took 4-gun privateer *L'Hirondelle* 20.10.1810; in action (with *Diana*) against 40-gun *L'Amazone* and *L'Eliza* off Marcouf Islands 13.11.1810; attack renewed (*Donegal* and *Revenge* joining) without success 15.11.1810; took 16-gun privateer *Le Loup Marin* in the Channel 4.3.1811. In 5.1811 under Capt. James Katon; sailed for Portugal 1.3.1812. In 9.1812 under Capt. William Montagu; sailed with convoy 22.4.1813 for Quebec. In 6.1814 under Cmdr. Henry C. Deacon. Fitted as a troopship at Plymouth 10 – 11.1814; to Baltic, then Halifax, Bermuda and West Indies. Paid off and BU at Deptford 11.1816.

***La PRENEUSE* Class.** (Raymond-Antoine Haran design of 1794.) A much fuller mid-section than the Sané standard frigates allowed improved stowage and heavy weather performance. One ship was taken in 1801; her sister *La Preneuse* was destroyed by the RN on 11.12.1799.

Africaine (French *L'Africaine*, built 3.1795 – 5.1798 at Rochefort. L: 31.1.1798).

Dimensions & tons: 153ft 10in, 128ft $0^{3}/_{8}$in x 39ft 11in (39ft $3^{1}/_{8}$in mld.) x 12ft 6in. $1{,}085^{9}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken by *Phoebe* 19.2.1801 in the Straits of Gibraltar. Established 6.8.1801.

In 4.1801 under Cmdr. J(ohn?) Stewart; in 7.1801 under Capt. James Stevenson, then 9.1801 Capt. George Burlton. Arrived Deptford 17.2.1802 and fitted there to 17.2.1803.

Commissioned: 2.1802. In 1803 under Capt. Thomas Manby, for North Sea; sailed for the Leeward Islands 6.6.1805; paid off ?1805. Between Middling and Large Repair at Chatham 8.1806 – 3.1807; recommissioned 1807 under Capt. Richard Raggett (-1809); in Copenhagen expedition 8.1807; at occupation of Madeira 25.12.1807; sailed with convoy 13.12.1808 for Gibraltar. In 6.1810 under Capt. Robert Corbett; sailed for the East Indies 24.6.1810; drove ashore French dispatch vessel *No.23* at Mauritius 11.9.1810 (2 killed, 16 wounded); retaken 13.9.1810 by French *L'Iphigénie* and *L'Astrée*, losing 49 killed and 114 wounded (including Corbett mortally) but immediately recaptured by *Boadicea*, *Otter* and *Staunch* off Mauritius. In 10.1810 under Capt. Charles Gordon (acting), as flagship of Vice-Adm. Albermarle Bertie; at capture of Mauritius 29.11 – 3.12.1810. In 7.1811 under Capt. Brian Hodgson, then 8.1811 Capt. Edward Rodney (-1815); sailed for the East Indies 26.11.1811. BU at Deptford 9.1816.

***Le CARRÈRE* Class.** (Venetian design.) Two frigates building at Venice were seized on the stocks by the French at the occupation of Venice in 5.1797, and completed four months later to Forfait's orders. The name-ship was taken by the RN in 1801; her single sister *Le Muiron* survived the wars and was BU in 1850.

Carrere (French *Le Carrère*, 38 guns, built 1789 – 11.1797 at Venice. L: 20.8.1797), 38 guns.

Dimensions & tons: 150ft 10in, 122ft 3½in x 39ft 5½in x 12ft 9in. $1{,}012^{74}/_{94}$ bm.

Men: 284. Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken by *Phoenix*, *Pomone* and *Pearl* off Elba 3.8.1801.

Commissioned: 1801 under Capt. Frederick Maitland in the Mediterranean; arrived Portsmouth 24.9.1802, paid off 10.1802 and laid up in Ordinary. Sold at Portsmouth (for £1,500) 1.9.1814.

Ex DUTCH PRIZES (1796)

Tholin (Dutch *Thulen*, built 1782 Vlissingen; Zeeland Admiralty), 36 guns.

Dimensions & tons: 143ft 9½in, 118ft $11^{1}/_{8}$in x 39ft 11¾in x 13ft 1½in. $1{,}011^{9}/_{24}$ bm.

Men: 265. Guns: UD 24 x 18pdrs; QD 10 x 6pdrs; Fc 2 x 6pdrs. Seized 8.6.1796 at Plymouth (she had arrived there 7.2.1795, and was laid up).

Not Commissioned: in RN, but named 1796 and fitted as a temporary receiving ship. BU there 4.1811.

Saldanha (Dutch *Castor*, built 1781 Rotterdam), 40 guns.

Dimensions & tons: 147ft 3in, 123ft 1in x 40ft 4in x 12ft 4in. $1{,}065^{4}/_{94}$ bm.

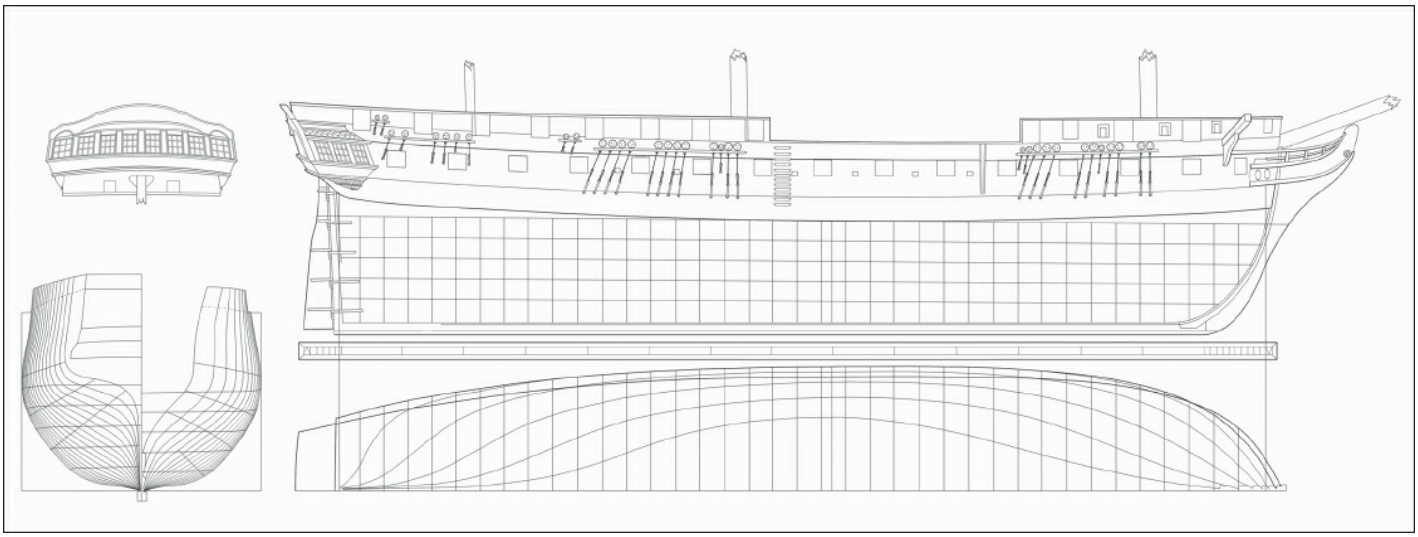
Men: 284. Guns: UD 26 x 18pdrs; QD 10 x 9pdrs; Fc 4 x 9pdrs.

Surrendered 17.8.1796 to Elphinstone's squadron at Saldanha Bay. Named and registered 22.11.1797.

Commissioned: 12.1796 at the Cape under Cmdr. George Burlton. Fitted as a receiving ship at Plymouth (for £229) 11.1797 – 2.1798. Sold there 1806.

Ex SPANISH PRIZE (1796)

Sabina (Spanish *Santa Sabina*, built 1784 at Ferrol), 40 guns.



Surprise, 38 guns, as completed, showing the standard appearance of British 38s by about 1810 – berthed-up barricades on quarterdeck and forecastle with large ports for the carronade secondary armament, lower head with shallower head rails and less steeve to the bowsprit.

Dimensions & tons: not measured. 1,040 bm.

Men: 286 (Spanish) when taken. Guns (Spanish): UD 28 x 18pdrs; QD 8 x 8pdrs; Fc 4 x 8pdrs.

Taken 20.12.1796 (1.30 am) by *Minerve* off the coast of Spain.

This was a very brief prize. Commodore Nelson, having taken the *Santa Sabina*, placed this under the command of Lieut. John Culverhouse (with Lieut. Thomas Masterman Hardy and 40 men). However, the frigate was retaken later the same day by a Spanish squadron led by the 112-gun *Principe de Asturias*. [In the same action, the similar Spanish 18pdr frigate *Ceres* surrendered to the *Blanche* (*Minerve*'s consort), but the latter was unable to take possession of her prize due likewise to the appearance of the Spanish squadron.]

(C) Vessels acquired from 18 May 1803

Unlike the 1793-1802 period, when frigates were built to a large variety of designs, the resumption of war in 1803 saw designs confined to repeat orders for three existing designs – two of 38 guns and one of 36 guns (for convenience these are included above with the pre-1803 orders to the same designs). The only exceptions were the ordering by the new Barham-led Board in summer 1806 of three individual vessels to copies of three French designs, although interestingly the models were all elderly 12pdr-armed prizes.

***LEDA* Class** – 38 guns. Eight ships were ordered in 1802-09 to this revived 1794 design (taken from the lines of the *Hébé*, a French prize taken in 1782), the first three from private contractors, with four following from orders placed with the Dockyards in 9.1808 (and a fifth in 1809). Seven more were to follow from 1812 on (see below).

Dimensions & tons: 150ft 1½in, 125ft $4^{7}/_{8}$in x 39ft 11in x 12ft 9in. $1{,}062^{79}/_{94}$ bm.

Men: 284 (later 300). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Pomone Josiah & Thomas Brindley, Frindsbury.

As built: 150ft 2½in, 125ft $4^{5}/_{8}$in x 40ft 2in x 12ft 9½in. 1,076 bm. Draught 10ft 1in / 14ft 6in.

[Dimensions Book records keel length as 125ft $11^{5}/_{8}$in but this is believed to be a copying error.]

Ord: 25.11.1802. K: 12.1803. L: 17.1.1805. C: 29.3.1805 at Chatham.

Commissioned: 2.1805 under Capt. William Lobb, for Channel service; took privateers *El Golondrina* (4-gun) off Spanish coast 5.11.1805 and *El Bengador* (1-gun) off Lisbon 25.1.1806. Under Capt. Robert Barrie in 5.1806 (-1811); her boats destroyed three armed brigs and a convoy near Sables d'Olonne 5.6.1806; sailed for the Mediterranean 27.7.1808. Took privateers *Lucien Charles* (3-gun Neapolitan) 13.6.1809, *La Fortunée* (10-gun) 30.3.1810, *Le Jupiter* (8-gun) 11.5.1810 and *Le Dubourdier* (14-gun) 18.1.1811; 18-gun *L'Etourdie* was burnt at Monte Christo 14.3.1811 to avoid capture by *Pomone*; destroyed (with *Unite* and *Scout*) *La Girafe* and *La Nourrice* (*en flûte*) in Gulf of Sagone 1.5.1811. Wrecked on the Needles 14.10.1811 (no casualties).

Shannon Josiah & Thomas Brindley, Frindsbury.

As built: 150ft 2in x 125ft 6½in x 39ft $11^{3}/_{8}$in x 12ft 11in. $1{,}065^{62}/_{94}$ bm. Draught 10ft 10in / 14ft 9in.

Ord: 24.10.1803. K: 8.1804. L: 5.5.1806. C: 3.8.1806 at Chatham.

First cost: £19,484 to builder; fitting £13,564.

Commissioned: 5.1806 under Capt. Philip Broke (-1813), for the Channel; occupation of Madeira 26.12.1807; took French privateer *Le Pommereuil* 27.1.1809; sailed for North America 9.8.1811; capture (with squadron) of 16-gun USS *Nautilus* 16.7.1812; chase of USS *Constitution* 17 – 20.7.1812; took US 18-gun privateer *Thorn* 31.10.1812; took 16-gun privateer *L'Invincible* off Cape Ann 16.5.1813; took 36-gun USS *Chesapeake* 1.6.1813 (33 killed and 50 wounded including Broke). From 6.1813 under Cmdr. Humphrey Senhouse (acting). In Ordinary at Portsmouth 1814-15. Between Middling and Large Repair at Chatham (for £26,328) 7.1815 – 3.1817, then to Ordinary at Chatham. Very Small Repair at Chatham (for £4,969) 5 – 7.1826. Fitted for sea at Chatham (for £14,746) 8 – 12.1828; recommissioned 9.1828 under Capt. Benjamin Clement (-1830). Fitted as receiving ship and temporary hulk at Sheerness 11.1831. Renamed *Saint Lawrence* 11.3.1844. BU at Chatham 12.11.1859.

Leonidas John Pelham, Frindsbury.

As built: 150ft 1½in, 125ft 57/8in x 39ft 11¾in x 12ft 9in. $1{,}066^{83}/_{94}$ bm.

Ord: 19.7.1805. K: 11.1805. L: 4.9.1807. C: 10.12.1807 at Chatham.

First cost: £21,610 to builder; fitting £13,041.

Commissioned: 9.1807 under Capt. James Dunbar; sailed for the Mediterranean 10.2.1808. In 7.1809 under Capt. Anselm Griffiths (-1812); in Mediterreanean 1809-11, then Irish station 1812; took (with *Dasher*) 14-gun privateer *La Confiance* 17.1.1812; took 14-gun privateer *La Gazelle* 16.2.1812. In 1.1813 under Capt. George Seymour, then 2.1813 under Capt. Frederick Aylmer, on Irish station; took US 16-gun privateer Paul Jones 23.5.1813. In 1814 under Capt. William King, at Jamaica; paid off 6.1814. Between Middling and Large Repair at Sheerness (for £30,472) 5.1815 – 12.1816. Housed over 11.1818 and laid up at Sheerness. Became a powder hulk at Sheerness 1872. Sold to Castle, Charlton to BU 23.11.1894.

Briton Chatham Dyd (M/Shipwright Robert Seppings).

As built: 149ft 11in, 125ft 3¾in x 40ft 3in x 12ft 8½in. $1{,}079^{81}/_{94}$ bm. Draught 11ft 0in / 14ft 10in.

Ord: 28.9.1808. K: 2.1810. L: 11.4.1812. C: 22.6.1812.

First cost: £34,758 including fitting.

Commissioned: 4.1812 under Capt. Henry Whitby (died 5.1812), for the Channel. In 6.1812 under Capt. Sir Thomas Staines (-1815); took 14-gun privateer *Le Sans-Souci* 15.12.1812; took 4-gun privateer *La Melance* off Bordeaux 9.9.1813; sailed for East Indies 31.12.1813; took US 2-gun privateer *Joel Barlow* 3.7.1814; located *Bounty* mutineers on Pitcairn Island 9.1814; paid off 8.1815. Small Repair at Portsmouth (for £16,736) 8.1816 – 3.1817. Fitted for sea at Portsmouth (for £11,775) 12.1822 – 4.1823; recommissioned 11.1822 under Capt. Sir Maxwell Murray, for South American station. Fitted for the reception of an Ambassador and for sea at Woolwich (for £12,260) 9.1826 – 5.1827; recommissioned 3.1827 under Capt. William Gordon, for Home waters. Small Repair at Portsmouth (for £15,335) 11.1828 – 3.1829. Fitted for sea at Portsmouth (for £7,268) 4 – 8.1830; recommissioned 4.1830 under Capt. John Markland. Laid up at Portsmouth 1.1833. Became a convict ship at Portsmouth 1841. Target ship there 2.1860. BU at Portsmouth completed 18.9.1860.

Tenedos Chatham Dyd (M/Shipwright Robert Seppings).

As built: 150ft 0in, 125ft $1^{3}/_{8}$in x 40ft 4in x 12ft 9½in. $1{,}082^{58}/_{94}$ bm. Draught 10ft 11½in / 14ft 10in.

Ord: 28.9.1809. K: 5.1810. L: 11.4.1812. C: 16.6.1812.

First cost: £36,129 including fitting.

Commissioned: 4.1812 under Capt. Sir Hyde Parker; sailed for North America 28.8.1812; took (with *Curlew*) US 4-gun privateer *Enterprise* 21.5.1813; took (with *Endymion*, *Pomone* and *Majestic*) USS *President* 15.1.1815; paid off and laid up at Chatham 8.1815; to Woolwich 1819. Middling Repair at Woolwich (for £26,178) 7.1820 – 4.1826, then laid up at Woolwich; to Sheerness 1830 and Chatham 1839. Fitted as a convict ship at Chatham (for £9,823) 12.1842 - 4.1843, to lie at Bermuda. Accommodation ship 4.1863. BU at Bermuda completed 20.3.1875.

Lacedemonian Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 150ft 1½in, 125ft $4^{7}/_{8}$in x 39ft 11in x 12ft 9in. 1,073 bm. Draught 10ft 6in / 14ft 9in.

Ord: 28.9.1808. K: 5.1810. L: 21.12.1812. C: 23.2.1813.

Commissioned: 12.1812 under Capt. Samuel Jackson (-1815); sailed for North America 2.6.1813; laid up at Portsmouth 1815. Small Repair intended 9.1822, but instead BU there completed 22.11.1822.

Lively (ex *Scamander*, re-named 7.12.1812) Chatham Dyd (M/Shipwright Robert Seppings to 3.1813; then George Parkin).

As built: 150ft 1in, 125ft 1¼in x 40ft 3½in x 12ft 10in. $1{,}080^{22}/_{94}$ bm. Draught 11ft 1in / 14ft 6in.

Ord: 28.9.1808. K: 7.1810. L: 14.7.1813. C: 15.7.1813 (for Ordinary).

First cost: £25,248 (not fitted).

Under Capt. Frederick Aylmer briefly in 1813 while commissioning intended, but this was cancelled. Intended sale to John Small Sedger, Rotherhithe 22.7.1819 to BU, but this was likewise cancelled. Small Repair at Chatham (for £8,026) 7 – 9.1821. Fitted for foreign service at Chatham (for £13,815) 12.1823 – 27.1.1824.

Commissioned: 11.1823 under Capt. William Elliott, for Lisbon station; paid off ?1.1826 at Plymouth. Became a receiving ship at Plymouth 4.1831 (-1860). Sold to J. & E. Marshall, Plymouth (for £1,215) to BU 28.4.1863.

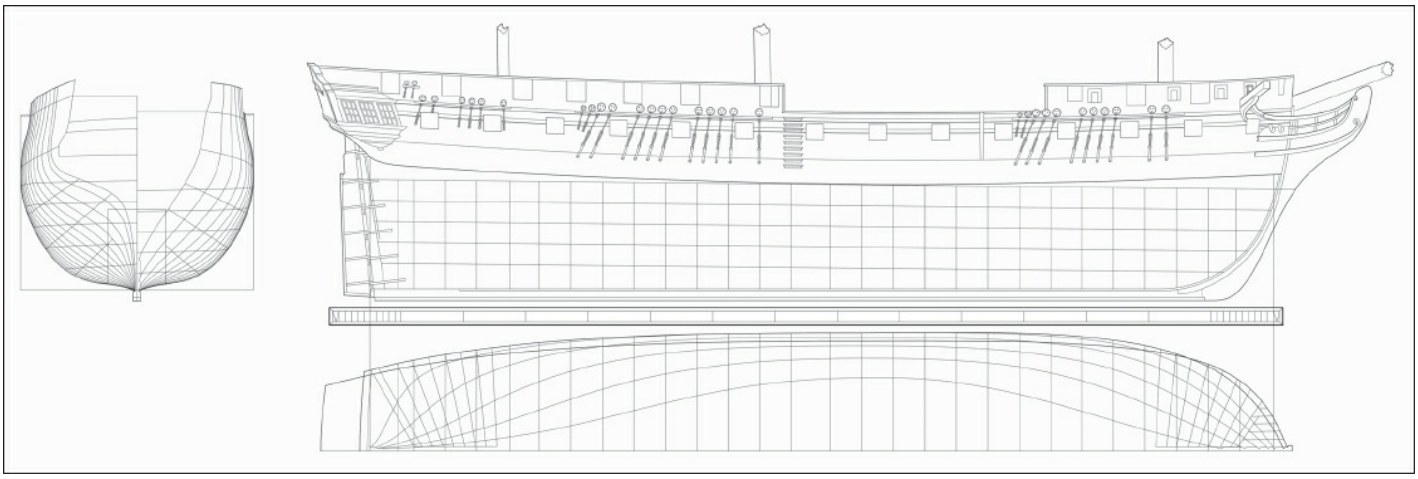
Surprise Milford Dyd (following failure of Jacobs's business). (M/Shipwright William Stone).

As built: 150ft 4in, 125ft $8^{7}/_{8}$in x 40ft 0½in x 12ft 9in. $1{,}072^{33}/_{94}$ bm. Draught 11ft 3in / 14ft 9in.

Ord: 10.4.1809. K: 1.1810. L: 25.7.1812. C: 9.8 – 1.12.1812 at Plymouth.

Commissioned: 9.1812 under Capt. Sir Thomas John Cochrane (-1814); sailed for the Leeward Islands 19.12.1812; took US 12-gun privateer *Decatur* 16.1.1813. In ?6.1814 under Capt. George W.H. Knight; took 9-gun privateer schooner *Yankee Lass* 1.5.1814; paid off 8/9.1815. Fitted as a convict ship at Plymouth 5 - 6.1822, to lie at Cork. Sold there (for £2,010) to BU by AO 2.10.1837.

Notes: A further seven vessels to this design (*Diamond*, *Amphitrite*, *Trincomalee*, *Thetis*, *Arethusa*, *Blanche* and *Fisgard*) were ordered between 1812 and August 1815, and appear in sub-section (D) below.



The late-war appearance of the revived *Apollo/Euryalus* Class 36-gun frigates. Compared with earlier ships there is an additional quarterdeck port abreast the mainmast, although the official armament establishment had not been increased.

***APOLLO* Class** – 36 guns. Revival of Sir William Rule's 1798 design. Twenty-four more ships were ordered to this design between 1803 and 1812 (the last one was later altered into a fresh 38-gun design); twelve orders were placed with commercial yards and an equal number with Admiralty yards, but two commercial builders 'failed' and two ships were consequently added to the Dockyard output. Two ships were wartime losses (*Saldanha* and *Manilla*).

Dimensions & tons: 145ft 0in, 121ft $9^{3}/_{8}$in x 38ft 2in x 13ft 3in. $943^{53}/_{94}$ bm.

(Note that *Malacca* differed considerably and only belonged nominally to this class; built of a mixture of timbers, her dimensions as built were significantly different – see below.)

Men: 264. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 4 x 32pdr carronades.

Dartmouth Benjamin Tanner, Dartmouth.

As built: 145ft 0½in, 121ft $9^{1}/_{8}$in x 38ft 4in x 13ft 3in. $951^{66}/_{94}$ bm. Draught 10ft 8in / 13ft 11in.

Ord: 17.3.1803. K: 7.1804 - firm failed 2.1807, so re-ordered – contract transferred to Mr. Cook, Dartmouth. Re-ord: 2.6.1809. L: 28.8.1813. C: 11.9 - 20.9.1813 at Plymouth for Ordinary, then laid up.

First cost: £18,000 to builder (Cook), plus £6,508 fitting.

Between Middling and Large Repair at Plymouth (for £25,338) 9.1816 – 9.1819, then laid up. Fitted for sea (for £7,872) 7.1824 – 3.9.1824.

Commissioned: 5.1824 under Capt. James Maude, for Jamaica. In 2.1825 under Capt. Henry Dundas (-1826). Fitted for sea at Portsmouth 2 – 5.1827; recommissioned 2.1827 under Capt. Thomas Fellowes, for the Mediterranean; at Battle of Navarino 20.10.1827, losing 6 killed and 8 wounded; paid off 3.1830. Fitted for quarantine service at Chatham 6 - 7.1831, in 1834 to Leith. BU completed 2.11.1854 at Deptford.

Creole Benjamin Tanner, Dartmouth.

As built: 144ft 11in, 121ft $5^{5}/_{8}$in x 38ft $3^{7}/_{8}$in x 13ft 3in. $948^{81}/_{94}$ bm. Draught 9ft 11in / 14ft 3in.

Ord: 17.3.1803 - firm failed 2.1807, AO not to build 2.6.1809, then reordered from: Plymouth Dyd.

Re-ord: 23.12.1810. K: 9.1811. L: 1.5.1813. C: 20.8.1813. (M/Shipwright Joseph Tucker)

First cost: £39,430 including fitting.

Commissioned: 6.1813 under Capt. Robert Forbes. In 1814 under Capt. George MacKenzie; in action (with *Astraea*) against 40-gun *L'Etoile* and *La Sultane* 23.1.1814. Small Repair at Sheerness (for £4,342) 8.1815 – 3.1816. Fitted for sea at Sheerness (for $14,363) 7 – 10.1818; recommissioned under Capt. Sir George Collier, for the African coast; in 7.1818 under Capt. William Dashwood; in 1819 flagship of Capt. William Bowles, for South America; later under Capt. Adam Mackenzie in 1820, then Capt. Thomas White in 1.1821, then Capt. Frederick Spencer. Fitted for harbour service (unspecified) at Chatham 6 - 7.1833. BU at Deptford 8.1833.

Semiramis Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft $0^{5}/_{8}$in, 121ft 10in x 38ft 2in x 13ft 3in. $944^{1}/_{94}$ bm. Draught 10ft 2in / 14ft 4in.

Ord: 25.3.1806. K: 4.1807. L: 25.7.1808. C: 6.9.1808.

First cost: £35,473 including fitting.

Commissioned: 8.1808 under Capt. William Granger; sailed for Portugal 15.12.1808. In 7.1810 under Capt. George Richardson (-1814); destroyed (with *Diana*) 14-gun *Le Teazer* and 16-gun *Le Pluvier* in the Gironde 24.8.1811; on Irish station 1812; took 14-gun privateer *Le Grand Jean* 29.2.1812; sailed for the Cape of Good Hope 28.10.1812; paid off at Portsmouth 8.1814. Middling Repair there 11.1814 – 3.1815. Fitted for foreign service 11 – 12.1817; commissioned 10.1817 under Capt. Sir James Yeo (died 8.1818). Fitted as a guardship at Portsmouth 7 – 11.1821, for Cork (where flagship to 1830). Cut down into a 24-gun Sixth Rate corvette either 1827 or 1831. Laid up at Plymouth 9.1831. BU at Plymouth 11.1844.

Owen Glendower Thomas Steemson, Paull (near Hull).

As built: 145ft 3in, 121ft $11^{3}/_{8}$in x 38ft 3½in x 13ft 3in. $951^{3}/_{94}$ bm.

Ord: 1.10.1806. K: 1.1807. L: 19.11.1808. C: 3.12.1808 – 22.3.1809 at Chatham.

First cost: £18,364 to builder, plus £13,102 fitting.

Commissioned: 1.1809 under Capt. William Selby (died 3.1811); at occupation of Anholt 8.5.1809; took 14-gun privateer *La Camille* in the Channel 10.3.1810; sailed with convoy for Quebec 26.4.1810; sailed with convoy for Cape of Good Hope 27.9.1810; took 16-gun privateer *L'Indomptable* off the Lizard 1.10.1810. In 3.1811 under Capt. Edward A'Court, then 7.1811 Capt. Bryan Hodgson (-1816); sailed for East Indies 3.10.1811; flagship of Sir Samuel Hood 1811-12; took US 12-gun privateer *Hyder Ally* 5.1814; paid off 5.1816 at Chatham. Large Repair at Chatham (for £42,521) 3.1817 – 5.1819; fitted for sea there (for £7,507) 6 – 10.1819; recommissioned 8.1819 under Capt. Sir Robert Spencer, for South America; paid off 9.1822. Fitted for Foreign service at Chatham (for £6,856) 10.1822 – 1.1823; recommissioned 11.1822 under Capt. Sir Robert Mends (died 9.1823), for the African station; later under Cmdr. John Filmore (acting). Fitted for foreign service at Chatham (for £15,619) 10.1824 – 2.1825; recommissioned under Capt. Hood Christian (-1825), for the African station. Between Small and Middling Repair at Chatham (for £18,223 including survey) 12.1828 – 12.1829. Fitted as a convict ship at Chatham (for £9,185) 3 – 10.1842, for Gibraltar. Receiving ship there 1880. Sold to F. Danino at Gibraltar (for £1,035.17.8d) 1884.

Curacoa Robert Guillaume, Northam.

As built: 145ft 2in, 121ft 11in x 38ft 4in x 13ft 4in. $952^{87}/_{94}$ bm. Draught 11ft 2in / 14ft 9in.

Ord: 1.10.1806. K: 1.1808. L: 23.9.1809. C: 26.9.1809 - 23.1.1810 at Portsmouth.

First cost: £18,411 to builder, plus £15,066 fitting.

Commissioned: 10.1809 under Capt. John Tower (-1815), for the Channel Islands; took 14-gun privateer *La Vénus* off Land's End 9.11.1810; sailed for the Mediterranean 17.11.1811; her boats (with *Leviathan*'s, *Imperieuse*'s and *Éclair*'s) destroyed a convoy at Laigueglia 27.6.1812; paid off 1815. Large Repair at Deptford (for £28,650) 3.1817 – 2.1819, then laid up at Greenhithe; at Woolwich from 1822. Cut down at Chatham into a 24-gun Sixth Rate corvette (for £15,057) 2 – 6.1831; recommissioned 4.1831 for the East Indies (-1834). Fitted for sea at Chatham (for £9,983) 2 – 7.1839. In 1841-42 to South America and Pacific; in 1.1846 for Southeast America (-1847). BU at Sheerness 3.1849.

Saldanha Simon Temple, South Shields.

As built: 144ft 8in, 121ft $4^{5}/_{8}$in x 38ft 4¾in x 13ft 2½in. $951^{29}/_{94}$ bm.

Ord: 1.10.1806. K: 3.1807. L: 8.12.1809. C: ?

Commissioned: 4.1810 under Capt. John Stuart (died 19.3.1811), on Irish station. In 3.1811 under Capt. William Pakenham (temp. under Capt. Reuben Mangin in Spring 1811);

took (with *Fortunee*) 18-gun privateer *Le Vice-Amiral Martin* 11.10.1811; wrecked off Lough Swilly 4.12.1811 (all died including Pakenham).

Hotspur George Parsons, Warsash.

As built: 145ft 0in, 121ft 9in x 38ft 4in x 13ft 3½in. $951^{56}/_{94}$ bm. Draught 10ft 0in / 13ft 6in.

Ord: 1.10.1806. K: 8.1807. L: 13.10.1810. C: 14.10.1810 – 9.2.1811 at Portsmouth.

Commissioned: 11.1810 under Capt. Joceline Percy (-1815), for the Channel; destroyed 3 gunbrigs at Calvados 8.9.1811; took privateers – 12-gun *L'Impératrice Reine* 13.5.1813 and US 5-gun *Chesapeake* 26.10.1813; convoy to West Indies 1814; paid off end 1815 into Ordinary at Portsmouth. BU at Sheerness 1.1821.

Havannah Wilson & Co, Liverpool (originally ordered from Fletcher, Naylor & Hassall?).

As built: 145ft 0½in, 121ft 9¼in x 38ft 3¼in x 13ft 3¾in. $948^{64}/_{94}$ bm. Draught 10ft 3in / 14ft 8in.

[As repaired (1822): 146ft 1in, 122ft 3¾in x 38ft 11in x 13ft 5¼in. 964 bm.]

Ord: 1.10.1806. K: 3.1808. L: 26.3.1811. C: 14.5 – 29.7.1811 at Plymouth.

First cost: £18,259 to builder, plus £9,333 fitting.

Commissioned: 6.1811 under Capt. George Cadogan (-1813); sailed for the Mediterranean 25.12.1811; her boats cut out gunboat No.8 on 6.1.1813, and destroyed four gunboats at Manfredonia 7.2.1813; destroyed (with *Partridge*) two gunboats 18.7.1813; capture of Zara 6.12.1813. In 1814 under Capt. James Black (acting), then Capt. Edward Sibly (temp.). Recommissioned 4.1814 under Capt. Gawen Hamilton, at Portsmouth. Between Middling and Large Repair (for £22,126) at Sheerness 4.1819 – 10.1822, then laid up. Very Small Repair, and cut down to a 24-gun Sixth Rate (corvette, with 24 x 32pdr 40cwt guns) at Deptford (for £5,574) 2 – 6.1845, then laid up at Sheerness. Fitted for sea at Sheerness (for £11,388) 12.1847 – 3.1848; recommissioned 2.1848 for New Zealand station. Repaired and refitted at Plymouth (for £8,734) 7.1852 – 10.1855; recommissioned 8.1855 for Plymouth. Fitted at Plymouth as a 'ragged school ship' and lent 19.3.1860 as training ship at Cardiff. Sold (by AO 26.10.1904) to BU 1905.

Malacca (ex *Penang*, renamed 1808) 'Prince of Wales Island' (Penang, Malaya).

As built: 151ft 11in, 124 $4^{5}/_{8}$in x 38ft 8in x 13ft 2in. 989 bm.

Ord: 19.2.1807. K: 2.1808. L: 6.3.1809. C: 16.8 - 28.10.1810 at Woolwich. Not taken into RN until 11.8.1810.

Commissioned: 10.1810 under Capt. William Butterfield; sailed for the Cape of Good Hope 1.1811, then to East Indies. In 8.1812 under Capt. Henry Peachey, then 1813 Capt. Donald Mackay, then 1.1815 Capt. George Henderson, all East Indies; paid off 6.1815. BU 3.1816.

Orpheus Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0in, 121ft 8¾in x 38ft 3in x 13ft 4in. $947^{28}/_{94}$ bm. Draught 11ft 0in / 14ft 3in.

Ord: 27.2.1808. K: 8.1808. L: 12.8.1809. C: 21.9.1809.

Commissioned: 8.1809 under Capt. Patrick Tonyn (died 22.1.1810); sailed for the Leeward Islands 24.11.1809. Following Tonyn's death, under Capt. Charles Dilkes then Robert Preston. In 11.1810 under Capt. Hugh Pigot (-1814), in North America; took US privateers – 8-gun *Wampoc* 28.4.1813, 20-gun *Holkar* 11.5.1813, and (with *Shelburne*) 22-gun *Frolic* 20.4.1814; convoy to East Indies 11.1814; laid up at Chatham 9.1816. BU at Chatham 8.1819.

Leda Woolwich Dyd (M/Shipwright Edward Sison).

As built: 145ft 0in, 121ft 8½in x 38ft 3in x 13ft 3in. $947^{20}/_{94}$ bm. Draught 10ft 6in / 15ft 0in.

Ord: 23.3.1808. K: 10.1808. L: 9.11.1809. C: 8.12.1809.

Commissioned: 11.1809 under Capt. George Sayer (-1815); sailed for the East Indies 9.6.1810; at reduction of Java 7 – 9.1811; Sayer acting C-in-C 12.1814 – 6.1815 (following death of Sir Samuel Hood) and again 9.1815 – 1816 (following death of Sir George Burlton). Sold to Job Cockshott (for £2,450) 30.4.1817.

Theban George Parsons, Warsash.

As built: 144ft 10in, 121ft $5^{5}/_{8}$in x 38ft 5in x 13ft 4in. $953^{49}/_{94}$ bm. Draught 10ft 8in / 14ft 3in.

Ord: 5.1808. K: 6.1808. L: 22.12.1809. C: 23.12.1809 – 25.4.1810 at Portsmouth.

Commissioned: 11.1809 under Capt. James Hillyar, for the Downs. In 1810 under Capt. Stephen Digby; sailed for China. In 1813 under Lieut. Basil Hall (acting). In 1814 under Capt. Samuel Leslie, in East Indies. BU at Plymouth 5.1817.

Manilla Woolwich Dyd (M/Shipwright Edward Sison).

As built: 145ft 0in, 121ft 8½in x 38ft 3in x 13ft 3in. $947^{20}/_{94}$ bm. Draught 10ft 3in / 14ft 6in.

Ord: 29.12.1806. K: 10.1807. L: 11.9.1809. C: 18.10.1809.

Commissioned: 9.1809 under Capt. George Seymour; sailed for Portugal 14.1.1810. In 9.1811 under Capt. John Joyce (temp.); wrecked on the Haak Sand 28.1.1812 (8 killed and 8 wounded by an explosion).

Astraea Robert Guillaume, Northam.

As built: 145ft 4in, 122ft 1¼in x 38ft 4½in x 13ft 4in. $956^{44}/_{94}$ bm. Draught 10ft 11in / 14ft 8in.

Ord: 26.9.1808. K: 12.1808. L: 5.1810. C: 24.5 – 24.9.1810 at Portsmouth.

First cost: £18,552 to builder, plus £14,566 fitting.

Commissioned: 6.1810 under Capt. Charles Schomberg (-1813); sailed for the Cape of Good Hope 8.10.1810; in action (with *Phoebe*, *Galatea* and *Racehorse*) against 40-gun *La Clorinde*, *La Néréide* and *La Renommée* off Madagascar 20.5.1811 (*La Renommée* taken, and *La Néréide* taken at Tamatave on 26.5.1811). In 8.1813 under Capt. John Eveleigh (acting); in action (with *Creole*) against 40-gun *La Sultane* and *L'Etoile* off Cape Verde Islands 23.1.1814 (9 killed including Eveleigh, 37 wounded). In 1.1814 under Lieut. John Bulford (acting). In 7.1814 under Capt. William Black, then ?E. Killoc in 12.1814 and finally Capt. John Harvey; laid up at Plymouth 8.1815. Fitted as an 8-gun depot ship at Plymouth (for £10,863) 4 - 8.1823, for packet service at Falmouth; recommissioned 4.1823 under Capt. William King (-1835); from 1835 under other commanders in same role to 1848. BU at Plymouth 4.1851.

Belvidera Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0¾in, 121ft 9¼in x 38ft 2½in x 13ft 3in. $945^{54}/_{94}$ bm. Draught 10ft 9in / 14ft 10in.

Ord: 28.9.1808. K: 12.1808. L: 23.12.1809. C: 16.2.1810.

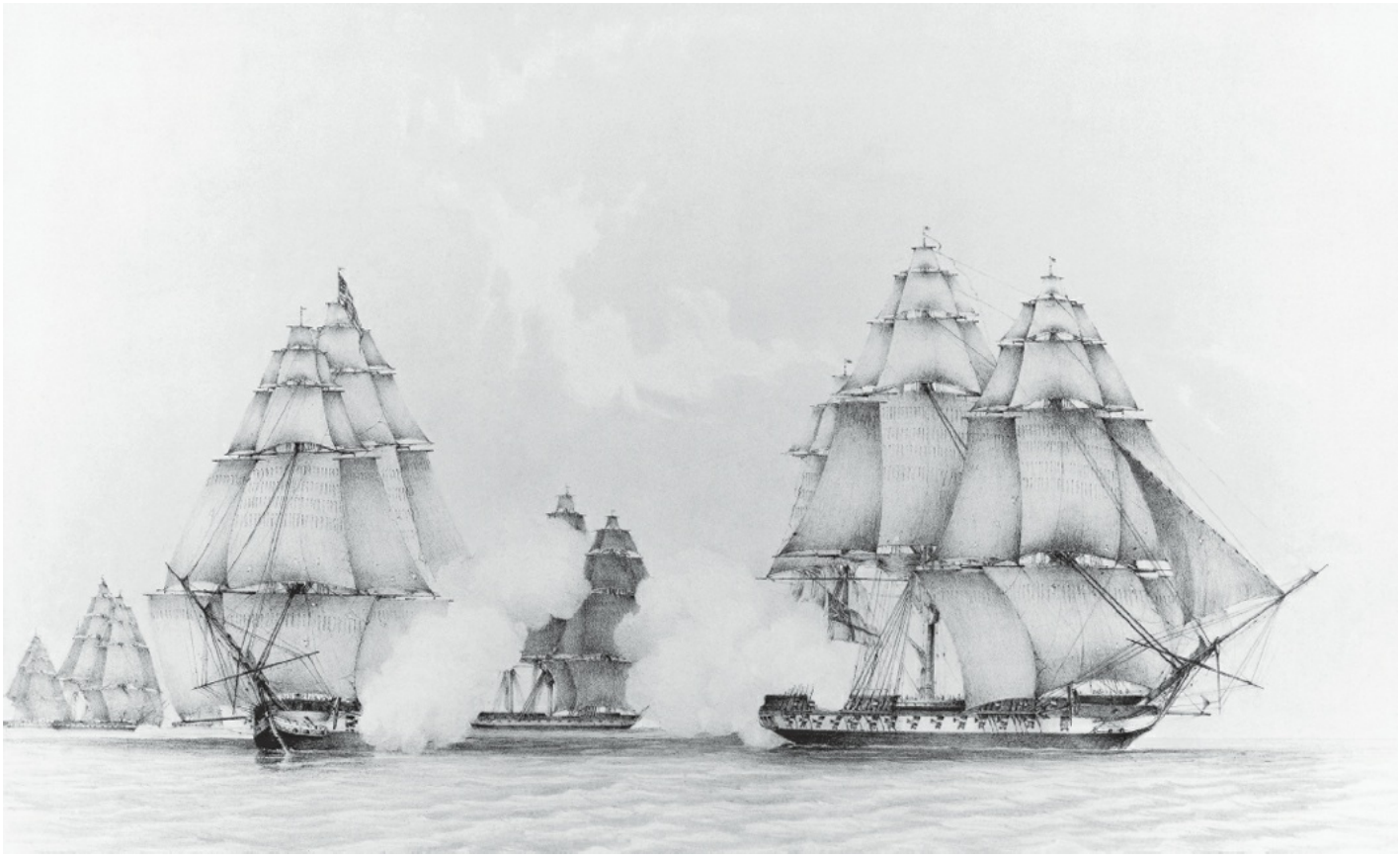
First cost: £30,619 to build, plus £7,686 fitting.

Commissioned: 1.1810 under Capt. Charles Dashwood. In 3.1810 under Capt. Richard Byron (-1814); sailed for the Greenland Fishery 10.5.1810; her boats (with *Nemesis*'s) took Danish 8-gun *Balder* and *Thor* and destroyed another vessel near Studtland (Norway) 22.7.1810; sailed for North America 27.10.1810; in action against USN 44-gun *President* 23.6.1812, with 9 casualties (escaped from Rodgers's squadron); with Broke's squadron in capture of USN 14-gun *Nautilus* 15.7.1812; chase of USS *Constitution* 17 – 20.7.1812; took US 7-gun privateer *Bunker's Hill* 21.8.1812; her boats (with others') took US 6-gun privateer *Lottery* in Chesapeake Bay 8.2.1813; took US schooner *Vixen* 3.1.1814 and US 6-gun privateer *New Zealander* 2.4.1814; paid off at Portsmouth 9.1814. Between Middling and Large Repair at Portsmouth (for £34,912) 5.1816 – 10.1817, then laid up. Small Repair and fitted for sea (for £24,534) 7.1829 – 4.1831; recommissioned 11.1830 for the Mediterranean (-1833), then 12.1833 for North America and the West Indies (-1837). Small Repair and fitted for demonstration at Portsmouth (for £5,443) 4.1838 – 11.1839. Fitted for sea there (for £5,776 + ?£1,279) 9 – 12.1841; recommissioned 8.1841 for the Mediterranean. Fitted at Portsmouth as a store depot 10.1846. Fitted as a receiving ship 8 – 11.1852 (used to 1890). Sold at Portsmouth to J.B. Garnham (for £1,800) 10.7.1906.

Galatea Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0in, 121ft 8¾in x 38ft 3in x 13ft 3½in. $947^{30}/_{94}$ bm. Draught 11ft 2in / 14ft 8in.

Ord: 12.5.1809. K: 8.1809. L: 31.8.1810. C: 18.10.1810.



The *Apollo* Class were good all-round ships but not renowned for outstanding speed under sail, so the escape of the *Belvidera* from an American squadron that included the *President* (reputedly the fastest of the big 44s) was fortunate. In light weather all the ships carried a myriad of 'flying kites' and all manner of unofficial canvas, as shown in this contemporary print.

First cost: £39,558 including fitting.

Commissioned: 9.1810 under Capt. Woodley Losack (-1815); sailed for Cape of Good Hope 31.12.1810; in Schomberg's action off Tamatave 20.5.1811 (capture of *La Renommée* and *La Néréide*); chased by USS *President* and *Congress* 31.10.1812; sailed for Lisbon 1.6.1813; laid up at Portsmouth 10.1815. To Deptford 1820. Between Middling and Large Repair and fitted for sea at Deptford (for £36,187) ?11.1819 – 2.1826; recommissioned 8.1825 under Capt. Sir Charles Sullivan (-1829). Refitted and fitted with experimental (man-powered) propelling machinery 1 – 5.1829 under Capt. Charles Napier, then refitted 12.1829 – 2.1830 (combined cost £12,595). Fitted as a receiving ship and coal depot at Plymouth for Jamaica 8 - 9.1836. BU there by AO 24.9.1849.

Maidstone Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0in, 121ft 8¾in x 38ft 3in x 13ft 3½in. $947^{30}/_{94}$ bm. Draught 10ft 6in / 14ft 1in.

Ord: 8.1.1810. K: 9.1810. L: 18.10.1811. C: 13.12.1811.

First cost: £38,083 including fitting.

Commissioned: 11.1811 under Capt. George Burdett (-1813); took 2-gun privateer *Le Martinet* in the Mediterranean 4.4.1812; sailed for North America 19.6.1812; her boats (with *Spartan*'s) took US privateers in the Bay of Fundy – 1-gun *Morning Star* and *Polly* on 6.8.1812, and 6-gun *Commodore Barry* and 2-gun *Madison*, *Olive* and *Spence* on ? 3.8.1812; took (with *Colibri*) US 2-gun privateer *Dolphin* off Cape Sable 13.8.1812 and (with *Spartan*) US 16-gun privateer *Rapid* on St George's Bank 17.10.1812; took further US privateers – 8-gun *Cora* 14.2.1813, and (with *Poictiers* and *Nimrod*) 20-gun *Yorktown* 17.7.1813. Later in 1813 under Capt. Alexander Gordon; took US 2-gun privateer *Black Swan* 31.10.1813; her boats (with others') took US 6-gun privateer *Lottery* 9.2.1814. In 1815 under Capt. William Skipsey. Between Middling and Large Repair at Woolwich (for £26,201) 7.1816 – 4.1818, then fitted for Ordinary 8.1818 for Greenhithe. Fitted for the African station at Deptford (for £1,994) and Woolwich (£14,349) 11.1823 – 3.1824. Defects made good at Portsmouth (for £13,273) 9 – 12.1827. Paid off into Ordinary as Portsmouth, as receiving ship 8.1832. Fitted as a coal depot at Portsmouth (for £1,120) 2 – 3.1838. BU completed by J. White at Cowes 26.1.1867 (by contract of 16.6.1865).

Stag Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0in, 121ft 8¾in x 38ft 3in x 13ft 3½in. $947^{30}/_{94}$ bm. Draught 10ft 2in / 13ft 11in.

Ord: 17.10.1810. K: 1.1811. L: 26.9.1812. C: 11.1812.

Commissioned: 8.1812 under Capt. Phipps Hornby (-1814); sailed for Cape of Good Hope 19.5.1813 and thence to South America; laid up at Plymouth 11.1814. To Sheerness 1.1821, scheduled for Middling Repair, but instead BU there 20.9.1821.

Magicienne Daniel List, Binstead, Isle of Wight.

As built: 145ft 2in, 121ft $8^{3}/_{8}$in x 38ft 3½in x 13ft 3in. $949^{4}/_{94}$ bm. Draught 10ft 9in / 13ft 10in.

Ord: 14.12.1810. K: 4.1811. L: 8.8.1812. C: 9.8 – 24.10.1812 at Portsmouth.

First cost: £20,194 to builder, plus £17,176 fitting.

Commissioned: 8.1812 under Capt. Thomas John Cochrane; in 9.1812 under Capt. William Gordon; sailed for Portugal 8.11.1812; joined Collier's squadron on north coast of Spain; took US 7-gun privateer *Adeline* 22.3.1814; in Ordinary at Portsmouth in 1815. Small Repair and fitted for sea at Portsmouth (for £13,994) 10.1815 – 2.1816; recommissioned 10.1815 under Capt. John Brett Purvis, for the East Indies; paid off 1818 at Woolwich. Between Middling and Large Repair there (for £24,733) 2.1821 – 5.1826, then laid up at Sheerness. Cut down into a 24-gun Sixth Rate corvette (for £17,400) at Woolwich Dyd 4 - 11.1831 (under AO 15.4.1831); recommissioned 7.1831 for East Indies (-1834), then 4.1835 for Lisbon (-1838). In 1840 in Mediterranean, in operations on Syrian coast (-1842). BU at Portsmouth 3.1845.

Pallas Robert Guillaume, Northam.

As built: 145ft 5in, 122ft 25/8in x 38ft 3in x 13ft 3in. $951^{13}/_{94}$ bm. Draught 10ft 8in / 14ft 5in.

Ord: 19.3.1811. K: 5.1811. On his bankruptcy, the order transferred to Portsmouth Dyd (M/Shipwright Nicholas Diddams).

Ord: 10.12.1813. K: 4.1814. L: 13.4.1816. C: 27.4.1816 (for Ordinary).

First cost: £34,668 including fitting (excludes £2,200 paid to Guillaume).

Commissioned: 8.1828 under Capt. Adolphus Fitzclarence (12 years in Ordinary). Fitted for sea at Portsmouth (for £15,472) 10 – 12.1828; sailed to India and return 1829. In 7.1830 under Capt. Manley Hall Dixon (-1831), then under Capt. William Walpole (-1833), on West Indies station. Fitted as a coal depot at Plymouth 9 – 11.1836; served until 1860. Sold to Marshall (for £1,426) 11.1.1862.

Barrosa Deptford Dyd (M/Shipwright Robert Nelson).

As built: 145ft 0in, 121ft 8¾in x 38ft 3in x 13ft 3½in. $947^{30}/_{94}$ bm. Draught 10ft 9in / 14ft 3in.

Ord: 4.4.1811. K: 10.1811. L: 21.10.1812. C: 10.12.1812.

Commissioned: 10.1812 under Capt. William Shirreff; sailed for North America 31.1.1813; in action (with *Junon*) against 15 US gunboats in Hampton roads 20.6.1813. In 8.1814 under Capt. John Maxwell; took US privateers – 8-gun *Engineer* 29.9.1814 and 1-gun *Highflyer* 14.11.1814. In 1815 under William M'Culloch; laid up at Portsmouth 9.1815. Fitted as a slop ship at Portsmouth 8 – 9.1823, later receiving ship and ordnance depot (-1833). Sold to John Beatson (for £1,830) 27.5.1841.

Tartar Deptford Dyd (M/Shipwright Robert Nelson to 7.1813, completed by William Stone).

As built: 145ft 2in, 121ft 10¼in x 38ft 3¼in x 13ft 3in. $949^{27}/_{94}$ bm. Draught 10ft 4in / 14ft 3in.

Ord: 6.1.1812. K: 10.1812. L: 6.4.1814. C: 6.5.1814 (for Ordinary).

First cost: £28,203 including fitting.

To Ordinary at Sheerness 5.1814. Fitted for sea at Chatham (for £14,128) 6 – 9.1818.

Commissioned: 5.1818 under Capt. Sir George Collier (-1820), for African station. In 10.1822 under Capt. Thomas Browne; fitted for sea at Plymouth (for £12,329) 11.1822 – 2.1823; sailed for South America 5.2.1823; paid off 2.1826 at Woolwich. Fitted as a receiving ship there 11.1827 – 3.1830, for Sheerness and (1834-1859) at Chatham. BU completed there 30.9.1859.

Brilliant Deptford Dyd (M/Shipwright Robert Nelson to 7.1813, completed by William Stone).

As built: 145ft 6½in, 122ft 3¼in x 38ft 3½in x 13ft 3in. $953^{51}/_{94}$ bm. Draught 10ft 9in / 14ft 5in.

Ord: 11.12.1812. K: 11.1813. L: 28.12.1814. C: 5.3.1815 (for Ordinary).

First cost: £34,701 including fitting.

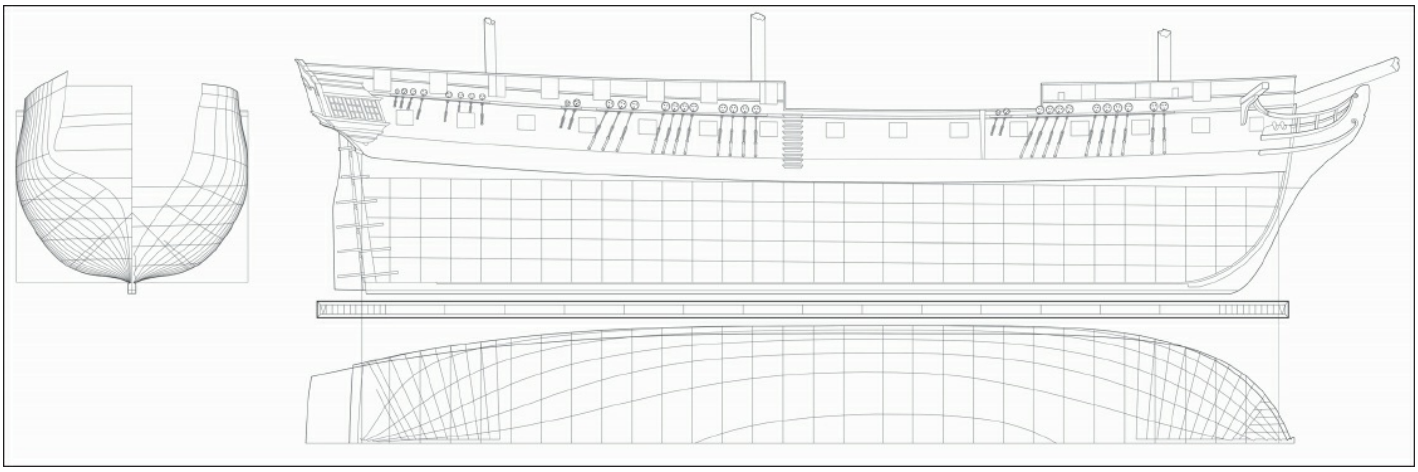
Housed over fore and aft 10.1814 (prior to launch). Under Arthur Stow in 1814. In Ordinary (incomplete) at Chatham to 1844.

Not Commissioned: until 2.1846. Middling Repair at Chatham (for £16,579; ?plus £3,076) 10.1828 – 1.1830. Cut down into a 24-gun Sixth Rate corvette and fitted for sea at Sheerness (for £13,386) 9.1844 – 4.1846. Fitted for commission at Sheerness (for £3,058) 4 – 6.1850. Refitted for sea at Sheerness (for £6,400) 6 – 8.1856. Fitted as training ship for coast volunteers at Chatham (for £1,479) 2.1860, as RNR drill ship at London (at Dundee from 1864, and Inverness 1880). Renamed *Briton* 8.11.1889. Lent to Army Council as temporary accommodation ship at Inverness 9.1806. Sold to Forth Shipbreaking Co, Bo'ness (for £1,600) 12.5.1908.

Blonde Deptford Dyd.

Ord: 11.12.1812. Re-ordered to new design from 1816 (not in this volume).

***LIVELY* Class** – 38 guns. Sir William Rule design, fifteen vessels (copied from prototype *Lively* ordered 1799). The finest British frigate design of the French Wars, and much prized by the Navy Board, orders continued until Rule's death in early 1813; even then, it was probably the embarrassing loss of the *Macedonian* which caused the Admiralty to terminate the programme. Far more weatherly than the smaller *Leda* Class, and easily capable of stowing adequate provisions for Britain's long-range patrol needs. Unlike the prototype, which had been produced with separate gangways between forecastle and quarterdeck, the 1803 orders were modified (in 1805) to have the gangways integrated into the upperworks, and this step towards enclosure of the waist was taken a step further with the introduction of gratings to cover the spars between the gangways.



Bacchante, 38 guns, as completed, the final appearance of the *Lively* Class. Like other frigates of the time, the bulwarks are berthed up and have an extra port abreast the main mast. The new style hance-less rudder shape is also a feature.

Dimensions & tons: 154ft 0in, 129ft 8in x 39ft 5in (38ft 9in mld) x 13ft 6in. $1,071^{56}/_{94}$ bm.

Men: 284 (320 from 26.1.1813). Guns: UD 28 x 18pdr; QD 2 x 9pdrs + 12 x 32pdr carronades (later ships 14 carronades and no 9pdrs); Fc 2 x 9pdrs + 2 x 32pdr carronades.

Undaunted was completed (at Capt. Maling's request) with a singlecalibre armament of 28 x 24pdr Gover's guns on the UD and 18 x 24pdr carronades (14 on QD and 4 on Fc); but deficiencies in the Gover's gun resulted in subsequent re-arming as per the establishment.

Resistance Charles Ross, Rochester.

As built: 154ft 1½in, 129ft 8in x 39ft 7in x 13ft 6in. 1,081 bm. Draught 10ft 10in / 15ft 3in.

Ord: 7.11.1803. K: 3.1804. L: 10.8.1805. C: 19.10.1805 at Chatham.

First cost: £33,065 (£20,683 to builder plus £12,382 fitting).

Commissioned: 8.1805 under Capt. Charles Adam. Took 14-gun privateer *L'Aigle* 27.12.1807 on Home station. Sailed for the Mediterranean 22.6.1809. Under Cmdr. (acting Capt.) John Hollinworth from Summer 1810. Recommissioned 1810 under Capt. Philip Rosenhagen for Mediterranean, then under Capt. Fleetwood Pellew from 1.1813. Underwent Middling Repair at Plymouth (for £43,698) 5.1816 – 5.1818, housed over fore and aft, then laid up in Ordinary. Fitted at Plymouth as a 10-gun troopship (for £12,085) 11.1841 – 4.1842; recommissioned 3.1842 under Cmdr. George Patey (from 4.1850 under Manser Bradsend?, then from 2.1850 under J. Huntley). Laid up at Chatham 9.1856, completed BU there 17.4.1858.

Apollo George Parsons, Bursledon.

As built: 154ft 3½in, 129ft $9^{3}/_{8}$in x 39ft 8in x 13ft 6in. $1,085^{77}/_{94}$ bm. Draught 10ft 11in / 15ft 3in.

Ord: 7.11.1803. K: 4.1804. L: 27.6.1805. C: 26.9.1805 at Portsmouth.

First cost: £34,601 (£19,056 to builder plus £15,545 for fitting).

Commissioned: 7.1805 under Capt Edward Fellowes; sailed for the Mediterranean 25.1.1806. Under Capt Alexander Schomberg from 10.1806; in Hallowell's squadron at Alexandria 3.1807. Under Capt. Bridges Taylor from 1808; participated in boat attack by Hallowell's squadron on Baudin's convoy in Rosas Bay. Fitted at Portsmouth (for £12,062) 3 – 8.1810. Recommissioned 5.1810; sailed for the Mediterranean 29.10.1810. Took 20-gun slaver *Merinos* off Cape Corso 13.2.1812, then 6-gun privateer xebec *L'Ulysse* off Corfu 17.9.1812. Boats (with those of *Weazle*) destroyed fort at St Cataldo 21.12.1812; occupied Lagosta 18.1.1813; landing party at St Cataldo 24.4.1813; boat action with gunboats (2 taken) off Faro 27.5.1813. Occupation of Paxo 13.2.1814. Taylor drowned 1814, and *Apollo* under Capt. Edwards Lloyd Graham from 6.1814, then Cmdr. Anthony Valpy (acting) from 8.1814, later Capt. William Hamilton (still in Mediterranean). In Ordinary at Portsmouth from 1815. Underwent between Middling and Large Repair at Portsmouth (for £40,467) 5.1816 – 12.1817. Roofed over fore and aft (for £1,219-8-6d) 6.1819. Partially fitted as a Royal yacht by AO 20.11.1821 (for £14,408) 12.1821 – 6.1822, but not completed. Under Capt. Sir Charles Paget 12.1821, then under Capt. Alexander Karley from 2.1828. Fitted as a troopship at Portsmouth (for £11,404) 12.1837 – 4.1838, with 80 men, 6 x 18pdr carronades + 2 x 9pdrs; recommissioned 11.1841 under Capt. C. Frederick for China War; Yangtze Operation in 7.1842. Fitted as a storeship at Chatham (for £5,340) 8 – 11.1853; recommissioned under Capt. G. Johnson 10.1853 for the Mediterraneam – then troopship in Black Sea to 1855. BU completed at Portsmouth 16.10.1856.

Hussar Balthesar & Edward Adams, Bucklers Hard.

As built: 154ft 0in, 129ft 8in x 40ft 0½in x 13ft 6in. 1,077 bm. Draught 11ft 3in / 15ft 1in.

Ord: 7.11.1803. K: 3.1806. L: 23.4.1807. C: 27.6.1807 at Portsmouth.

First cost: 34,326 (£18,199 to builder plus £16,127 fitting).

Commissioned: 3.1807 under Capt. Robert Lloyd; sailed for the Leeward Islands and Halifax 16.1.1808. Escorted convoy home from Jamaica in 1809. Under Capt. Alexander Skene from 8.1809; in Baltic 1810. Recommissioned ?12.1810 under Capt. James Crawford; sailed for the East Indies 16.2.1811. At reduction of Java 8 – 9.1811; under Capt. George Elliott in East Indies in 1813. Underwent Large Repair at Deptford (for £30,684) 6 – 8.1814, then in Ordinary at Woolwich 1814-15, and at Chatham 1817-22. Small Repair at Chatham (for £3,859) 6 – 10.1822; fitted there for sea (for £13,288) 3 – 7.1823. Recommissioned under Capt. George Harris 3.1823 for Jamaica station; at Chatham again 1826. Recommissioned 2.1827 under Capt. Edward Boxer for Halifax station (flagship of Rear-Adm. Sir Charles Ogle); paid off 7.1830. Fitted at Chatham as receiving ship (for £2,815) 5 – 9.1833. Fitted for gunnery experiments at Chatham 5 – 6.1861; burnt by accident at Shoeburyness while in use as target 1861.

Undaunted (i) Joseph Graham, Harwich.

Ord: 7.11.1803. Builder failed 1806 and order transferred to Woolwich (*qv*).

Statira Robert Guillaume, Northam.

As built: 154ft 0in, 129ft 10¾in x 39ft 7½in x 13ft 5½in. 1,084$^{81}/_{94}$ bm. Draught 10ft 7in / 14ft 8in.

Ord: 4.6.1805. K: 12.1805. L: 7.7.1807. C: 26.8.1807 at Portsmouth.

Commissioned: 7.1807 under Capt. Robert Howe Bromley. From 12.1808 under Capt. Charles W. Boys; took (with *Amelia*) the 16-gun *La Mouche* off Santander 10.6.1809; Walcheren operations 1809; sailed for Leeward Islands 3.10.1809. Boys died 11.1809, and from 1810 under Capt. Volant Vashon Ballard, then from 1811 under Capt. Hassard Stackpoole (killed in duel 28.4.1814); took (with *Colibri*) US privateer *Buckskin* off Cape Sable 11.8.1812; her boats took (with those of *Belvidera*, *Maidstone* and *Junon*) US 6-gun privateer *Lottery* in Chesapeake Bay 8.2.1813. In 4.1814 under Capt. Spelman Swaine, at Jamaica; wrecked on a rock off Cuba 26.2.1815.

Horatio George Parsons, Bursledon.

As built: 154ft 3in, 129ft 11¼in x 39ft 8½in x 13ft 7in. 1,089$^{74}/_{94}$ bm. Draught 10ft 6in / 15ft 1in.

Ord: 15.6.1805. K: 7.1805. L: 23.4.1807. C: 28.5 – 4.8.1807 at Portsmouth.

First cost: £22,266 to builder, plus £15,670 fitting.

Commissioned: 6.1807 under Capt. George Scott (-1812); sailed with convoy for Halifax 7.9.1807; took (with *Latona*, *Driver* and *Superieure*) 40-gun *La Junon* 10.2.1809; took 26-gun *Le Nécessité* (while *en flûte*) 21.2.1810; sailed to meet East Indies ships 13.4.1810; in 9.1810 under Lord George Stuart (?temp.); her boats took Danish 6-gun schooner *No.114* and 4-gun cutter *No.97* on the Norwegian coast 2.8.1812. In 6.1814 under Capt. William Dillon, for North America; paid off 1817. Large Repair at Deptford (for £26,680) 3.1817 – 8.1819, then laid up. To Woolwich 1825, then Sheerness 1827. Converted to a screw block ship 11.1845 – 12.1849, then engine fitted (for £19,793) in East India Docks 12.1849 – 6.1850. Completed as screw guardship at Chatham 6.1850 – 1.1851, then fitted for sea at Sheerness 12/1851 – 5.1852; full cost of conversion and fitting £42,804. Fitted as screw mortar ship at Sheerness (for £7,188) 5 – 6.1855. Sold to Castle & Beech to BU at Charlton 1.11.1865.

Spartan Charles Ross, Rochester.

As built: 154ft 2in, 129ft 6¼in x 39ft 8in x 13ft 6in. 1,084 bm. Draught 10ft 4in / 15ft 0in.



In the later stages of the war frigates were widely employed in coastal attacks and the interruption of local trade around the shores of the Napoleonic empire. They were often faced by individually stronger forces, but achieved dominance by aggression and superior skill. A good example was the routing by the *Spartan* of a Franco-Neapolitan force of two frigates, two brigs and force of gunboats in May 1810, which ended with the capture of the brig *Sparviero*, as celebrated in this engraving after Whitcombe.

Ord: 24.8.1805. K: 10.1805. L: 16.8.1806. C: 6.10.1806 at Chatham.

Commissioned: 8.1806 under Capt. George Astle; on Channel Islands station 2.1807. Under Capt. Jahleel Brenton from 1807; sailed for the Mediterranean ?3.1807. In 5.1807 escaped from French squadron (74-gun *L'Annibal*, 40-gun *La Pomone*, 38-gun *L'Incorruptible* and 14-gun *La Victorieuse*). Unsuccessful boat attack on vessel off Nice 14.5.1807; shadowed Ganteaume's squadron 4.1808; operations (with *Imperieuse*) on Spanish coast 9.1808. Temporarily under Capt. Richard Thomas in 1.1809; with *Amphion* & *Mercury* at Pesaro 23.4.1809; with *Mercury* at Cesenatico 2.5.1809. Present at surrender of Cerigo 9.1809. In action with 40-gun *La Ceres*, 30-gun *Fama*, and 8-gun *Sparviero* (taken) and *L'Achille* in Bay of Naples 3.5.1810. Boats (with those of *Success* & *Espoir*) cut out vessels at Monte Cicero 25.8.1810. Recommissioned under Capt. Edward Pelham Brenton from 9.1810; sailed for North America ?25.7.1811. Took US privateers *Active* (2 guns) off Cape Sable 16.7.1812, *Actress* (4 guns) off Cape St Mary 18.7.1812, and *Intention* (1 gun) off Anapolis 19.7.1812; her boats (with *Maidstone*'s) took US 1-gun privateers *Polly* and *Morning Star* in Bay of Fundy 1.8.1812; took (with *Maidstone*) US privateers 6-gun *Commodore Barry* and 2-gun *Madison*, *Olive* and *Spence*, all on 3.8.1812, and 16-gun privateer *Rapid* on St George's Bank 17.10.1812, paid off 1813. Middling Repairs at Portsmouth 10.1813 3.1814, then fitted there 12.1814 2.1815; recommissioned 12.1814 under Capt. Phipps Hornby, for the Mediterranean; home to Portsmouth 1817. Fitted

for sea at Portsmouth 1 3.1818; recommissioned 1.1818 under Capt. William Wise; at Algiers 1818, then Halifax and West Indies in 1819; paid off 1.1821. BU at Plymouth 4.1822.

Undaunted (ii) Woolwich Dyd (M/Shipwright Edward Sison).

As built: 154ft 9in, 130ft 3¾in x 39ft 7in x 13ft 6in. 1,086 bm. Draught 10ft 6in / 14ft 6in.

Ord: 6.1.1806. K: 4.1806. L: 17.10.1807. C: 2.12.1807.

First cost: £36,967 (including fitting).

Commissioned: 7.1807 under Capt. Thomas Maling; sailed for Portugal 7.5.1808; took 14-gun privateer *St Joseph* in the Channel 12.2.1809. In ?7.1810 under Capt. George Mackenzie; sailed with convoy for Malta 30.8.1810. In 2.1811 under Capt. Richard Thomas; sailed for the Mediterranean 8.3.1811; her boats (with *Leviathan*'s) destroyed privateer near Fréjus 29.4.1812, then same day her boats (with *Volontaire*'s and *Blossom*'s) destroyed a convoy at the mouth of the Rhone. In 1813 under Capt. Thomas Usher; landing party destroyed works near Marseilles 18.3.181 3; her boats (with *Volontaire*'s and *Redwing*'s) near Morgion 30.3.1813; landing party (also from *Repulse*, *Volontaire* and *Redwing*) at Morgion 2.5.181 3; her boats (with *Fleet*'s, *Redwing*'s *and Kitt*'s) destroyed batteries and shipping at Cassis 18.8.1813; embarked Napoleon at Fréjus for transport to Elba. 28.4.1814. In 11.1814 under Capt. Charles Smith; paid off at Chatham 10.1815. Large Repair at Chatham (for £27.3 31) 9.1816 12.1818; roofed over 5.1819 (extended 9.1819). Fitted for sea at Chatham (for £17.801) 5 11.1827; recommissioned 8.1827 under Capt. Augustus Clifford (-1830), for East Indies; paid off 11.1830. Fitted for sea at Portsmouth (for £7,253) 11.1830 2.1831; recommissioned 11.1.831 for Cape of Good Hope and thence to East Indies: paid off 1.1834 at Portsmouth. Waist housed over 6.1834. Fitted as target for gunnery experiments at Portsmouth 1860, then sunk during experiments. BU completed at Portsmouth 3.12.1860.

Menelaus Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 154ft 1in, 129ft 6¼in x 39ft 6½in x 13ft 6in. 1,077$^{15}/_{94}$ bm. Draught 10ft 10in / 14ft 8in.

Ord: 28.9.1808. K: 11.1808. L: 17.4.1810. C: 21.6.1810 at Plymouth.

First cost: £38,836 (including fitting).

Commissioned: 5.1810 under Capt. Peter Parker (Bart. 21.12.1811); sailed for Cape of Good Hope 11.7.1810. At capture of Mauritius 29.11 – 3.12.1810. Sailed for Mediterranean 7.11.1811. Boats took 16-gun *St Joseph* off Fréjus 29.2.1812; landing party at San Stefano 13.8.1812; boats took 2-gun privateer *St Esprit* at Mignone 2.9.1812; three sloops destroyed at Porto Ercole 3.9.1812; took storeship *Fidèle* 4.9.1812; took packet *L'Hirondelle* and 6-gun privateer *Le Nouveau Phoenix* 22.3.1813. In North America 1814; landing party in Chesapeake 30.8.1814 (Parker killed). Under Capt. Edward Dix from 9.1814; paid off 10.1815. Underwent Large Repair at Sheerness & Chatham (for £34,409) 9.1815 – 2.1819; then laid up at Chatham. Marine Hospital at Chatham 1834. Fitted at Chatham 9 – 10.1836 for the Quarantine Service at Stangate Creek. To Portsmouth 10.1841 to Quarantine Service, moored at the Motherbank (Spithead). Returned to Portsmouth Dyd 1896 and sold to John Read, Jnr (for £1,157) there 10.5.1897.

Nisus Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 154ft 0in, 129ft 6in x 39ft 6in x 13ft 6in. 1,074$^{15}/_{94}$ bm. Draught 10ft 7in / 15ft 0in.

Ord: 28.9.1808. K: 12.1808. L: 3.4.1810. C: 15.6.1810 at Plymouth.

Commissioned: 5.1810 under Capt. Philip Beaver; sailed for Cape of Good Hope 22.6.1810. At Cape station to 1812. Beaver died 10.4.1813; thence under Capt. Charles Marsh Schomberg. Arrived Plymouth with convoy from Brazil 3.1814 and paid off. In Ordinary there until 6.1822 when intended for Small Repair but instead completed BU 24.9.1822.

Macedonian Woolwich Dyd (M/Shipwright Edward Sison).

As built: 154ft 6in, 130ft 2$^{5}/_{8}$in x 39ft 6in x 13ft 6in. 1,080$^{64}/_{94}$ bm. Draught 10ft 5in / 14ft 11in.

Ord: 28.9.1808. K: 5.1809. L: 2.6.1810. C: 6.7.1810 at ?Chatham.

Oak from Holstein was used in some of the floor timbers and first futtocks.

Commissioned: 6.1810 under Capt. Lord William FitzRoy; sailed for Portugal 15.9.1810. Fitzroy was dismissed from the service by court martial 7.3.1811 (later reinstated and finished career as Admiral), and *Macedonian* was under Capt. William Waldegrave from 8.3.1810. From 5.4.1811 under Capt. John Surman Carden, and was captured by the American frigate *United States* in the Atlantic 25.10.1812. (Then served in USN until BU 1834; a new frigate of this name was built 1833-36 at Gosport, USA, and served until sold 31.12.1875 – this is sometimes erroneously recorded as the same ship.)

[A full biography can be found in James Tertius de Kay, *Chronicles of the Frigate Macedonian*, New York 1995.]

Crescent Woolwich Dyd (M/Shipwright Edward Sison).

As built: 154ft 5$^{1}/_{8}$in, 130ft 1in x 39ft 7in x 13ft 6in. 1,084$^{9}/_{94}$ bm. Draught 10ft 9in / 14ft 10in.

Ord: 28.9.1808. K: 9.1809. L: 11.12.1810. C: 7.2.1811.

Oak from Holstein was used in some of the floor timbers and first futtocks.

First cost: £39,792 (including fitting).

Commissioned: 12.1810 under Capt. John Quilliam. In Baltic 1812; sailed for Newfoundland 3.4.1813; took 14-gun US privateer *Elbredge Gerry* 16.9.1813. In North America 1814, but returned to UK 1815. Large Repair at Woolwich (for £33,881) 8.1817 – 9.1820. Laid up at Sheerness (roofed over) 10.1820. Fitted at Sheerness (9.1839 – 1.1840) as a receiving ship for freed slaves at Rio de Janeiro. Based at Rio under Capts. Malachi Donellan (11.1839), W.G. Hemsworth (7.1844) and finally G.L. Bradley (5.1849). Sold there 1854.

Bacchante Deptford Dyd (M/Shipwright Robert Nelson).

As built: 154ft 0½in, 129ft 7½in x 39ft 6¼in x 13ft 6¼in. 1,076$^{69}/_{94}$ bm. Draught 10ft 7in / 14ft 6in.

Ord: 12.6.1809. K: 7.1810. L: 16.3.1811. C: 25.1.1812.

First cost: £42,145 (including fitting).

Commissioned: 11.1811 under Capt. William Hoste; sailed for the Mediterranean 3.6.1812. Took French 3-gun privateer *La Victoire* 26.7.1812. Boats took several vessels near Canale de Leme 31.8.1812; then several near Tiemite 18.9.1812; then (with boats also of *Weazle*) five 2-gun gunboats off Otranto 6.1.1813 (*L'Indomptable*, *La Diligente*, *L'Arrogante*, *La Salamino* and *La Calypso*); then captured and destroyed French 2-gun *L'Alcinous* 14.2.1813. Destroyed batteries at Carlopago 15.5.1813; boats captured convoy at Giulianovo 12.6.1813; participated in Fremantle's capture of Fiume [Rijeka] 3.7.1813; with *Eagle* at Rovigno 2.8.1813; with *Saracen* at Ragusa [Dubrovnik] 12.10.1813 and surrender of Cattaro [Kotor] 28.1.1814. Under Capt. Francis Stanfell from 3.1814. Destruction of American *John Adams* 5.9.1814. Paid off and laid up at Portsmouth 7.1815, housed over fore and aft. Underwent Middling Repair at Deptford (for £25,731) 8.1819 – 3.1822, then laid up at Chatham. Fitted at Chatham for Quarantine Dept (for £794) 12.1836 – 2.1837; to Quarantine Service at Stangate Creek 1837 – 1846. At Chatham 1850 and Deptford 1855. Fitted at Deptford as a temporary hospital 10.1856. BU completed at Chatham 20.2.1858.

Nymphe George Parsons, Warsash.

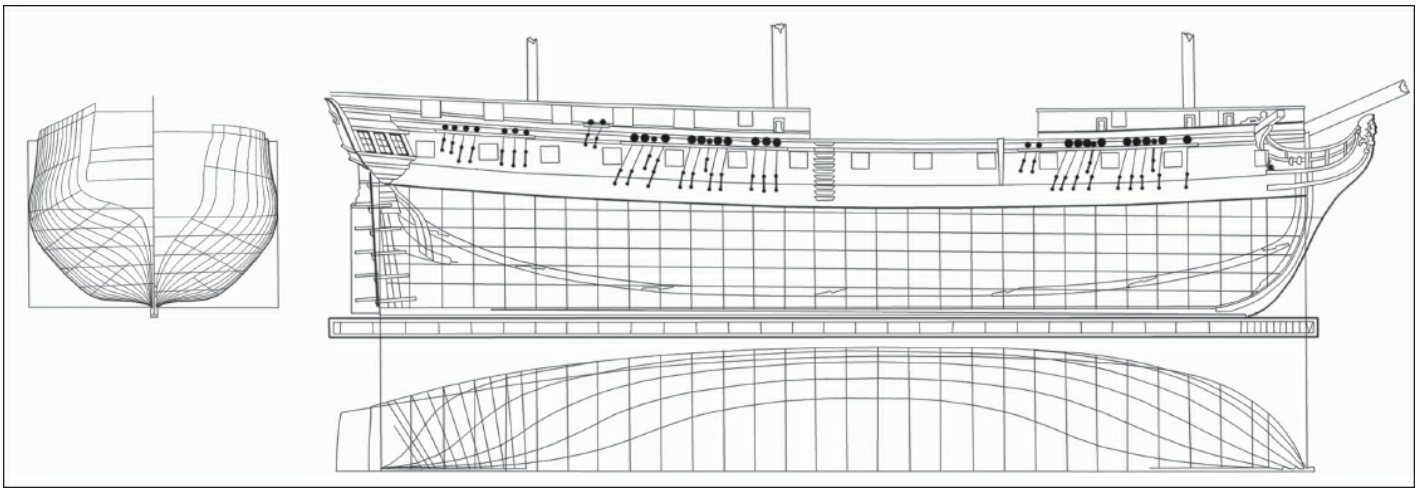
As built: 154ft 2in, 129ft 10½in x 39ft 8in x 13ft 6in. 1,087$^{9}/_{94}$ bm. Draught 10ft 5in / 14ft 4in.

Ord: 14.12.1810. K: 1.1811 as *Nereide* (renamed 1811) L: 13.4.1812. C: 22.6.1812 at Portsmouth.

First cost: £32,538 (£23,739 to builder plus £8,799 for fitting).

Commissioned: 5.1812 under Capt. Farmery Predam Epworth; sailed for North America 9.7.1812. Chased by USS *President* and *Congress* 10.10.1812. On American station, took US privateers *Montgomery* (12 guns) 5.5.1813, *Juliana Smith* (3 guns) 12.5.1813, *Thomas* (12 guns) off Nova Scotia 29.6.1813, and *Paragon* (11 guns) 14.8.1813. Under Capt. Joseph Price from 6.1814, then Capt. Hugh Pigot from 10.1814. Underwent Middling Repair at Portsmouth (for £24,611) 7.1815 – 5.1816, then laid up in Ordinary (housed over 12.1820). Fitted as temporary hospital ship at Portsmouth 8.1831; at Leith by 1834. Fitted at Chatham as receiving ship (for £2,744) 12.1835 – 5.1837; at Sheerness 1838-1855 as receiving ship. Fitted for Water Police at Sheerness 7.1861. Altered at Sheerness to a Roman Catholic chapel 1 –3. 1863. Renamed *Handy* by AO 7.9.1871. BU at Chatham by AO 31.12.1874 completed 9.3.1875.

Sirius Richard Blake & John Tyson, Bursledon (the last ship to be built at Bursledon for the RN).



Hyperion, 32 guns, as designed. The shallow hull and distinctive two-turn midship section betray the ship's French design origins, and the ship exhibited the typical strengths and weaknesses of French design – fast, but leewardly, and wet in a seaway because of her low hull; she also had difficulties stowing her regular establishment of provisions.

As built: 155ft $0^{1}/_{8}$in, 129ft $7^{3}/_{8}$in x 39ft 9in x 13ft 7in. $1{,}089^{50}/_{94}$ bm. Draught 10ft 8in / 14ft 6in.
Ord: 14.12.1810. K: 9.1811. L: 11.9.1813. C: 29.9.1815 at Portsmouth (for Ordinary).
First cost: £31,990 (£23,551 to builder plus £8,439 fitting).
Not Commissioned: Large Repair at Portsmouth (for £22,126) 12.1819 – 8.1821. Very Small Repair at Portsmouth (for £4,937) 12.1829 – 5.1830. Fitted with iron plates on sides for gunnery experiments there (for £1,852) 7.1860. BU at Portsmouth 26.9.1862.

Laurel John Parsons & John Rubie, Warsash.
As built: 154ft 4in, 129ft 11¾in x 39ft 8in x 13ft 6in. $1{,}084^{9}/_{94}$ bm. Draught 10ft 7in / 14ft 5in.
Ord: 21.3.1812. K: 7.1812. L: 31.5.1813. C: 13.9.1813 at Portsmouth.
First cost: £42,290 (£24,109 to builder plus £18,181 fitting).
Commissioned: 7.1813 under Capt. Granville Proby. On Cape station 1814, but returned to UK and laid up at Portsmouth 11.1814. Middling Repair at Portsmouth (for £22,704) 6.1823 – 7.1825, then housed over. Fitted at Portsmouth as a 'lavatory' by AO 10.9.1864 (wash house 1870-1880). Sold there to Castle & Sons 11.1885.

HYPERION - 32 guns. Design by Sir John Henslow, from lines of *La Magicienne* (French prize taken 1781).
Dimensions & tons: 143ft 9in, 118ft $8^{1}/_{8}$in x 39ft 2½in x 12ft 4½in. $970^{39}/_{94}$ bm.
Men: 254. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 24pdr carronades; Fc 4 x 9pdrs + 2 x 24pdr carronades.

Hyperion William Gibson, Hull.
As built: 143ft 9in, 118ft $7^{5}/_{8}$in x 39ft 4½in x 12ft 4in. $978^{34}/_{94}$ bm. Draught 10ft 0in / 13ft 6in.
Ord: 13.6.1805. K: 2.1806. L: 3.11.1807. C: 9.12.1807 - 23.4.1808 at Chatham.
First cost: £20,165 to builder.
Commissioned: 1.1808 under Capt. Thomas Brodie (died 3.1811); sailed for the Mediterranean 29.6.1808; sailed for Jamaica 14.1.1810. In 5.1811 under Capt. William Cumby (-1815); sailed for Newfoundland 13.5.1812; took US 16-gun privateer *Rattlesnake* 3.6.1814. In 1.1815 under Capt. James Lillecrap (temp.); paid off 8.1815 and laid up at Portsmouth. Small Repair and fitted for sea at Portsmouth 6 – 11.1818; recommissioned 9.1818 under Capt. Thomas Searle, for South American station; paid off 4.1821. Recommissioned 4.1821 under Lillicrap again (-1822), for Cape of Good Hope. Fitted for the Coast Blockade at Sheerness 1 – 3.1825, for Newhaven; recommissioned 1.1825 under Capt. William Mingaye; paid off 5.1831. BU at Portsmouth 6.1833.

BUCEPHALUS - 32 guns. Design by Sir William Rule, from lines of *La Topaze* (French prize taken 1793).
Dimensions & tons: 150ft 0in, 126ft $6^{1}/_{8}$in x 38ft 0in x 12ft 1in. $971^{66}/_{94}$ bm.
Men: 254. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 24pdr carronades; Fc 2 x 9pdrs + 2 x 24pdr carronades.

Bucephalus William Rowe, Newcastle.
As built: 150ft 0in, 126ft $5^{5}/_{8}$in x 38ft 1in x 12ft 0in. $975^{61}/_{94}$ bm.
Ord: 19.6.1805. K: 8.1806. L: 3.11.1808. C: 2.3 - 17.6.1809 at Chatham.
First cost: ?
Commissioned: 3.1809 under Capt. Charles Pelly; in Scheldt operations 1809; sailed for East Indies 15.11.1809. Under Capt. Joseph Drury ?5.1812, then Capt. Barrington Reynolds in 1813. Fitted as troopship at Woolwich 1 - 5.1814; under Cmdr. George d'Aeth 3.1814, for New Orleans operations. Under Cmdr. Amos Westropp 6.1815. Laid up at Portsmouth 8.1816. Fitted as receiving ship at Portsmouth 6.1822. BU at Portsmouth 9.1834.

PYRAMUS – 36 guns. Design to lines of *La Belle Poule* (French prize taken 1780).
Dimensions & tons: 140ft 0in, 115ft $11^{5}/_{8}$in x 38ft 2in x 11ft 11in. $898^{50}/_{94}$ bm.
Men: 264. Guns: UD 26 x 18pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Pyramus (Charles) Greensword & (Thomas) Kidwell, Itchenor, near Chichester.
As built: 141ft 1in, 117ft $2^{5}/_{8}$in x 38ft 5in x 12ft 0in. $920^{18}/_{94}$ bm. Draught 10ft 3in / 12ft 9in.
Ord: 29.6.1805. K: 4.1806. Builder failed 1807; order and frames transferred to: Portsmouth Dyd.
Re-ord: 5.1808. K: 11.1808. L: 22.1.1810. C: 4.5.1810.
First cost: (at Itchenor) £10,120 to builder; (at Portsmouth) £18,842, including fitting.
Commissioned: 1.1810 under Capt. Charles Dashwood (-1812), for the Baltic. In 9.1812 under Capt. James Whitley Deans Dundas, for Channel in 1813; took (with *Belle Poule*) 10-gun US privateer *Zebra* 20.4.1813; took 14-gun privateer *La Ville de l'Orient* 14.2.1814. Fitted for Ordinary at Plymouth (for £736) 4.1814; in Ordinary there 1814-1820. Between Middling and Large Repair at Plymouth (for £32,127) 3 – 5.1819, then laid up again. Fitted for sea at Plymouth (for £9,104) 2 – 6.1821; recommissioned 2.1821 under P. Newcombe, for West Indies. In 6.1825 under Robert Gambier, at Portsmouth; paid off same month. Recommissioned 6.1826 under George Sartorius. Very Small Repair at Plymouth (for £8,477) 1 – 4.1829, then laid up there. Fitted as receiving and convict ship for Halifax, Nova Scotia 11.1832 – 7.1833; at Halifax 1834 - 1875 Sold to BU (for £1,600) there 10.11.1879.

PURCHASED VESSELS (1804-1805). The following were all built in India of teak. Contrary to some records, *Duncan* and *Howe* were not East India Company ships, but were purchased from local merchants at Bombay.

Sir Edward Hughes (HEICo *Sir Edward Hughes*, launched 22.3.1784 at Bombay), 38 guns.
Dimensions & tons: 147ft 2in, 118ft $4^{7}/_{8}$in x 39ft 1in x 19ft 4½in. $962^{5}/_{94}$ bm.
Men: (90 as storeship). Guns: (as storeship) UD 18 x 9pdrs; Fc 2 x 9pdrs.
Purchased 5.1804 (for £35,000). Registered 13.8.1806.
Commissioned: 1805 in the East Indies under Cmdr. Hood Christian. In ?9.1806 under Capt. Gilbert Heathcote, then 9.1806 Capt. Edward Ratsey. Arrived at Sheerness 9.10.1807, to Woolwich 11.10.1807. In Ordinary at Woolwich 12.1807. Fitted as a storeship at Woolwich 3 – 7.1808; renamed *Tortoise* 28.11.1807; recommissioned 5.1808 under Cmdr.

Thomas Cook (-1815); in Mediterranean 1812, and at Gibraltar 1813. Fitted as a coal depot at Portsmouth 9 – 11.1824, for use at Milford until 1838. Fitted at Chatham as a storeship (for £16,794) 1 – 8.1841. Fitted at Chatham as a receiving ship 12.1843 – 3.1844, for Ascension Island. BU at Ascension (under AO 18.10.1859) 1863.

Duncan (mercantile *Carron*, launched 21.7.1792 at Bombay), 38 guns.

Dimensions & tons: approx. 130ft x 35ft (Never in UK to be measured, so dimensions uncertain). 990 bm.

Purchased by Pellew from Messrs. Bruce Fawcett & Co. 1805. Registered 24.3.1807.

Commissioned: 1805 under Lieut. Clement Sneyd (acting), later under Lieut. Charles Hawtayne (acting); destroyed *L'Hyppolite* at Île Bourbon 9.1805. In 1806 under Capt. Lord George Stuart; took 8-gun privateer *L'Île de France* 8.4.1806. Renamed *Dover* 1807 (registered 24.3.1807). In 1807 under Capt. Edward Tucker, later under Cmdr. Henry Hart (acting) and Cmdr. William Wells. In 1808 recommissioned in East Indies under Capt. Anthony Maitland, then 1809 under Capt. Edward Tucker again; took 18-gun *Rembang* and 10-gun *Hoop* 6.2.1810; capture of Amboyna 9 – 17.2.1810, and other Dutch East Indies islands later in 1810. In 5.1811 under Lieut. Charles Jefferies (acting); wrecked in a gale at Fort St George, Madras 2.5.1811 (2 drowned).

Howe (mercantile *Shah Kaikisroo*, built 1799 at Bombay), 38 guns.

Dimensions & tons: 150ft 0in, 124ft $3^{7}/_{8}$in x 39ft 9¾in x 16ft 11¾in. $1{,}048^{16}/_{94}$ bm.

Men: 100 as storeship. Guns: As storeship – UD 20 x 9pdrs; QD 4 x 6pdrs.

Purchased by Pellew from Sorabjee Mucherjee ('a Parsee merchant') 4.1805 (for £43,000).

Commissioned: 1805 in East Indies under Lieut. Edward Ratsey. In 6.1805 under Capt. George Cockburn, for passage to England; paid off 2.1806. Fitted at Woolwich as a storeship 2.2 – 17.4.1806; recommissioned 3.1806 under Cmdr. Edward Killwick (-1808); sailed for Cape of Good Hope 14.5.1806; renamed *Dromedary* 6.8.1806. Recommissioned 11.1806; to South America 1807. In ?4.1808 under Cmdr. Henry Bouchier, in the West Indies, then ?11.1808 Cmdr. William Dowers. Recommissioned 11.1808 under Lieut. Hayes O'Grady; sailed for New South Wales 5.1809; home in 1811. In 1812-13 under S. P. Pritchard, Master, and 1814-15 under Edward Ives, Master; to West Indies in 1814. Fitted as a convict ship at Deptford 5 – 8.1819; to Australia 1820, then at Chatham 1822-24. Fitted at Woolwich as a convict ship for Bermuda 3 – 11.1825. In 5.1830 under J. Hayes, Master (-1831), on the African station. In 1834 under R. Skinner, in North America and West Indies. Sold at Bermuda 8.1864.

Ex FRENCH PRIZES (1803-1815). The standard French 18pdr frigate was rated at 40 guns by the French Navy (here including its Dutch and Italian dependants), but were re-rated at 38 guns when added to the British Navy. The survivors were all re-rated as 46s in 2.1817.

CREOLE. A one-off design by Jacques-Augustin Lamothe.

Creole (French *La Créole*, built 12.1794 – 3.1798 at Basse-Indre [Nantes]. L: 24.6.1797).

Dimensions & tons: never measured. Estimated at 1,070 bm.

Taken 30.6.1803 by Bayntun's squadron off San Domingo.

Not Commissioned: Under Capt. Austin Bissell (acting) for voyage to UK; sprang leak 26.12.1803, and foundered in Atlantic 3.1.1804 (no casualties).

VIRTU. A one-off design by Charles Segondat-Duvernet.

Virtu (French *La Vertu*, built 10.1793 – 8.1794 at Lorient. L: 28.6.1794).

Dimensions & tons: 151ft 0in, 127ft $11^{5}/_{8}$in 39ft 8½in x 11ft 10in. $1{,}073^{25}/_{94}$ bm.

Men: 330. Guns: UD 28 x 18pdrs; QD 16 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades.

Taken 30.11.1803 at the capitulation of San Domingo. Arrived Plymouth 14.8.1804.

Not Commissioned, and never fitted for sea after arrival in Britain. BU at Plymouth 12.1810.

***L'URANIE* Class.** (Jean-François Gauthier design). Two ships were built at Basse-Indre [near Nantes] to this design, of which *L'Uranie* of 1797-1801 was burnt in French service to avoid capture 3.2.1814.

Clorinde (French *La Clorinde*, ex *La Havraise*, built 9.1797 - 6.1801 at Basse-Indre [Nantes]. L: 31.10.1800).

Dimensions & tons: 158ft 6in, 133ft 2in x 40ft 10in (40ft 3in mld.) x 12ft 2in. $1{,}181^{54}/_{94}$ bm.

Men: 330 (later 315). Guns: UD 28 x 18pdr; QD 16 x 32pdr carronades; Fc 2 x 12pdr + 2 x 32pdr carronades.

Taken 30.11.1803 at the capitulation of San Domingo.

Commissioned: 5.1804 at Jamaica under Capt. Robert O'Brien. Arrived at Plymouth 23.7.1804. Small to Middling Repair 11.1807 – 12.1808; recommissioned 10.1808 under Capt. Thomas Briggs (-1814); sailed for the East Indies 17.2.1809; took 8-gun privateer *L'Henri* in the East Indies 28.1.1810; at capture of Mauritius 12.1810. In 9.1814 under Capt. Samuel Pechell. Sold to Mr. Freake (for £2,500) 6.3.1817.

Later *La VIRGINIE* Class. (Jacques-Noël Sané design of 1793.) From 1801 onwards, four further ships were built to this Sané design, of which three were taken by and added to the RN over the period (the fourth, *L'Atalante*, was burnt in 1805). Note *Surveillante* was fitted in 3.1812 by the RN with a main armament of Gover short 24pdrs. Two other vessels from the original *La Virginie* batch was also taken and added.

Surveillante (French *La Surveillante*, built 7.1801 – 12.1802 at Basse-Indre [Nantes]. L: 29.5.1802).

Dimensions & tons: 151ft 6in, 126ft 11¼in x 40ft 3in (39ft 8in mld.) x 12ft 8in. $1{,}093^{60}/_{94}$ bm.

Men: 284. Guns: UD 28 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 30.11.1803 by Loring's squadron at the capitulation of Cape François (San Domingo).

Commissioned: ?5.1804 in Jamaica under Capt. William Cathcart (died 6.1804). In 7.1804 under Capt. John Bligh; took 3-gun privateer *El Repusgo* 3.5.1805; boats took schooner *El Serpadon* in San Juan Rver 3.1806; paid off 9.1806. Small to Middling Repair and fitted at Deptford 16.9.1806 – 28.4.1807; recommissioned 3.1807 under Capt. Sir George R. Collier (-1813) ; sailed for South America 22.1.1808; sailed for Lisbon 15.4.1809; took 18-gun *Le Milan* off Ushant 30.10.1809; took 16-gun privateer *La Countess Laure* 3.12.1809; in the Channel 1810-12; her boats (with *Constant*'s) cut out a brig near Morbihan 5.9.1810; took 14-gun privateer *La Creole* 1.5.1811; in Popham's squadron on North coast of Spain 6.1812, and again in 1813; took (with *Lyra*) 6-gun US privateer *Tom* 27.4.1813; took 6-gun privateer Orders in Council 1.6.1813; in 1812 (temp.) under Capt. Edward Tucker. In 12.1813 under Capt. Robert Elliott; paid off at Woolwich and BU at Deptford 8.1814.

Didon (French *La Didon*, ex *La Facheuse*, built 9.1796 – 9.1800 at St Malo. L: 1.8.1799).

Dimensions & tons: 153ft 0in, 127ft $7^{1}/_{8}$in x 40ft 1in (39ft 5in mld.) x 12ft 10in. $1{,}090^{42}/_{94}$ bm.

Men: 284 (later 300). Guns: UD 28 x 18pdrs; QD 6 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 10.8.1805 by *Phoenix* off Cape Finisterre. Arrived Plymouth 4.9.1805.

Commissioned: 11.1805 under Thomas Baker; paid off into Ordinary at Plymouth 1807. Began Middling to Large Repair 5.1811, but this was cancelled and instead BU at Plymouth 8.1811.

Volontaire (French *La Volontaire*, built 9.1794 – 1796 at Bordeaux. L: 7.6.1796).

Dimensions & tons: 151ft 9in, 127ft $1^{3}/_{8}$in x 40ft 0½in (39ft 6½in mld.) x 12ft 5in. $1{,}084^{8}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 4.3.1806 by *Diadem* while entering the roadstead at the Cape of Good Hope, unaware of its capture by the British. Fitted and repaired at Portsmouth 13.6 – 18.11.1807. In 3.1806 under Josceline Percy, then Frederick Maitland in 10.1806 and Charles Bullen in 7.1807.

Commissioned: 9.1807 under Capt. Charles Bullen (-1811); sailed for the Mediterranean 16.4.1808; in Martin's squadron 10.1809; in Hallowell's squadron at Rosas 31.10 – 1.11.1809. In 1811 under Capt. Joseph Nourse (temp.), later Bullen again; her boats (with *Undaunted*'s and *Blossom*'s) destroyed a convoy near mouth of the Rhone 29.4.1811. Later in 1811 under Capt. Grenville Waldegrave; in action (with *Perlen*) against Emeriau's squadron off Cape Sicié 23.11.1811; landing parties (with *Undaunted*'s and *Redwing*'s) at Sourmiou 31.3.1813, and from same ships (plus *Repulse*'s) at Morgiou 2.5.1813. In 10.1813 under Capt. ?J. Shaw, then BU at Deptford 2.1816.

Belle Poule (French *La Belle Poule*, built 6.1801 – 9.1802 at Basse-Indre [Nantes]. L: 17.4.1802).

Dimensions & tons: 151ft 6in, 127ft $7^{5}/_{8}$in x 39ft 11in (39ft 4in mld.) x 13ft 4in. $1{,}076^{64}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 13.3.1806 in the Atlantic by *Foudroyant*, *London* and *Amazon*. Arrived Portsmouth 19.5.1806. Fitted there 16.9.1807 – 16.5.1808.

Commissioned: 3.1808 under Capt. James Brisbane (-1812); sailed for the Mediterranean 15.6.1808; cut out storeship *Var* from Valona 15.2.1809; at capture of Santa Maura 21.3 - 8.4–1810; destroyed (with *Alceste*) gunbrig at Prego 5.5.1811; took 10-gun brig *Carlotta* 11.12.1811. In 7.1812 under ?Henry Whitby, in the Channel; then 8.1812 under Capt.

George Harris; took US privateer *Grand Napoleon* 3.4.1813; took (with *Pyramus*) US 10-gun privateer *Zebra* 20.4.1813; took US privateers - 4-gun *Revenge* 11.5.1813 and 2-gun *Squirrel* 14.12.1813. In 1814 under Capt. Edward Williams; operations in the Gironde 4.1814. Fitted as troopship at Plymouth 8 – 9.1814; commissioned as troopship 6.1814 under Cmdr. Francis Baker. Prison ship 1815. Sold (for £2,700) 11.6.1816.

Rhin (French *Le Rhin*, launched 6.1801 – 10.1802 at Toulon. L: 15.4.1802).

Dimensions & tons: 152ft 1in, 127ft 1½in x 39ft 11½in (39ft 4in mld.) x 13ft 0in. $1{,}079^{62}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 27.7.1806 by *Mars* off Rochefort. Arrived Plymouth 8.8.1806. Repaired and fitted there (for £24,302) 3 – 8.1809.

Commissioned: 6.1809 under Capt. Frederick Aylmer, for the Channel; in 7.1809 under Capt. Charles Malcolm (-1815); took privateers – 16-gun *Le Navarrois* in the Bay of Biscay 22.3.1810, 14-gun *Le San Josef* off the Lizard 29.9.1810, 14-gun *La Contesse de Montalivet* 9.10.1810, 10-gun *Le Braconnier* 2.1811, and 15-gun *La Courageuse* off Eddystone 9.11.1811; with Popham's squadron on the North coast of Spain 1812; took US 16-gun privateer *Decatur* 5.6.1812; sailed for North America 3.4.1813; paid off 1815. Large Repair at Sheerness (for £29,204) 5.1817 – 8.1820, then laid up (roofed over). Fitted at Chatham as a lazarette 5 – 10.1838, and to Sheerness. Lent to the Sub-committee for the Inspection of Shipping on the Thames as a smallpox hospital ship 9.9.1871. Sold to Castle & Sons, Charlton (for £1,250) by AO 26.5.1884.

MILAN. A one-off design by Antoine Geoffroy, similar to the designs of Pierre-Alexandre Forfait.

Milan (French *La Ville de Milan*, ex *L'Hermione*, built 1.1803 – 2.1804 at Lorient. L: 15.11.1803).

Dimensions & tons: 153ft 1in, 128ft $4^{7}/_{8}$in x 39ft 10½in x 12ft 10in. $1{,}085^{91}/_{94}$ bm.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 12 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken 23.2.1805 by *Leander* and *Cambridge* in the Atlantic. Refitted at Portsmouth 15.3 – 4.5.1806.

Commissioned: 1806 under Capt. Sir Robert Laurie (-1810), on the Halifax station. To Ordinary at Portsmouth 1812. BU at Chatham 12.1815.

GUERRIERE. Probably begun as a *frégate-bombarde* to Pierre-Alexandre Forfait's *La Romaine* Class design, but completed as a standard 18pdr frigate with design modified by Jean-François Lafosse.

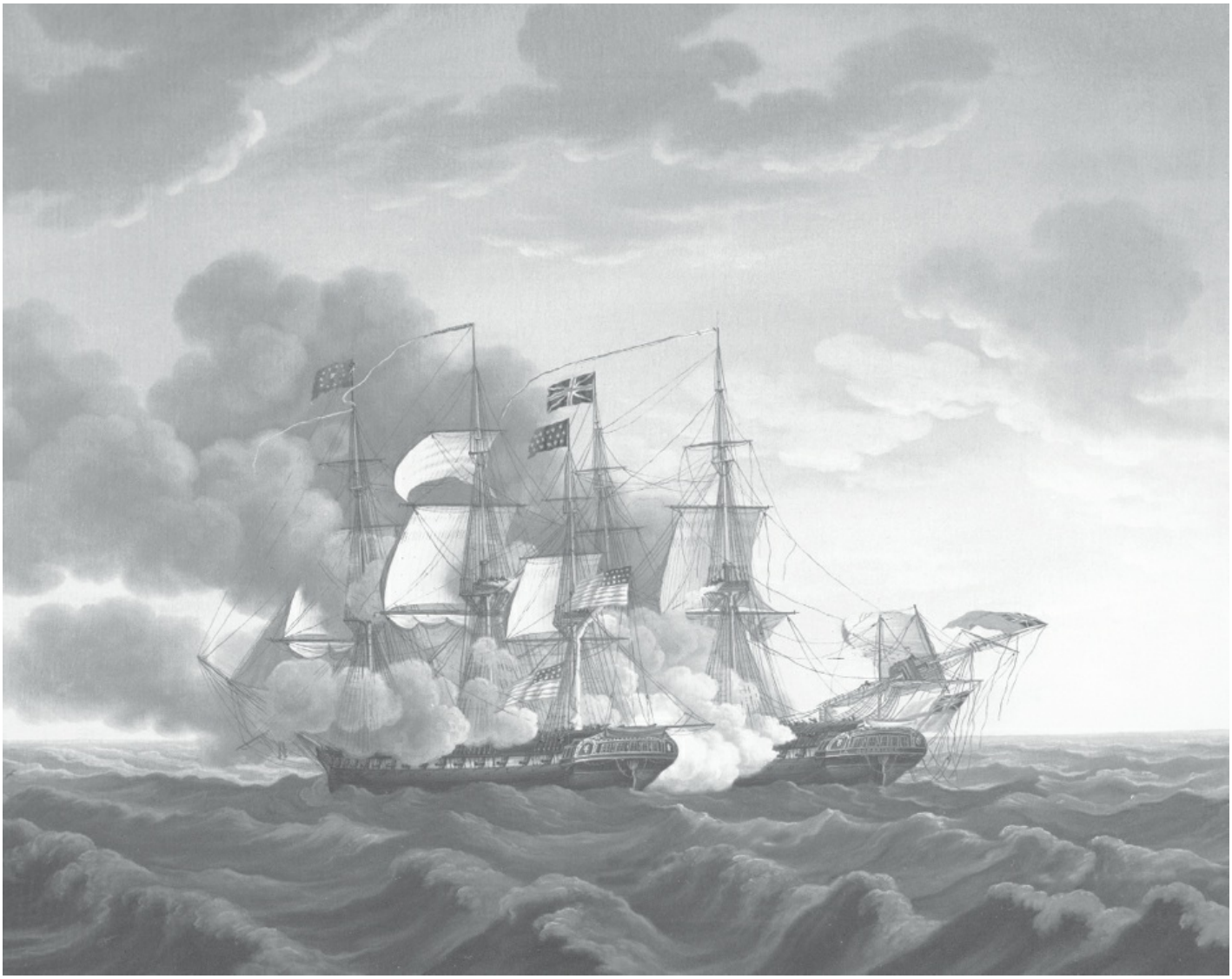
Guerriere (French *La Guerrière*, built 3.1798 – 5.1800 at Cherbourg. L: 15.9.1799), 38 guns.

Dimensions & tons: 155ft 9in, 129ft 11½in x 39ft 9in x 12ft 10in. 1,092 bm.

Men: 284. Guns: U?D 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 19.7.1806 by *Blanche* off the Faroe Islands. Fitted at Chatham 1.8.1806 – 2.1.1808.

Commissioned: 11.1807 under Capt. Alexander Skene; sailed for Jamaica 11.2.1808; took privateers – 14-gun *La Malvina* 15.2.1808 and 12-gun *La Peraty* 17.7.1808. In 1809 under Capt. Robert Lloyd, on North American station, then 10.1810 under Capt. Samuel Pechell, on Halifax station. In 3.1811 under Capt. James Dacres, in Broke's squadron; in chase of 24pdr-armed spar-deck frigate (nominally 44-gun) USS *Constitution* 17 – 20.7.1812; taken by USS *Constitution* and burnt 19.8.1812 (15 killed, 63 wounded).



Although principally remembered as the first British frigate to surrender to the Americans in the War of 1812 – as shown in this Corné painting of the battle with USS *Constitution* – *Guerriere* had previously been captured from the French by the *Blanche* in a more equal contest in July 1806. The ship's design origins are obscure, but like most French frigates she was lightly constructed and required a higher degree of maintenance than British-built equivalents. She was in a poor physical state when defeated by the *Constitution*, and could not be brought in as a prize.

***La VALEUREUSE* Class**. (Charles-Henri Le Tellier design of 1797, derived from Forfait's design for *La Seine* Class.) Two ships were built at Le Havre to this plan, of which *La Valeureuse* was BU in the Delaware in 1807.

Immortalite (French *L'Infatigable*, built 7.1797 – 3.1800 at Le Havre. L: 6.4.1799), 38 guns.

Dimensions & tons: 156ft 6in, 132ft $0^{5}/_{8}$in x 40ft 7in x 12ft 0in. $1{,}156^{81}/_{94}$ bm.
Men: 284. Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken 25.9.1806 by a squadron off Rochefort. Arrived Plymouth 2.10.1806 and laid up.
Not Commissioned: never fitted for sea in the RN. BU at Plymouth 1.1811.

***L'ARMIDE* Class.** (Pierre Rolland design of 1802.) Fifteen frigates were ordered to this design – *L'Armide*, *La Pénélope*, *La Minerve*, *La Flore*, *L'Amphitrite*, *L'Andromède* (two ships to this name), *Le Niémen*, *L'Emeraude*, *La Circé*, *L'Alcmène*, *L'Antigone*, *La Cornélie*, *La Cléopâtre* and *La Magicienne* (six at Rochefort, four at Bordeaux, three at Cherbourg and two at Bayonne) – of which three were never launched; four were taken by and added to the British Navy.

Armide (French *L'Armide*, built 11.1802 – 5.1804 at Rochefort. L: 24.4.1804).
Dimensions & tons: 152ft 11½in, 128ft 1in x 40ft 3in (39ft 8in mld.) x 12ft 3½in. $1{,}104^{30}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 25.9.1806 by Sir Samuel Hood's squadron off Rochefort. Arrived Plymouth 2.10.1806 and laid up. Middling Repair and fitted at Plymouth 2 – 10.1809.
Commissioned: 8.1809 under Capt. Lucius Hardyman; her boats (with consorts') burnt convoy off Île de Rhé 4.5.1810. In 8.1810 under Capt. Richard Dunn; her boats used in Rear-Adm. Sir Harry Neale's squadron in the Basque roads 27.9.1812; in 9.1812 under Capt. ?J. Temple. In 2.1813 under Capt. Sir Edward Troubridge; sailed for North America 2.6.1813; took (with *Endymion*) US 17-gun privateer *Herald* 15.8.1814; took US 16-gun privateer *Invincible* 16.8.1814; in New Orleans operation 1814. BU at Deptford 11.1815.

Alceste (French *La Minerve*, ex *La Ville de Milan*, built 5.1804 – 11.1805 at Rochefort. L: 9.9.1805).
Dimensions & tons: 152ft 5in, 128ft $8^{5}/_{8}$in x 40ft 0½in x 12ft 8in. $1{,}097^{71}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 25.9.1806 by Sir Samuel Hood's squadron off Rochefort. Arrived Plymouth 26.10.1806. Fitted at Plymouth 4 – 8.1807.
Commissioned: 3.1807 under Capt. Murray Maxwell (-1812); sailed for the Mediterranean 6.12.1807; at occupation of Madeira 25.12.1807; in action (with *Mercury* and *Grasshopper*) against about 20 gunboats off Rota 4.4.1808 (two gunboats destroyed); at blockade of Toulon 1809; attack on shipping at Frejus 22.5.1810; with *Belle Poule* at Parenzo (Istria) 4.5.1811; in action (with *Active*) against French 40-gun *La Pomone* and *La Pauline* 28.11.1811 (*La Pomone* taken). In Ordinary at Deptford 1813-14. Fitted as troopship at Deptford 2 – 7.1814; recommissioned 5.1814 under Cmdr. Daniel Lawrence; sailed for North America. In 1816 under Maxwell again; sailed for China 9.2.1816 (with Lord Amherst); passage of the 'Bocca Tigris' (below Canton); wrecked by striking a rock in the Straits of Gaspar 18.2.1817, and burnt 22.2.1817.

Niemen (French *La Niémen*, built 5.1807 – 1.1809 at Bordeaux. L: 8.11.1808).
Dimensions & tons: 154ft 2½in, 129ft 1¾in x 39ft 10¾in (39ft 2¾in mld.) x 12ft $5^{7}/_{8}$in. $1{,}093^{37}/_{94}$ bm.
Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 5.4.1809 by *Amethyst* and *Emerald* in the Bay of Biscay. Arrived at Plymouth 26.4.1809. Very Small Repair there 8 – 11.1809.
Commissioned: 9.1809 under Capt. Sir Michael Seymour; sailed 15.5.1810, cruising in Atlantic; in 1811 on Irish station. In 3.1812 under Capt. Samuel Pym; sailed with convoy 4.1.1813 for St Helena; on Bermuda station 1814; took 9-gun US packet *Bordeaux* 8.2.1814; boats took small US privateers *Quiz*, *Clara* and *Odez* 23.5.1814. BU at Deptford 9.1815.

Immortalite (ex *Dunira*) (French *L'Alcmène*, built 7.1810 – 3.1812 at Cherbourg. L: 3.10.1811).
Dimensions & tons: 152ft 8in, 127ft $11^{3}/_{8}$in x 39ft 10in (39ft 3in mld.) x 12ft 7½in. $1{,}079^{78}/_{94}$ bm.
Men: 315. Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 16.2.1814 by *Venerable* off Madeira. Arrived Portsmouth 18.8.1814.
Not Commissioned: incorporated as *Dunira*, but renamed *Immortalite* 8.11.1814. Never fitted for sea after arrival in Britain. Fitted at Portsmouth as a receiving ship 3.1822. Sold to W. Goldsworthy (for £1,610) 1.1837.

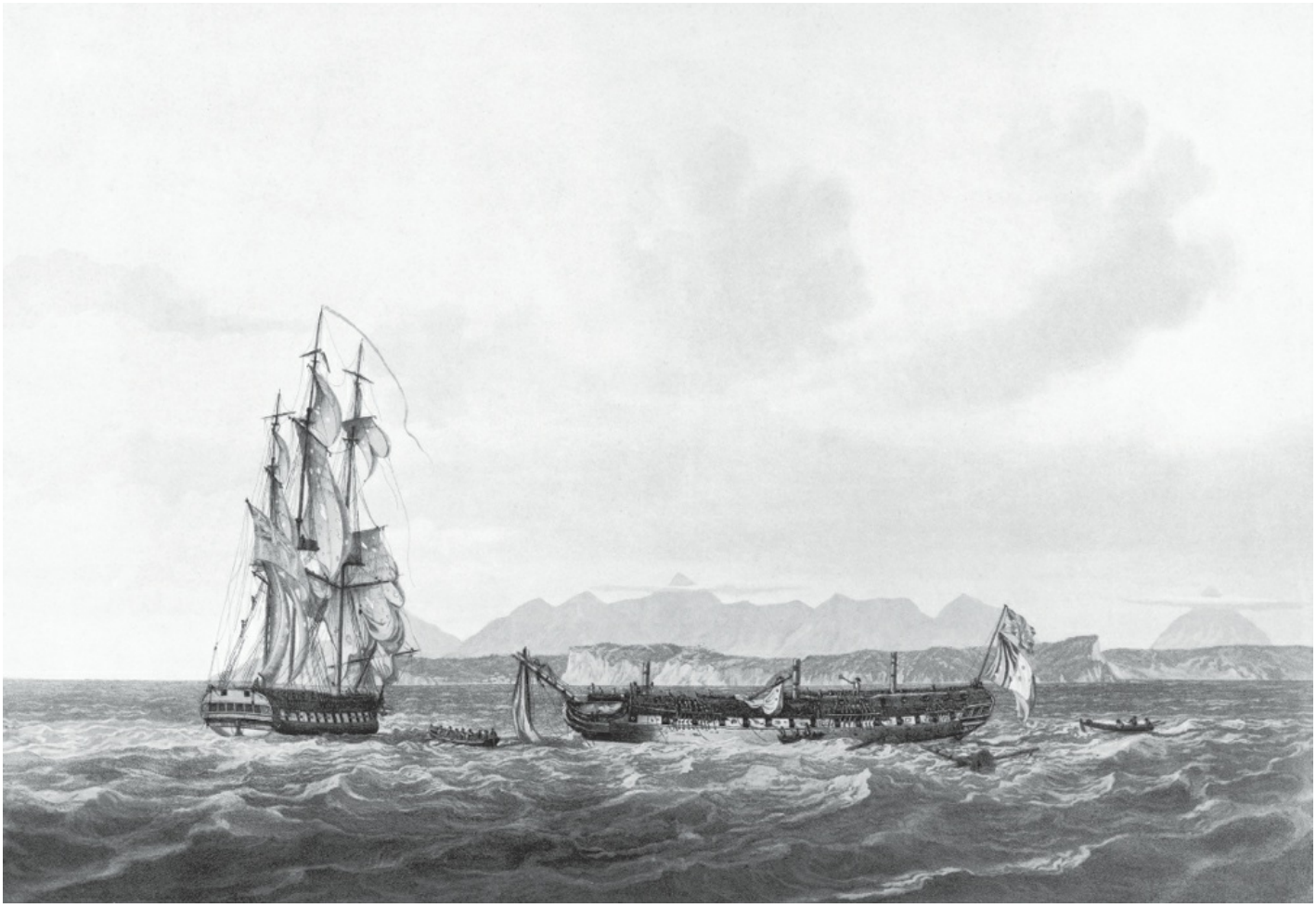
***La GLOIRE* Class.** (Pierre-Alexandre Forfait design of 1802.) Seven units to this design were built in 1802-1806 – *La Gloire*, *Le Président* (ex *La Minerve*) and *La Topaze* at Nantes; *La Calypso* at Lorient (although originally ordered at Nantes); and *La Junon* (ii), *La Vénus* and *L'Amazone* at Le Havre – of which five were taken by and added to the British Navy.

Gloire (French *La Gloire*, built 9.1802 – 10.1803 at Basse-Indre [Nantes]. L: 20.7.1803).
Dimensions & tons: 158ft 0in, 131ft $8^{5}/_{8}$in x 40ft 7½in (40ft 0½in mld.) x 12ft 10in. $1{,}156^{29}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 25.9.1806 by *Centaur* and *Mars* off Île d'Aix. Arrived Portsmouth 8.10.1806, and fitted there 9.1807 – 6.1808.
Commissioned: 3.1808 under Capt. James Carthew (-1811); sailed for the Leeward Islands 15.12.1808; at capture of Martinique 2.1809, and of Guadeloupe 1 – 2.1810. BU at Chatham 9.1812.

President (French *Le Président*, ex *La Minerve*, built 9.1802 – 8.1804 at Basse-Indre [Nantes]. L: 4.6.1804).
Dimensions & tons: 158ft 0in, 132ft 4¾in x 40ft 6¾in (39ft 10¾in mld.) x 12ft 2in. $1{,}147^{61}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 27.9.1806 by *Canopus* and *Dispatch* in the Atlantic. Arrived Plymouth 1.10.1806. Small Repair there 8.1807 – 2.1808.
Commissioned: 12.1807 under Capt. Adam Mackenzie (-1810); sailed for South America 7.5.1808; under Capt. Charles Schomberg (temp.) in 1809, off Brazil. In 1810 under Capt. Samuel Warren; sailed for Cape of Good Hope 31.12.1810; in Java operations 8 – 9.1811; Cape of Good Hope 1812. In 5.1813 under Capt. Francis Mason, on Irish station. In 4.1814 under Capt. Archibald Duff. Renamed *Piedmontaise* 19.8.1815, then BU at Deptford 12.1815.

Alcmene (ex *Jewel*) (French *La Topaze*, built 12.1803 – 4.1805 at Basse-Indre [Nantes]. L: 1.3.1805).
Dimensions & tons: 156ft 1in, 129ft 5¼in x 40ft 6½in (39ft 11½in mld.) x 13ft 0in. $1{,}131^{90}/_{94}$ bm.
Men: 300 (later 315). Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken 22.1.1809 by *Cleopatra* and *Jason* off Guadeloupe.
Under Capt. James W. King in 1809, in the Leeward Islands; later under Capt. William Maude. Incorporated as *Jewel*, but renamed *Alcmene* 25.5.1809. Arrived Portsmouth 14.4.1810. Between Small and Middling Repair and fitted at Portsmouth 12.1810 – 4.1811.
Commissioned: 1.1811 under Capt. Edwards Graham; sailed for the Mediterranean 17.6.1811; boats attacked convoy near Curzola and took one vessel 12.5.1812; took French 33-gun privateer *La Fortune* off Cagliari 17.2.1812; took French 18-gun *L'Aigle* 8.6.1813; took French 12-gun schooner *La Flèche* 23.12.1813. In 2.1814 under Capt. Jeremiah Coghlan; in 7.1814 under Capt. Charles Gill (acting), in the Mediterranean. BU at Deptford 2.1816.

Junon (French *La Junon*, built 4.1805 – 11.1806 at Le Havre. L: 16.8.1806).
Dimensions & tons: 154ft 8in, 129ft $3^{7}/_{8}$in x 40ft $0^{3}/_{8}$in x 12ft 6in. $1{,}102^{31}/_{94}$ bm.
Men: 295. Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken 10.2.1809 by *Horatio*, *Latona* and others off the Saintes.
Commissioned: 1809 at Halifax under Capt. John Shortland; taken by French 40-gun *La Renommée* and *La Clorinde* (with others) in mid-Atlantic 13.12.1809, with 20 killed (including Shortland) and 40 wounded.



After Trafalgar the last theatre that remained seriously vulnerable to the French *guerre de course* was the Indian Ocean, where Mauritius provided an operational base. One of the most successful commerce-raiders was the big frigate *Piémontaise*, which was eventually tracked down and captured after an epic three-day chase and multi-stage battle by the *San Fiorenzo*, shown here with her dismasted prize. Herself an ex French ship, *San Fiorenzo* enjoyed a long and eventful career in British service.

Nereide (French *La Vénus*, built 4.1805 – 7.1806 at Le Havre. L: 5.4.1806).

Dimensions & tons: 157ft 0in, 132ft $2^{1}/_{8}$in x 40ft 8½in x 12ft 2½in. $1{,}165^{9}/_{94}$ bm.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken 18.9.1810 off Reunion by *Boadicea*, *Otter* and *Staunch*. Arrived Plymouth 3.5.1811 and laid up.

Commissioned: 1810 in East Indies under Capt. George Henderson (acting); at capture of Mauritius 29.11 – 3.12.1810; paid off 5.1811 at Plymouth. Never fitted for sea after arrival in Britain. BU at Plymouth 5.1816.

***La CONSOLANTE* Class.** (François Pestel design, derived from that of Sané.) Seven frigates were built to this design at 'St Malo' (actually in St Servan) – *La Consolante*, *La Didon*, *La Bellone*, *L'Italienne* (ex *La Sultane*), *La Piémontaise*, *La Néreïde* and *L'Illyrienne* – of which four were taken by and added to the British Navy – the *Didon* taken in 1799 and shown earlier (this prototype being slightly longer) and the three following below. Note two further vessels were built at Genoa to the same draught – *La Danaé* and *La Galathée*.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Piedmontaise (French *La Piémontaise*, built 12.1802 – 4.1805 at St Malo. L: 15.11.1804).

Dimensions & tons: 157ft 5in, 128ft 10in x 39ft 11in x 12ft 8in. $1{,}091^{83}/_{94}$ bm.

Taken 8.3.1808 by *San Fiorenzo* off Ceylon.

Commissioned: 1809 in the East Indies under Capt. Charles Foote (died 9.1811), then under Cmdr. Henry D. Dawson (died soon after) and ?T. Epworth. Finally under Capt. Henry Edgell. Arrived at Woolwich 12.8.1812 and paid off. BU there 1.1813.

Junon (French *La Bellone*, built 5.1803 – 7.1808 at St Malo. L: 2.1808).

Dimensions & tons: 154ft 0in, 129ft 5¼in x 40ft 3in (39ft 7in mld.) x 12ft 5in. $1{,}116^{44}/_{94}$ bm.

Taken 6.12.1810 at the fall of Mauritius. Arrived at Portsmouth 20.10.1811. Completed Small Repair 5.1812.

Commissioned: 3.1812 under Capt. James Sanders; sailed with convoy for East Indies 4.6.1812; sailed for North America 8.8.1812; beat off attack by 15 gunboats in Hampton roads 20.6.1813; her boats took US gunboat *No.121* on 29.7.1813. In 9.1813 under Capt. Clotworthy Upton, for Halifax station. In 6.1815 under Capt. James H. Tait. BU at Deptford 2.1817.

Madagascar (French *La Néreïde*, built 3.1806 – 5.1809 at St Malo. L: 12.1808).



In order to maximise the resources of his empire, Napoleon began shipbuilding in ports in Italy and the Low Countries. Although constructed to French designs, the resulting ships were sometimes manned by, and flew the flags of, the puppet republics he had established. A sizeable force was built up at Venice, for example, but much of it was destroyed by the Battle of Lissa in 1811. One of the prizes was the Venetian-built frigate *La Corona*, seen here in the foreground; another, *Bellona*, is to the left.

Dimensions & tons: 154ft 6in, 129ft 3¼in x 40ft 3in (39ft 7in mld.) x 12ft 11in. 1,113$^{90}/_{94}$ bm.

Taken 26.5.1811 by Schomberg's squadron at the capture of Tamatave, Madagascar. Arrived Portsmouth 6.4.1812. Between Small and Middling Repair there 9.1812 – 4.1813.

Commissioned: 2.1813 under Capt. Lucius Curtis, for the Channel. In 8.1814 under Capt. Bentinck Doyle, later under Capt. Sir James A.Gordon (-1815). Subsequently in Ordinary at Sheerness, under Cmdr. William Baumgardt and later Capt. Samuel Jackson. Commenced between a Middling and Large Repair at Sheerness 2.1819, but found to be in too poor a condition to make this worthwhile, and instead BU 5.1819.

***La NYMPHE* Class.** (Pierre-Augustin Lamothe design). Four frigates were built to this design – *La Nymphe*, *La Thétis*, *La Cybèle* and *La Concorde* – all at Brest, of which two were taken by the British Navy, but *La Concorde* (prize taken 4.8.1800) was not added.

Brune (French *La Thétis*, built 10.1787 – 10.1788 at Brest. L: 16.6.1788).

Dimensions & tons: 153ft 9½in, 126ft 8½in x 40ft 2$^{5}/_{8}$in x 12ft 8in. 1,090$^{18}/_{94}$ bm.

Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken by *Amethyst* off Lorient 10.11.1808. Arrived Plymouth 15.11.1808 and laid up. Fitted as 22-gun troopship at Plymouth 5 – 9.1810, Commissioned: 6.1811 under Cmdr. George Douglas. In 4.1812 under Cmdr. John Thompson, then 8.1812 Cmdr. William S. Badcock (-1815); in the Mediterranean 1812-13, then in North America 1814. Fitted at Sheerness as a victualling depot 8.1815 – 7.1816; at Chatham 1817-34 (except 1827-30 at Sheerness). In 2.1837 under Cmdr. Robert Scallon, then 4.1837 under Capt. John Clavell. Sold to J. Levy (for £1,560) at Chatham 16.8.1838.

***L'HORTENSE* Class.** (Jacques-Noël Sané design of 1802.) Eight ships were built to this Sané design, of which three were taken by and added to the RN over the period. Note *Daedalus* was fitted in 10.1812 by the RN with a main armament of Gover short 24pdrs.

Bourbonnaise (French *La Caroline*, built 5.1804 – 12.1806 at Antwerp. L: 15.8.1806).

Dimensions & tons: 151ft 6in, 127ft 4$^{7}/_{8}$in x 39ft 10$^{5}/_{8}$in x 12ft 2in. 1,078$^{10}/_{94}$ bm.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken 21.9.1809 at the seizure of St Paul, Reunion by Rowley's squadron.

Commissioned: 9.1809 at Reunion under Capt. Robert Corbett. Arrived in Plymouth 16.2.1810, paid off into Ordinary and never again fitted for sea. BU at Plymouth 4.1817.

Daedalus (Franco-Italian *La Corona*, built 12.1806 – 12.1808 at Venice. L: 27.12.1807).

Dimensions & tons: 152ft 9in, 126ft 11¼in x 40ft 3in x 12ft 0½in. 1,093$^{81}/_{94}$ bm. Draught 10ft 11in / 13ft 7in.

Men: 274 (later 315). Guns: UD 28 x 24pdrs, QD 14 x 24pdr carronades, Fc 2 x 6pdrs + 2 x 24pdr carronades.

Taken 13.3.1811 at the Battle of Lissa. Arrived at Deptford 8.1811 and fitted there 3 – 12.1812.

Commissioned: 10.1812 under Capt. Murray Maxwell; sailed for the East Indies 29.1.1813; wrecked off Ceylon 2.7.1813.

Ambuscade (French *La Pomone*, built 8.1803 – 5.1805 at Genoa. L: 10.2.1805).

Dimensions & tons: 152ft 10½in, 126ft 7in x 40ft 1¾in x 12ft 10½in. 1,085$^{16}/_{94}$ bm.

Men: 300. Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 29.11.1811 by *Active* and *Alceste* near Corfu. Arrived at Woolwich 27.5.1812.

Not Commissioned: BU 11.1812 at Woolwich.

***La PALLAS* Class.** (Jacques-Noël Sané design of 1805.) This Sané design amounted to the standard 40-gun French frigate design of the Napoleonic Empire period, to which some sixty-plus ships were ordered. Twelve frigates of this design were taken by and added to the RN over the last few years of the war.

Men: 300 (later 315). Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Laurel (French *La Fidèle*, built 6.1806 – 9.1809 at Vlissingen. L: 6.1809), 36 guns.

Dimensions & tons: 152ft 1in, 127ft 1in x 40ft 5in (39ft 9in mld.) x 12ft 4in. 1,104$^{14}/_{94}$ bm. Draught 9ft 11in / 14ft 0in.

Taken 16.8.1809 on the stocks at the capture of Vlissingen (Flushing) during the Walcheren expedition. Launched and sailed to Woolwich, arriving 26.12.1809. Ordered to complete

by AO 28.12.1809. Fitted at Deptford 6.8.1810 – 13.4.1811.

Commissioned: 2.1811 under Capt. Samuel Rowley, for the Channel; wrecked in the Teigneuse Passage, near Quiberon Point 31.1.1812.

Pomone (ex *Astree*) (French *L'Astrée*, built 5.1808 – 7.1809 at Cherbourg. L: 5.1809).

Dimensions & tons: 152ft 0in, 127ft 5in x 40ft 2in x 12ft 9in. $1{,}093^{42}/_{94}$ bm.

Taken 6.12.1810 at the fall of Mauritius. Arrived Portsmouth 20.4.1811. Incorporated as *Astree*, but renamed *Pomone* 26.10.1811. Small Repair at Portsmouth 11.1811 – 4.1812.

Commissioned: 2.1812 under Capt. Robert Lambert, later Capt. Francis Fane; sailed for Newfoundland 23.5.1812. In 12.1812 under Capt. Philip Cartaret; sailed for Portugal 8.4.1813; took (with *Cydnus*) US 14-gun privateer *Bunker's Hill* (ex *Linnet*) 4.3.1814; took (with others) USS *President* 15.1.1815. In 4.1815 under Capt. John Lumley. BU at Deptford 6.1816.

Java (French *La Renommée*, built 11.1805 – 3.1809 at Basse-Indre [Nantes]. L: 21.8.1808).

Dimensions & tons: 152ft 5½in, 126ft 5½in x 39ft $11^{3}/_{8}$in x 12ft 9in. $1{,}073^{41}/_{94}$ bm.

Taken 20.5.1811 by Schomberg's squadron off Madagascar. Fitted at Portsmouth 6.4 – 21.10.1812.

Commissioned: 8.1812 under Capt. Henry Lambert (in 7.1812 under Capt. William Gordon, but not commissioned); sailed with new government (Lieut.-Gen. Thomas Hislop and his staff) for Bombay 12.11.1812; taken by 24pdr-armed spar-deck frigate (nominally 44-gun) USS *Constitution* off Brazil 29.12.1812 (22 killed including Lambert, 102 wounded), and burnt by her captors.

Weser (French *La Weser*, built 4.1811 – 8.1812 at Amsterdam. L: 12.5.1812). [Note that the Netherlands was annexed by France in 1810, all ships built at Amsterdam or Rotterdam therefore being entirely French rather than belonging to the puppet Kingdom of Holland.]

Dimensions & tons: 152ft 6in, 127ft 2in x 39ft 11¾in x 12ft 6in. $1{,}081^{13}/_{94}$ bm.

Taken 21.10.1813 by *Scylla* and *Royalist* off Ushant. Arrived Plymouth 3.11.1813.

Commissioned: 3.1814 as troopship under Cmdr. Thomas Ball Sulivan, for North America; fitted as troopship at Plymouth 2 – 4.1814. In 3.1815 under Bartholomew Kent; paid off 10.1815. In 1816 under Cmdr. Daniel Lawrence. Sold to Mr. Bailey at Portsmouth (for £1,500) to BU 17.9.1817.

Trave (French *La Trave*, built 4.1811 – 8.1812 at Amsterdam. L: 12.5.1812).

Dimensions & tons: 151ft 5¼in, 126ft $5^{1}/_{8}$in x 39ft 10½in x 12ft 4in. $1{,}069^{26}/_{94}$ bm.

Taken 23.10.1813 by *Andromache* in the Atlantic. Arrived Portsmouth 3.11.1813.

Commissioned: 4.1814 as troopship under Cmdr. Rowland Money; fitted as troopship at Portsmouth 3 – 5.1814; for Potomac operations 8.1814; in New Orleans operations 12.1814 – 1.1815. In ?3.1815 under Cmdr. William G.C. Kent, then finally Cmdr. John Codd in 6.1815; arrived Plymouth 7.1816 and placed in Ordinary. Sold to Mr. Holmes at Plymouth (for £2,100) to BU 7.6.1821.

Seine (French *La Cérès*, built 3.1811 – 1.1813 at Brest. L: 12.8.1812).

Dimensions & tons: 152ft 0in, 126ft 11½in x 39ft 10½in (39ft 3½in mld.) x 12ft 8in. $1{,}073^{70}/_{94}$ bm.

Taken 6.1.1814 by *Niger* and *Tagus* between Brazil and the Cape Verde Islands.

Not Commissioned: under Capt. William Bowles for passage home. Arrived Portsmouth 29.6.1814, surveyed to 19.7.1814. To Chatham 6.1817 for repair, then to Woolwich 7.1818, then Deptford 3.1819. BU at Deptford 5.1823.

Gloire (ex *Palma*) (French *L'Iphigénie*, built 5.1809 – 11.1810 at Cherbourg. L: 20.5.1810).

Dimensions & tons: 154ft 5in, 126ft 10¼in x 39ft 9in x 12ft 7½in. $1{,}066^{14}/_{94}$ bm.

Taken 20.1.1814 by *Venerable* and *Cyane* off Madeira.

Not Commissioned: In 1814 under Capt. James A. Worth; at Spithead 7.1814. Incorporated as *Palma*, but renamed *Gloire* 8.11.1814. Arrived Plymouth 23.2.1814, and laid up in Ordinary. Sold to Mr. Freake (for £1,750) 10.9.1817.

Modeste (French *La Terpsichore*, built 7.1810 – 5.1812 at Antwerp. L: 26.2.1812).

Dimensions & tons: 152ft 2in, 127ft 7½in x 39ft $10^{3}/_{8}$in (39ft $3^{3}/_{8}$in) x 12ft 4in. $1{,}081^{6}/_{94}$ bm.

Taken 3.2.1814 by *Majestic* in the Atlantic. Arrived Portsmouth 27.5.1814 and laid up.

Not Commissioned: Never fitted for sea after arrival in Britain. BU at Portsmouth 8.1816.

Aurora (French *La Clorinde*, built 11.1806 – 3.1809 Paimboeuf [Nantes]. L: 8.8.1808).

Dimensions & tons: 152ft 1in, 127ft $0^{1}/_{8}$in x 40ft 0½in x 13ft 1in. $1{,}083^{14}/_{94}$ bm.

Taken 26.2.1814 by *Dryad* and *Eurotas* off Ushant. Arrived Portsmouth 17.3.1814. Copper repaired (for £1,838) then laid up. Large Repair at Woolwich (for £34,594) 8.1817 – 10.1820, then fitted for sea at Chatham (for £14,238) 4 – 6.1821.

Commissioned: 4.1821 under Capt. Henry Prescott (-1824); to Brazil 1821 thence to West coast of South America 1811. Paid off then recommissioned 2.1825 for Lisbon station under Capt. John Maxwell (died 5.1826). In 6.1826 under Capt. Charles Austen (-1828), on Jamaica station. Fitted as a coal depot at Chatham 3.1832, for Falmouth to 1850. BU at Plymouth 5.1851.

Sultane (French *La Sultane*, built 1.1810 – 9.1813 at Paimboeuf [Nantes]. L: 30.5.1813).

Dimensions & tons: 151ft 6in, 127ft 0¼in x 39ft 9in x 12ft 6in. $1{,}067^{51}/_{94}$ bm.

Taken 26.3.1814 by *Hannibal* off Cherbourg. Arrived Portsmouth 30.3.1814 and laid up.

Not Commissioned: Fitted 6.1817 to be sent to Chatham, thence to Woolwich 7.1818, finally to Deptford where BU by AO 3.8.1819.

Topaze (French *L'Étoile*, ex *L'Hymenée*, built 8.1811 – 10.1813 at Paimboeuf [Nantes]. L: 28.7.1813).

Dimensions & tons: 151ft $5^{3}/_{8}$in, 126ft $8^{1}/_{8}$in x 39ft 8in x 12ft 5¼in. $1{,}060^{23}/_{94}$ bm.

Men: 315. Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken 27.3.1814 by *Hebrus* off La Hogue. Registered & named 15.6.1814. Small Repair at Plymouth 29.3.1814 – 24.2.1815, then laid up. Very Small Repair and fitted for sea at Plymouth 3.1818 – 1.7.1818.

Commissioned: 4.1818 under Capt. John Lumley (died 7.1821) for the East Indies; bombardment of Mocha 26 & 30.12.1820. In 7.1821 under Cmdr.? A.L. Curry, then Capt. Charles Richardson, finally Cmdr. Price Blackwood (acting) in 5.1822; paid off 10.1822. Fitted at Portsmouth as receiving ship 1 - 2.1823, in which role served until 1850. Became target for HMS *Excellent* 3.1850. BU at Portsmouth 12.1851.

Melpomene (French *La Melpomène*, built 3.1811 – 6.1812 at Toulon. L: 17.5.1812).

Dimensions & tons: 152ft 10½in, 127ft $0^{7}/_{8}$in x 40ft 1¼in x 12ft 6¼in. $1{,}087^{10}/_{94}$ bm.

Men: 300. Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.

Taken 30.4.1815 by *Rivoli* off Ischia (the only warship prize of the Hundred Days). Arrived at Portsmouth 28.12.1815 and laid up.

Not Commissioned: Never fitted for sea after arrival in Britain. Sold at Portsmouth to Mr. Freake (for £2,460) 7.6.1821.

FURIEUSE. A foot longer in design than Pierre-Alexandre Forfait's Le Havre-built quartet of the same period, the same designer's *La Furieuse* was originally ordered as a *frégate-bombarde* of *La Romaine* Class (see above), but was lengthened during construction and completed as a French 38-gun frigate, and commissioned in the RN as a 36.

Furieuse (French *La Furieuse*, built 3.1795 – 5.1798 at Cherbourg. L: 22.9.1797), 36 guns.

Dimensions & tons: 157ft 2½in, 133ft 2in x 39ft 1¼in (38ft 7¼in mld.) x 12ft 6in. $1{,}083^{13}/_{94}$ bm.

Men: 284. Guns: UD 26 x 18pdr (when armed as frigate); QD 12 x 32pdr carronades; Fc 2 x 12pdrs + 2 x 32pdr carronades + 1 x 18pdr carronade + 1 x 12pdr carronade.

Taken 6.7.1809 by *Bonne Citoyenne* whilst sailing *en flûte* (20 guns) in the Atlantic.

Commissioned: 12.1809 at Halifax under Capt. John Simpson; arrived Portsmouth 20.6.1810. Middling Repair at Portsmouth 4.1811 – 28.12.1811; recommissioned 11.1811 under Capt. William Mounsey (-1815); sailed for the Mediterranean 1.3.1812; took 4-gun privateer *Nebrophonus* off Palermo 9.11.1812; took 4-gun privateer *L'Argus* 1.1.1813; with *Thames* at Naples 26.2.1813 (Battle of Naples); boats took 16 vessels and destroyed 2 more at Santa Marinella 14.10.1813. BU at Deptford 10.1816.

Ex SPANISH PRIZES (1804). Three Spanish frigates were captured on 5.10.1804 (and another, the *Mercedes*, destroyed) in the attack upon the Plate convoy by Sir Graham Moore's squadron in the Atlantic, before the declaration of war upon Spain; of the three prizes, the *Clara* was a 12pdr frigate (see in the following section, as *Leocadia*). Two more taken later in the year were also added to the RN.

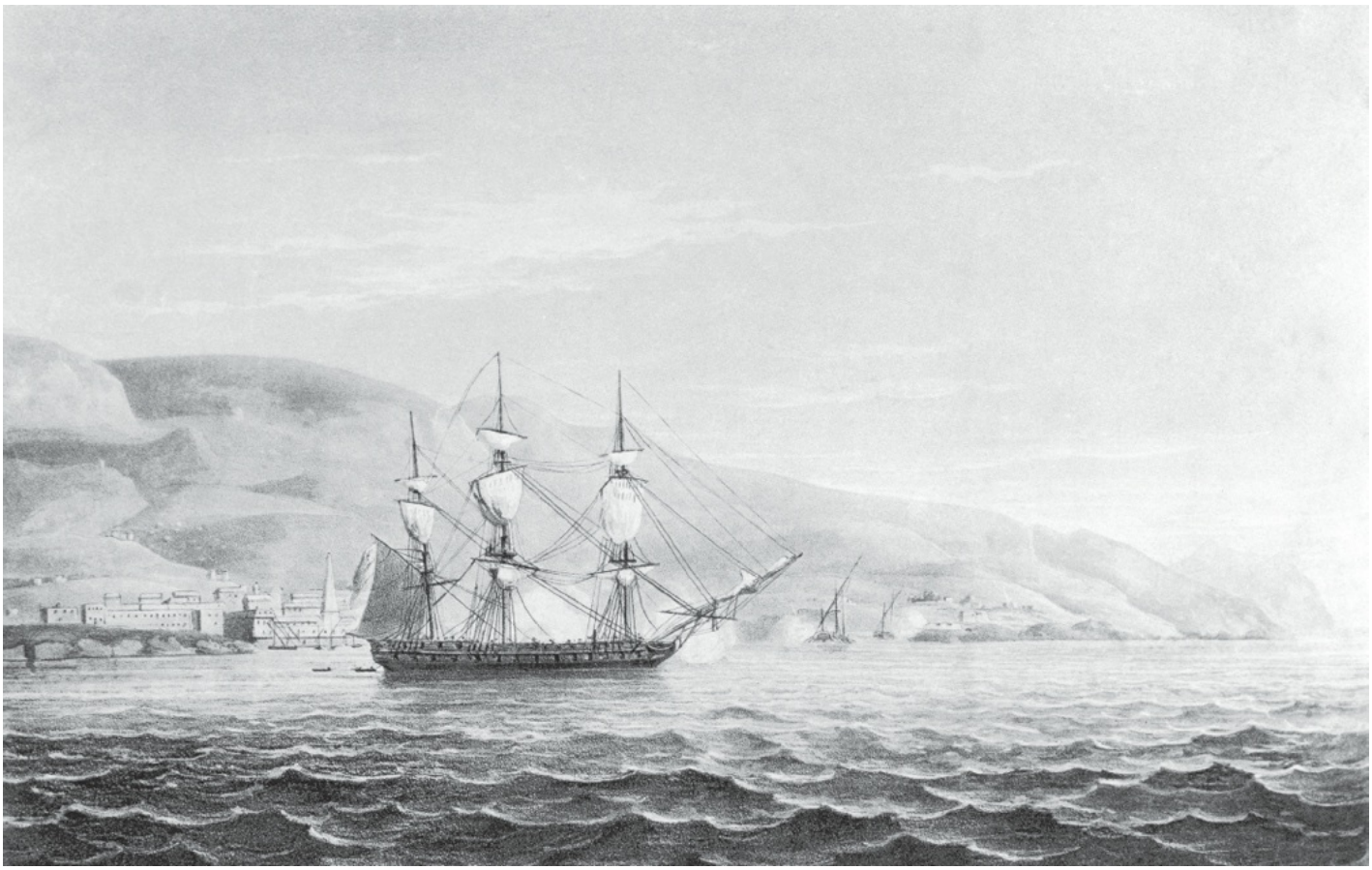
Fama (Spanish *Fama*, 34 guns, launched 1795 Cartagena), 38 guns.

Dimensions & tons: 145ft 2¼in, 119ft 5¾in x 39ft 3in x 11ft 9in. $979^{6}/_{94}$ bm.

Men: 284. Guns: UD 28 x 18pdrs; QD 2 x 9pdrs + 8 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken whilst part of the Plate fleet on 5.10.1804, before the declaration of war on Spain.
Arrived Portsmouth 20.10.1804 and laid up in Ordinary.
Not Commissioned: Sold 4.1812.

Imperieuse (ex *Iphigenia*) (Spanish *Medea*, 40 guns, launched 1797 Ferrol), 38 guns.
Dimensions & tons: 147ft 2in, 122ft 4¼in x 40ft 1in x 12ft 0in. $1{,}045^{61}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 10 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken whilst part of the Plate fleet on 5.10.1804, before the declaration of war on Spain.
Arrived Plymouth 19.10.1804. Registered as *Iphigenia*, but renamed *Imperieuse* 3.12.1805. Large Repair 2 – 11.1806.
Commissioned: 8.1806 under Capt. Lord Cochrane (-1809); at blockade of Basque roads 1806; took two prizes of Sable d'Olonne 19.12.1806, and another in the mouth of the Garonne 31.12.1806; her boats destroyed a battery at Arcachon 7.1.1807; sailed for the Mediterranean 12.9.1807; took Maltese privateer *King George* off Corsica 14.10.1807; operations on the Spanish coast 2.1808; action against four gunboats near Cartagena 19.2.1808 (two sunk, one taken); boats cut out a large ship at Almeira 21.2.1808; took ten more small prizes 2 – 4.1808; bombardment of barracks at Ciudadella (Minorca) 13.4.1808; defence of Fort Trinidad, Rosas 25.11 – 5.12.1808; took French 7-gun cutter *La Gauloise* and 5-gun *La Julie* at Galdagues Bay 30.12.1808; fireship attack on Basque roads 12.4.1809. In 6.1809 under Capt. Thomas Garth, then 9.1810 Capt. Henry Duncan; sailed for the Mediterranean 27.6.1811; took two gunboats and destroyed another off Positano 11.10.1811; destroyed (with *Thames*) ten Neapolitan gunboats off Palinuri 2.11.1811; with squadron at Laigueglia 27.6.1812, and at Anzio 5.10.1812; took French 3-gun privateer *L'Audacieux* off Bonifaccio 31.8.1813. In 1813 under Capt. ?F. Dumaresq, then 1814 Capt. Joseph James; to Ordinary at Sheerness 1815. Fitted at Sheerness as a lazarette 3 - 5.1818, for Stangate Creek. Sold at Sheerness to John Small Sedger, Rotherhithe (for £1,705) 10.9.1838.

Hamadryad (Spanish *Santa Matilda*, 34 guns, launched 1778 Havanna), 38, later 36 guns.
Dimensions & tons: 145ft 0in, 120ft 2½in, 38ft 10½in x 11ft 10½in. $966^{20}/_{94}$ bm.
Men: 284 (later 315). Guns: UD 28 x 18pdr; QD 2 x 9pdr + 10 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken 23.10.1804 by *Donegal* and *Medusa* off Cadiz. Arrived 4.12.1804 at Portsmouth, then laid up.



The most famous of the ex Spanish prize frigates was the *Imperieuse*, largely due to Lord Cochrane's exploits when in command. However, she continued to make highly effective coastal attacks in the Mediterranean under Capt. Henry Duncan, including this battle off Positano in October 1811. Based on an eyewitness sketch by one of the frigate's midshipmen, this engraving celebrates the ship's capture of two gunboats and the destruction of a third.

Between Small and Middling Repair 8.1809 – 7.1810; reduced to 36 guns.
Commissioned: 5.1810 under Capt. Sir Thomas Staines; convoy to St Helena 1811. In 5.1812 under Capt. Edward Chetham; took (with *Clio*) 4-gun privateer *Le Pilotin* in the Baltic 14.10.1812; took Danish 3-gun cutter *Abigail* 12.12.1812; on Newfoundland station 1814. Paid off 2.1815 and sold at Woolwich (for £2,610) 9.8.1815.

Amphitrite (Spanish *Amfitrite*, 40 guns, launched 1797 Havanna), 38 guns.
Dimensions & tons: 150ft 1in, 122ft $3^{5}/_{8}$in x 39ft 11in x 12ft 6in. $1{,}036^{50}/_{94}$ bm.
Men: 284. Guns: UD 28 x 18pdrs; QD 8 x 9pdrs + 4 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 9pdr 'chase' + 2 x 32pdr carronades.
Taken 25.11.1804 by *Donegal* off Cadiz.
Commissioned: 1805 under Cmdr. Robert Corbet. In 5.1805 under Capt. Courtnay Boyle. Repaired at Portsmouth 11.8 – 16.10.1805, then fitted at Deptford 28.11.1805 – 22.2.1806. Renamed *Blanche* by AO 3.12.1805. In 2.1806 under Cmdr. (Capt. 6.1806) Henry Laroche, for Channel service; later under Capt. Sir Thomas Lavie; took US 40-gun *Guerriere* off the Faroes 19.7.1806; wrecked off Ushant 4.3.1807.

Ex TURKISH PRIZE (1807). One of two Turkish frigates (plus a 16-gun sloop) captured in 3.1807.

Uri Bahar (Turkish *Uri Bahar*, building details unknown), 40 guns.
Men: … . Guns: (French) UD 28 x 18pdrs; QD/Fc 6 x 8pdrs + 6 x 18pdr carronades.
Taken 21.3.1807 by Capt. Hallowell's squadron at the surrender of Alexandria.
No record of commissioning; disposed of in 1809.

Ex DANISH PRIZES (1807). Denmark produced only two 24pdr-armed frigates (of 38 guns) – *Pærlen* and *Rota* – both of which were captured by the British in 1807 and re-armed in RN service with a main armament of 18pdrs. Both were designed by F.C.H. Hohlenberg, but *Pærlen* was a newer design, enlarged from that of the *Rota*.

Perlen (Danish *Pærlen*, K: 21.7.1802. L: 14.7.1804 at Nyholm Dyd, Copenhagen).
Dimensions & tons: 156ft 0in, 133ft 0in x 41ft 3in x 12ft 2in. $1{,}203^{71}/_{94}$ bm.
Men: 284. Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken at the fall of Copenhagen 7.9.1807. Arrived 8.11.1807 at Chatham. Originally intended renaming as *Theban* in 1809 was cancelled. Fitted at Chatham 12.1808 – 3.6.1809.
Commissioned: 3.1809 under Capt. Norborn Thompson (-1810), for North Sea; sailed for the Leeward Islands 12.11.1809. Fitted at Plymouth as a lazarette 2 - 3.1813, for Milford. From Milford to Liverpool 21.1.1821. Renamed *Perlin* 1836. Sold to J. Brown (for £1,410) by AO 17.7.1846.

Rota (Danish *Rota*, K: 8.10.1799. L: 15.6.1801 at Nyholm Dyd, Copenhagen).
Dimensions & tons: 153ft 6in, 128ft 11¾in x 40ft 1in x 10ft 10in. $1{,}102^{25}/_{94}$ bm.
Men: 284. Guns: UD 28 x 18pdr; QD 14 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken at the fall of Copenhagen 7.9.1807. Arrived 12.11.1807 at Chatham. Originally intended renaming as *Sensible* in 1809 was cancelled. Fitted at Chatham 12.1808 – 5.1809.
Commissioned: 3.1809 under Capt. Philip Somerville (-1814), for Walcheren operations; on Irish station in 1810; took 3-gun privateer *L'Espadon* 22.5.1812; sailed with convoy for Quebec 28.5.1813; on Jamaica station 1814; her boats (with *Plantagenet*'s and *Carnation*'s) repelled by US privateer *General Armstrong* at Fayal 26.9.1814; in attack on St Mary's (Georgia) 14.12.1814. In 5.1815 under Capt. John Pasco. Sold at Deptford (for £3,660) 11.1.1816.

Six Danish 18pdr frigates (of 36 guns) were likewise acquired at the fall of Copenhagen, and added to the RN, but of these the *Venus* was re-armed with 12pdrs in British service and appears in the following section.

***HAVFRUEN* Class.** Three vessels out of four built to this design by Ernst Stibolt were taken at Copenhagen in 1807; the fourth (*Thetis*) had been BU in 1806.

Hasfruen (Danish *Havfruen*, K: 1789. L: 1790 at Copenhagen).
Dimensions & tons: 148ft 7in, 124ft 5½in x 39ft 4½in x 11ft 3in. 1,028 ($1{,}026^{35}/_{94}$ by calc.) bm.
Men: 264. Guns: presumably as *Freya* (orig.) or *Iris*.
Taken at the fall of Copenhagen 7.9.1807. Arrived 13.11.1807 at Chatham. Originally intended renaming as *Boreas* in 1809 was cancelled. Laid up in Ordinary.
Not Commissioned: Sold at Chatham (for £1,630) 29.9.1814.

Freya (Danish *Freja*, K: 20.4.1792. L: 13.4.1793 at Copenhagen).
Dimensions & tons: 148ft 9in, 124ft 0in x 39ft 4½in (38ft 7½in mld.) x 10ft 9in. $1{,}022^{56}/_{94}$ bm.
Men: 264. Guns: UD 26 x 18pdr; QD 12 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades. [Re-armed 9.1809 with Gover lightweight 24pdrs replacing 18pdrs and 24pdr carronades replacing 32pdr carronades.]
Taken at the fall of Copenhagen 7.9.1807. Arrived 17.11.1807 at Chatham. Originally intended renaming as *Hyppolitus* in 1809 was cancelled. Small Repair at Chatham 5 – 10.1809.
Commissioned: 8.1809 under Capt. John Hayes; sailed for the Leeward Islands 11.11.1809; paid off end 1810. Fitted as troopship at Chatham 2.1811; recommissioned 4.1812 at Lisbon under Capt. William Isaac Scott (-1813). Repaired at Plymouth for temporary service 9 – 10.1813. In 6.1814 under Cmdr. Herbert Hore. In Ordinary 1815. Sold at Deptford (for £2,310) 11.1.1816.

Iris (Danish *Iris*, K: 10.2.1794. L: 14.10.1795 Copenhagen).
Dimensions & tons: 148ft 6in, 125ft 0¾in x 39ft 5in x 11ft 1in. $1{,}033^{47}/_{94}$ bm.
Men: 254. Guns: UD 26 x 18pdr; QD 12 x 32pdr carronades; Fc 2 x 9pdr + 2 x 32pdr carronades.
Taken at the fall of Copenhagen 7.9.1807. Arrived 26.11.1807 at Chatham. Originally intended renaming as *Alaric* in 1809 was cancelled. Small Repair at Woolwich 7 – 12.1809.
Commissioned: ?1809 under Capt. Granville Proby, then 12.1809 under Capt. Thomas Shortland, for Cadiz and the Channel. In 5.1811 under Capt. Hood Christian (-1813); took US privateers – 6-gun *Cashier* 2.2.1813, 12-gun *Union* ?9.2.1813, and 6-gun *Price* 13.4.1813. Fitted as flagship at Deptford 6 – 8.1815; recommissioned 6.1815 under Capt. William Shirreff, as stationary flagship of Sir Home Popham at Woolwich. Sold at Deptford (for £2,580) 31.7.1816.

***NAJADEN* Class.** Two vessels were built (a decade apart) to a design by F.C.H. Hohlenberg. As with the 74s, these Hohlenberg vessels were significantly smaller ships than the preceding Stibolt vessels, with the narrowed 'pink' stern typical of Hohlenberg designs; this feature was unpopular and soon removed when the frigates were refitted.

Nyaden (Danish *Najaden*, K: 11.8.1795. L: 11.8.1796 at Nyholm Dyd, Copenhagen).
Dimensions & tons: 140ft 3in, 119ft $4^{3}/_{8}$in x 38ft 0in x 10ft 5½in. $908^{75}/_{94}$ bm.
Men: 254. Guns: UD 26 x 18pdrs; QD 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken at the fall of Copenhagen 7.9.1807. Originally intended renaming as *Hephaestion* in 1809 was cancelled.
Commissioned: 2.1809 under Capt. Frederick Cotterell (died 4.1811); sailed for Greenland 2.3.1809. Sailed for the Leeward Islands 14.1.1810. Under Capt. Robert Fowler in 4.1811; sailed for Portugal 4.10.1811; later under Capt. Farmery Epworth. BU 5.1812.

Nymphen (Danish *Nymfen*, K: 5.2.1806. L: 6.6.1807 at Nyholm Dyd, Copenhagen).
Dimensions & tons: 140ft 4in, 117ft $10^{1}/_{8}$in x 38ft 0½in x 10ft 3in. $907^{11}/_{94}$ bm.
Men: 254. Guns: UD 26 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken at the fall of Copenhagen 7.9.1807. Arrived at Chatham 9.11.1807. Originally intended renaming as *Determinee* in 1809 was cancelled. Fitted at Chatham 10.1808 – 3.1809.
Commissioned: 1.1809 under Capt. Keith Maxwell; in Walcheren operation 1809, then to Leith as receiving ship (-1810). Under Capt. John Hancock in 12.1810; took 14-gun privateer *La Vigilante* 3.3.1811; operations on Dutch coast, etc; sailed for Lisbon 28.6.1813. Under Capt. Matthew Smith in 2.1814, for the Downs; paid off 8.1815. Sold for £2,910 (at Deptford?) 11.1.1816.

(D) The 1812 Programme (the American War scare)

The outbreak of war on 18 June 1812 forced the Admiralty to face the need for additional frigates, and even prior to its start Melville's new Board (installed in March) had anticipated the need by placing orders in May for six extra 36-gun ships with commercial yards. As a short-term need was envisaged, the Admiralty chose to request 'fir'-built frigates, with the Navy Board supplying red pine timber to the yards from dockyard stocks. Four more 'fir' 36-gun ships were ordered in late 1812 (and two oak-built *Apollos*), plus eight 38-gun 'fir' ships (and four extra *Ledas*).

***SCAMANDER* Class** – 36 guns. Sir William Rule design, 'fir'-built (actually first seven built of red pine, last three of yellow pine). First seven all begun under original names, and renamed as shown below on 11.12.1812 (except *Eridanus* and *Tagus*, renamed on 26.1.1813).
Dimensions & tons: 143ft 0in, 120ft 0¾in x 38ft 2in x 12ft 4in. $930^{25}/_{94}$ bm.
Men: 274 (284 from 26.1.1813). Guns: UD 26 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Eridanus (ex *Liffey*) Mrs. Mary Ross, Rochester.
As built: 143ft 3in, 120ft 0¼in x 38ft 5¾in x 12ft 4in. 945 bm. Draught 9ft 3in / 13ft 3in.
Ord: 4.5.1812. K: 8.1812. L: 1.5.1813. Fitted at Chatham 1.5.1813 – 13.7.1813.
Commissioned: 6.1813 under Capt. Henry Prescott for Home waters. From 4.1815 under Capt. William Paterson, and from 2.1816 under Capt. William King. Sold to Mr. Freake for £2,540 (?at Deptford) 29.1.1818.

Orontes (ex *Brilliant*) Josiah & Thomas Brindley, Frindsbury.
As built: 142ft 10½in, 119ft 9½in x 38ft 4¾in x 12ft 4in. 939 bm. Draught 8ft 10in / 12ft 10in.
Ord: 4.5.1812. K: 8.1812. L: 29.6.1813. Fitted at Chatham 29.6.1813 – 13.12.1813.
Commissioned: 10.1813 under Capt. Nathaniel Day Cochrane for Irish station; later under Capt. William M'Culloch. To West Indies in 1815? BU at Sheerness 4.1817.

Scamander (ex *Lively*) Josiah & Thomas Brindley, Frindsbury.
As built: 143ft 0½in, 119ft 11½in x 38ft 5in x 12ft 4in. 941 bm. Draught 8ft 8in / 12ft 9in.
Ord: 4.5.1812. K: 8.1812. L: 13.7.1813. Fitted at Chatham 30.7.1813 – 24.12.1813, thence to Sheerness.
Commissioned: ?10.1813 under Capt. Gilbert Heathcote for Channel service; from 8/9.1815 under Capt. John Lewis, and from 1816 under Capt. Charles S.J. Hawtayne. To Leeward Islands in 4.1816. Paid off 11.1818. Sold to John Small Sedger, Rotherhithe for £3,010 (?at Portsmouth) 22.7.1819.

Tagus (ex *Severn*) Daniel List, Fishbourne, Isle of Wight.

As built: 143ft 8in, 120ft 7¼in x 38ft 5½in x 12ft 4in. 949 bm. Draught 9ft 2in / 13ft 4in.

Ord: 4.5.1812. K: 8.1812. L: 14.7.1813. Fitted at Portsmouth 15.7.1813 – 9.11.1813.

Commissioned: 9.1813 under Capt. Philip Pipon; to South America 1814. Captured (with *Niger*) 44-gun *La Cérès* off Cape Verde 6.1.1814. From 8.1815 under Capt. James Whitley Deans (later Dundas) for Meriterranean service (to 1817). By 1820 at Deptford; sold to Beetson for £2,550 on 19.4.1822.

Ister (ex *Blonde*) William Wallis, Blackwall.

As built: 143ft 6in, 120ft 1¼in x 38ft $5^{5}/_{8}$in x 12ft 4in. 945 bm. Draught 9ft 6in / 13ft 6in.

Ord: 4.5.1812. K: 8.1812. L: 14.7.1813 (then coppered by builder). Fitted at Woolwich 12.8.1813 – 11.11.1813.

Commissioned: 10.1813 under Capt. John Cramer for West Indies service. From 1815 under Capt. John Phillimore at Leith; from 8.1815 under Capt. Thomas Forrest for Mediterranean service. From 8.1816 flagship of Rear-Adm. Sir Charles Penrose, arriving at Algiers 29.8.1816 (at close of bombardment). Sold to Thomas Beech for £3,000 (?at Portsmouth) 8.3.1819.

Tigris (ex *Forth*) John Pelham, Frindsbury.

As built: 143ft 0in, 119ft $11^{7}/_{8}$in x 38ft 3in x 12ft 4in. 934 bm. Draught 8ft 7in / 12ft 9in.

Ord: 4.5.1812. K: 9.1812. L: 26.6.1813. Fitted at Chatham 26.6.1813 – 24.12.1813.

Commissioned: 10.1813 under Capt. Robert Henderson for Irish station. Paid off 1814, but recommissioned for Leeward Islands. Sold to J. Cristall for £3,020 on 11.6.1818.

Euphrates (ex *Greyhound*) John King, Upnor.

As built: 143ft 3½in, 120ft 2¼in x 38ft 5in x 12ft 4in. 943 bm. Draught 8ft 5in / 12ft 8in.

Ord: 12.10.1812. K: 1.1813. L: 8.11.1813. Fitted at Chatham 8.11.1813 – 24.9.1814.

Commissioned: 8.1814 under Capt. Robert Preston. By 1817 at Deptford. Sold to Mr. W. Thomas for £2,679 (?at Deptford) 29.1.1818.

Hebrus John Barton, Limehouse.

As built: 143ft 0in, 120ft $1^{1}/_{8}$in x 38ft 4½in x 11ft 11¾in. 939 bm. Draught 8ft 8in / 12ft 10in.

Ord: 16.11.1812. K: 1.1813. L: 13.9.1813 (coppered by builder). Fitted at Deptford 27.9 – 18.12.1813.

Commissioned: 10.1813 under Capt. Edmund Palmer; took 40-gun *L'Etoile* 27.3.1814; in Potomac operations 8.1814; took part in Bombardment of Algiers 27.8.1816, losing 4 killed and 15 wounded. Sold to Joshua Crystall for £2,110 on 3.4.1817.

Granicus John Barton, Limehouse.

As built: 143ft 0½in, 119ft 11½in x 38ft 5in x 12ft 4in. 942 bm. Draught 8ft 9in / 12ft 8in.

Ord: 16.11.1812. K: 1.1813. L: 25.10.1813. Fitted at Deptford 2.11.1814 – 31.1.1814.

Commissioned: 11.1813 under Capt. William F. Wise; took 6-gun US privateer *Leo* 2.12.1814; took part in Bombardment of Algiers 27.8.1816, losing 16 killed and 42 wounded. Sold to Thomas Beech for £2,100 on 3.4.1817.

Alpheus William Wallis, Blackwall.

As built: 143ft 4¾in, 120ft $2^{3}/_{8}$in x 38ft 6½in x 12ft 4in. 949 bm. Draught 9ft 0in / 12ft 8in.

Ord: 7.12.1812. K: 7.1813. L: 6.4.1814. Fitted at Woolwich 6.4 – 11.7.1814.

Commissioned: 5.1814 under Capt. George Langford. Paid off at Sheerness 1817. Sold to Bailey & Co for £2,320 on 10.9.1817.

***LEDA* Class** – 38 guns. After a gap of over three years, seven more of these oak-built frigates were ordered from the Royal dockyards between 1812 and 1815 and, as the last to the original *Leda* design, are included for the sake of completeness. Their specification was identical to the earlier ships of this 1794 Henslow design (see above). These were not part of the emergency programme and none was completed prior to the end of the war, consequently details of commissioning, etc, are omitted. All were reclassed from 38-gun to 46-gun in 2.1817, and to 42-gun in 2.1839.

Dimensions & tons: 150ft 1½in, 125ft $4^{7}/_{8}$in x 39ft 11in x 12ft 9in. $1{,}062^{79}/_{94}$ bm.

Men: 315. Guns: UD 28 x 18pdrs (38cwt); QD 14 x 32pdr (17cwt) carronades; Fc 2 x 9pdrs (26cwt) + 2 x 32pdr (17cwt) carronades.

First cost: *Amphitrite* £21,549. *Trincomalee* £23,643 (+£6,681 for stores). *Thetis* £27,435 (+£7,699 for fitting). *Arethusa* £25,923. *Blanche* £33,250. *Fisgard* £25,429 (+£7,094 for fitting).

Diamond Chatham Dyd.

As built: 150ft 0½in, 125ft 1¾in x 40ft 2½in x 12ft 9in. $1{,}076^{18}/_{94}$ bm. Draught 11ft 2in / 15ft 0in.

Ord: 30.6.1812. K: 8.1813. L: 16.1.1816, then laid up at Chatham. Fitted for sea 2.1824 – 24.7.1824. Accidentally burnt at Portsmouth 18.2.1827, remains then BU 6.1827 there.

Amphitrite Bombay Dyd. Teak built.

As built: 150ft 1¾in, 125ft 5in x 39ft 11¼in x 12ft 9in. $1{,}064^{4}/_{94}$ bm. Draught 12ft 6in / 13ft 6in.

Ord: 21.10.1812. K: 8.1814. L (floated out): 14.4.1816. Arrived Portsmouth 22.12.1816 and laid up in Ordinary. Cut down to a 26-gun Sixth Rate corvette at Portsmouth 5.1845 – 2.1846, then fitted for sea 8 – 9.1847 at (combined) cost of £24,203. BU at Plymouth 30.1.1875

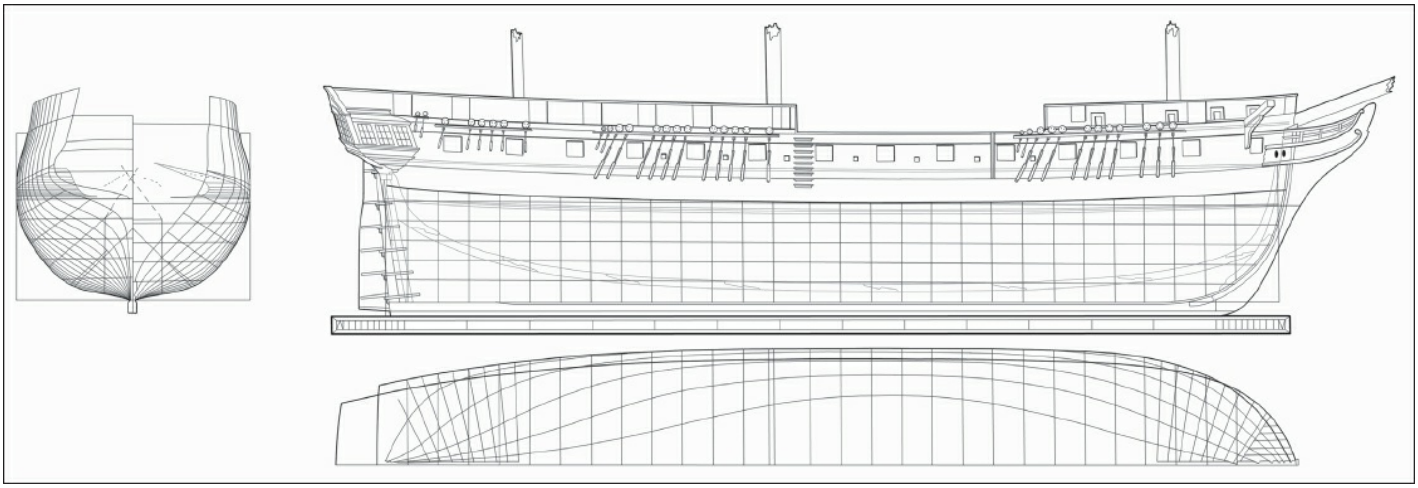
Trincomalee Bombay Dyd. Teak built.

As built: 150ft 4½in, 125ft 7¼in x 39ft 11¼in x 12ft 9in. $1{,}065^{59}/_{94}$ bm. Draught 12ft 6in / 13ft 8in.

Ord: 30.10.1812. K: 2.1816. L: 12.10.1817 (sailed 30.5.1818). Arrived Portsmouth 3.4.1819 and laid up in Ordinary. Cut down to a 26-gun Sixth Rate corvette at Portsmouth 4.1845 – 9.1847, then fitted for sea at (combined) cost of £21,643. Subsequently sold 19.5.1897, renamed *Foudroyant* and restored (still in existence in 2005, now back under her original name).

Thetis Pembroke Dyd.

As built: 150ft 9in, 126ft $7^{1}/_{8}$in x 40ft 2in x 12ft 9in. $1{,}086^{32}/_{94}$ bm. Draught 10ft 7in / 14ft 8in.



Granicus, 36 guns, as designed. Because fir is lighter than oak, softwood ships floated higher than their hardwood sisters, requiring additional ballast; this in turn could make them over-stiff, so in this class the hull depth was reduced in an attempt to give them easier motions in a seaway. This was effective but left the ships with the usual problems of shallow hulls – lack of stowage and a tendency to become leewardly when close-hauled.

Ord: 18.12.1812. K: 12.1814. L: 1.2.1817. Sailed 21.8.1817 for Plymouth, where fitted for Ordinary 25.8 – 20.9.1817. Fitted for sea there (for £12,959) 28.2 – 20.8.1823. Wrecked

off Cape Frio, Brazil 5.12.1830 -the cargo of bullion was recovered shortly afterwards.

Arethusa Pembroke Dyd.

As built: 150ft 11in, 126ft 11in x 40ft 1in x 12ft 9in. $1{,}084^{60}/_{94}$ bm. Draught 10ft 7in / 14ft 7in.

Ord: 22.11.1814. K: 2.1815. L: 29.7.1817. Sailed 21.8.1817 for Plymouth, where fitted for Ordinary 25.8 – 27.9.1817. Fitted at Plymouth 4 – 6.1836 as a lazarette for Liverpool. Renamed *Bacchus* 12.3.1844. Coal depot 1851-52. Sold to Castle & Son for £1,450 to BU 14.8.1883.

Blanche Chatham Dyd.

As built: 150ft 1¼in, 125ft $1^{1}/_{8}$in x 40ft 2in x 12ft 10in. $1{,}073^{48}/_{94}$ bm. Draught 11ft 3in / 14ft 11in.

Ord: 29.5.1815. K: 2.1816. L: 26.5.1819. Fitted for Ordinary 7–9.1819. Fitted for foreign service (for £14,285) 1–5.1824; fitted for sea at Plymouth (for £14,509) 2–6.1830. Became a receiving ship at Portsmouth 10 – 11.1833. Sold to White, Cowes 16.6.1865, BU by 7.10.1865.

Fisgard Pembroke Dyd.

As built: 150ft 1½in, 125ft 4¼in x 40ft 0½in x 12ft 9in. $1{,}069^{5}/_{94}$ bm. Draught 11ft 0in / 14ft 4in.

Ord: 24.8.1815. K: 2.1817. L: 8.7.1819. Fitted for Ordinary at Plymouth 24.7 – 27.8.1819. Became a harbour flagship (fitted for a Commodore) at Woolwich 10.1847. BU completed at Chatham 8.10.1879.

Notes: There is a question over the sequence of the first two orders at Pembroke Dyd; I have taken the view that the first frigate ordered there (1812) was the first laid down (*ie Thetis*), but some sources reverse *Arethusa*/*Thetis* orders. Note all Pembroke-built frigates were fitted at Plymouth.

***CYDNUS* Class** – 38 guns. A 'fir' (actually, red pine) -built version of the *Leda* design vessels ordered from 1812 onwards (which see for dimensions, guns, etc).

Cydnus Wigram, Wells & Green, Blackwall.

As built: 150ft 1½in, 125ft $2^{3}/_{8}$in x 40ft 3in x 12ft 9in. $1{,}078^{82}/_{94}$ bm. Draught 9ft 3in / 13ft 1in.

Ord: 16.11.1812. K: 12.1812. L: 17.4.1813, then coppered by builder. Fitted at Woolwich 15.5 – 30.6.1813.

Commissioned: 5.1813 under Capt. Frederick Wm. Aylmer, then same month under Capt. F. Langford; captured (with *Pomone*) 14-gun US privateer *Bunker's Hill* 4.3.1814. Convoy duty to East Indies 1814. From 1815 under Capt. Robert Spencer. BU at Portsmouth 2.1816.

Eurotas Wigram, Wells & Green, Blackwall.

As built: 150ft 8¼in, 125ft 2½in x 40ft 3¼in x 12ft 9in. $1{,}080^{8}/_{94}$ bm. Draught 8ft 11in / 13ft 5in.

Ord: 16.11.1812. K: 12.1812. L: 17.4.1813, then coppered by builder. Fitted at Woolwich 15.5 – 16.6.1813.

Commissioned: 5.1813 under Capt. John Phillimore. At capture of *La Trave* (by *Andromache*) 23.10.1813. Action with 44-gun *La Clorinde* 25.2.1814 (which was taken next day by *Dryad* and *Achates*); under Capt. Edmund Knox (acting) from 4.1814. Recommissioned 3.1815 under Capt. James Lillicrap; later (temporarily) under Capts. Robert Bloye, William Bowles and Sir James Gordon successively, then Capt. Sir John Louis from 1816. BU at Deptford 8.1817.

Niger Wigram, Wells & Green, Blackwall.

As built: 150ft 0¾in, 125ft 3¾in x 40ft 0in x 12ft 9in. $1{,}066^{49}/_{94}$ bm.

Ord: 16.11.1812. K: 12.1812. L: 29.5.1813. Fitted at Woolwich 29.5 – 22.7.1813.

Commissioned: 6.1813 under Capt. Peter Rainier. Captured the privateer *Dart* 11.1813, and (with *Tagus*) too 40-gun *La Cérès* off Cape Verde 6.6.1814. To Brazil 1814. Recommissioned 8.1815 under Capt. Samuel Jackson for Halifax station. Paid off and hulked at Halifax, Nova Scotia 1818. Sold there to BU 1820.

Meander Thomas Pitcher, Northfleet.

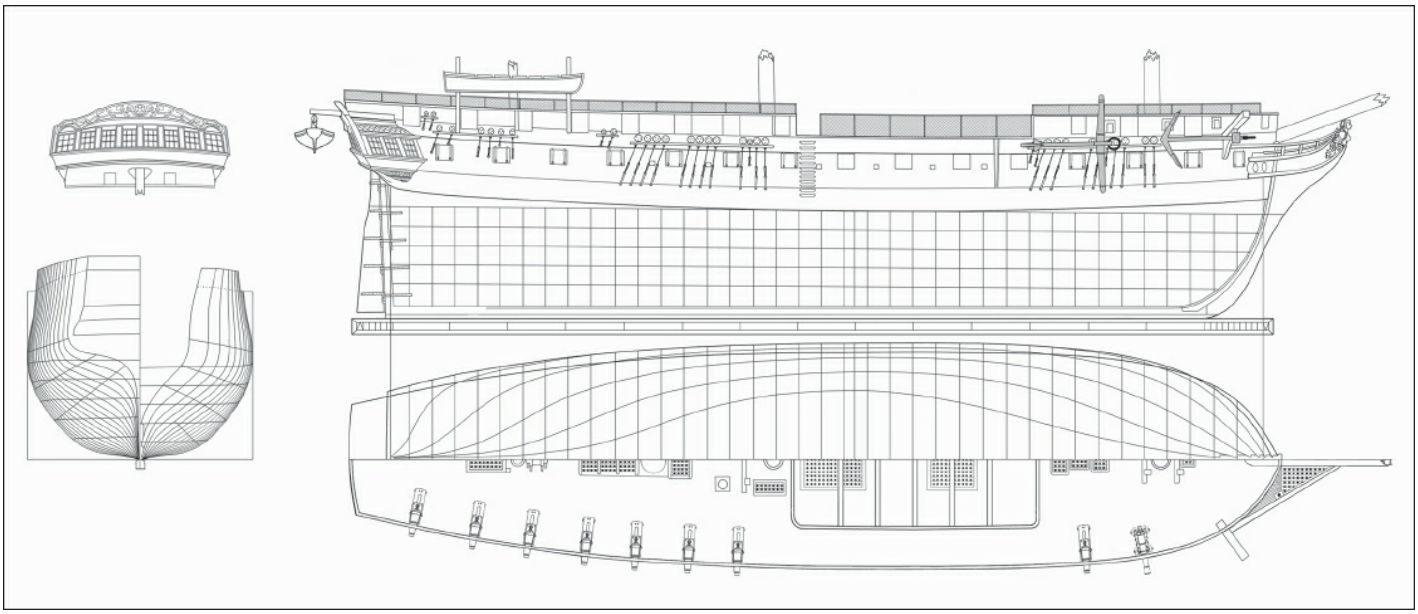
As built: 150ft 1½in, 125ft 5in x 40ft 0in x 12ft 9in. $1{,}067^{35}/_{94}$ bm. Draught 8ft 9in / 12ft 10in.

Ord: 16.11.1812. K: 1.1813. L: 13.8.1813. Completed fitting by builder 8.12.1813. Fitted at Woolwich for Ordinary 12.1813 – 3.1814; and for sea there 7.1814 – 9.1814.

Commissioned: 7.1813, from 1814 under Capt. John Bastard. Fitted for Channel service at Woolwich, Deptford and then Woolwich again 1 – 6.1816; from 1816 under Cmdr. Arthur Fanshawe (acting), from 10.1816 under Capt. Sir James Gordon. Grounded 19.12.1816 on shoal off Yarmouth and nearly lost. BU at Sheerness 2.1817.

Pactolus Mrs. Frances Barnard, Deptford.

As built: 150ft 2¾in, 125ft $6^{1}/_{8}$in x 39ft 11½in x 12ft 9½in. $1{,}065^{88}/_{94}$ bm. Draught 9ft 0in / 14ft 2in.



Appearance and fittings of the *Leda* Class 38-gun frigates by 1815. The quarterdeck and forecastle are now joined by broader gangways integrated to make a continuous flush deck.

Ord: 16.11.1812. K: 1.1813. L: 14.8.1813. Coppered by builder to 28.8.1813. Fitted at Deptford 28.8 – 30.10.1813.
Commissioned: 9.1813 under Capt. Frederick Wm. Aylmer (to 1815). From ?1.1816 under Capt. William Hugh Dobbie for Halifax station. Paid off 8.1817. Sold to Mr. Maund for £2,790 on 29.1.1818.

Tiber Daniel List, Binstead, Isle of Wight.
As built: 150ft 1in, 125ft 4¾in x 40ft 2in x 12ft 9in. $1,076^{10}/_{94}$ bm. Draught 8ft 8in / 13ft 1in.
Ord: 16.11.1812. K: 2.1813. L: 10.11.1813. Fitted for Ordinary at Portsmouth 23.11 – 6.12.1813. Fitted there 7.1814 – 29.9.1814; fitted for sea at Woolwich 11.1815 – 4.1816.
Commissioned: 7.1814 under Capt. James R. Dacres (to 1817); from 1816 Flagship of Vice-Adm. Francis Pickmore on Newfoundland station. Paid off 10.1818. Sold to Mr. Durkin, Southampton for £3,200 on 1.1820.

Araxes Thomas Pitcher, Northfleet.
As built: 150ft 6¼in, 125ft 8½in x 40ft 0in x 12ft 9½in. $1,069^{81}/_{94}$ bm. Draught 8ft 11in / 12ft 10in.
Ord: 7.12.1812. K: 1.1813. L: 13.9.1813. Completed fitting by builder 8.12.1813. Fitted at Woolwich 9.12.1813 – 18.9.1814.
Commissioned: 7.1814 under Capt. George Miller Bligh. Paid off 7.1816 and laid up in Ordinary at Portsmouth. Sold to Mr. Manlove for £2,500 (?at Sheerness) 10.9.1817.

Tanais Mrs. Mary Ross, Rochester.
As built: 150ft 8in, 126ft 0¼in x 40ft 2¾in x 12ft 10in. $1,084^{79}/_{94}$ bm. Draught 8ft 8in / 13ft 3in.
Ord: 7.12.1812. K: 2.1813. L: 27.10.1813. Fitted at Chatham 27.10.1813 – 22.9.1814.
Commissioned: 8.1814 under Capt. Joseph James for Jamaica station. Paid off 5.1816 and laid up in Ordinary at Portsmouth. Sold there to Mr. Beatson for £3,200 on 8.3.1819.

SERINGAPATAM – 38 guns. A further 18pdr frigate was on order at the close of the Napoleonic period. As a replacement for the *Lively* Class 38-gun frigates, a design based on the captured French frigate *Le Président* (a Forfait design, the prize being built in 1804 and taken in 1806) was selected for the prototype, which was ordered to be built of teak at Bombay on 6.9.1813; she was not laid down until 11.1817, and launched as the *Seringapatam* on 5.9.1819.

Modified *LEDA* Class - 38 guns. Further units to this John Henslow design, now modified to incorporate Seppings's circular stern and 'smalltimber' system of construction. All would be reclassed as 46-gun in 2.1817, and re-rated as 42s in 1839.
Dimensions & tons: 151ft 9in, 125ft 0in x 40ft 3in x 12ft 9in. $1,077^{16}/_{94}$ bm.
Men: 315. Guns: UD 28 x 18pdrs (38cwt); QD 14 x 32pdr (17cwt) carronades; Fc 2 x 9pdrs (26cwt) + 2 x 32pdr (17cwt) carronades.

Vénus Deptford Dyd (M/Shipwright William Stone).
As built: 153ft 7½in, 125ft $1^{1}/_{8}$in x 40ft 5in (40ft 1in mld.) x 12ft 9½in. 1,069 bm. Draught 10ft 4in / 14ft 9in.
Ord: 1.5.1816. K: 3.1817. L: 10.8.1820. C: 27.4.1821 (for Ordinary).
First cost: £37,185 including fitting.

Melampus Pembroke Dyd (M/Shipwright Edward Churchill).
As built: 151ft 9½in, 127ft $1^{3}/_{8}$in x 40ft 5½in (40ft 1½in mld.) x 12ft 9in. 1,089 bm. Draught 10ft 4in / 14ft 7in.
Ord: 1.5.1816. K: 8.1817. L: 10.8.1820. C: 23.9.1820 at Plymouth (for Ordinary).
First cost: £23,007 to build, plus £7,072 fitting.

Minerva Portsmouth Dyd (M/Shipwright Nicholas Diddams).
As built: 151ft 5in, 126ft $6^{7}/_{8}$in x 40ft 5in (40ft 1in mld.) x 12ft 9½. 1,082 bm. Draught 10ft 9in / 14ft 8in.
Ord: 1.5.1816. K: 10.1817. L: 13.6.1820. C: 26.6.1820 (for Ordinary).
First cost: £36,080 including fitting.

Latona Chatham Dyd (M/Shipwright George Parkin).
As built: 150ft 1in, 125ft $0^{7}/_{8}$in x 40ft 5½in (40ft 1½in mld.) x 12ft 10in. 1,071 bm. Draught 11ft 0in / 15ft 3in.
Ord: 1.5.1816. K: 10.1818. L: 16.6.1821. C: 9.1821 (for Ordinary).
First cost: £29,923 (incomplete).

Diana Chatham Dyd (M/Shipwright George Parkin).
As built: 151ft 5in, 126ft $9^{1}/_{8}$in x 40ft 5in (40ft 1in mld.) x 12ft 10in. 1,083 bm. Draught 11ft 0in / 15ft 3in.



After the loss of three British frigates in succession to the Americans at the start of the War of 1812, the celebrations surrounding the victory of the *Shannon* over the *Chesapeake* suggested relief as much as joy. The Navy's aura of invincibility had been diminished, but it was somewhat restored by this short and bloody engagement – the only frigate action of the war between ships closely matched in size and firepower. The *Chesapeake*, seen here on the right at the beginning of the action, did not impress the RN, who found the ship 'over-built' and her hull form not worth copying.

Ord: 1.5.1816. K: 2.1819. L: 8.1.1822. C: 22.2.1822 (for Ordinary).
First cost: £30,159 including fitting.

Hebe Woolwich Dyd (M/Shipwright Henry Canham).
As built: 151ft 9¼in, 127ft 1in x 40ft 3¼in (39ft 11¼in mld.) x 12ft 9in. 1,078 bm. Draught 10ft 6½in / 14ft 5½in.
Ord: 1.5.1816. K: 5.1820. L: 14.12.1826. C: 5.1827 (for Ordinary).
First cost: £29,987 including fitting.

A further 22 sister-ships would be ordered (as 46s) to this design later in 1817, but are not covered here.

Ex AMERICAN PRIZES (1812-1814). Two American frigates captured during the War of 1812 were added as 18pdr frigates to the British Navy. The *Chesapeake* was armed as a 18pdr frigate at her capture, while the *Essex* mounted a 12pdr main battery when originally built but was rearmed by the RN with 18pdrs and appears here under that classification. The *Chesapeake* was rated as 38-gun by the USN, but carried 48 guns when taken – 28 x 18pdrs and 20 x 32pdr carronades; the *Essex* was built to a design of 141ft 0in (GD) x 37ft 0in (36ft 6in mld.) x 12ft 3in, and rated at 32-gun, although carrying 46 guns when taken (40 of them 32pdr carronades, this type having replaced most of her 12pdrs in 1810, although 6 of the long guns remained – 3 on the GD and 3 on the spar deck).

Chesapeake Gosport Navy Yard, Norfolk, Virginia (to design by Josiah Fox), 38 guns.
Dimensions & tons: 151ft 0in, 127ft 5in x 40ft 11in (40ft 4in mld.) x 13ft 9in. 1,134$^{63}/_{94}$ bm.
Men: 315. Guns: UD 28 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
L: 20.6.1799. C: 2.12.1799. Taken by the *Shannon* off Cape Anne (Boston Bay) 1.6.1813.
Commissioned: 1813 under Cmdr. Alexander Gordon (Capt. 10.2.1814); later under Capt. George Burdett. Arrived at Plymouth 9.10.1814 to repair defects. Laid up there 9.1815. Sold to Joshua Holmes for £3,450 on 18.8.1819.

Essex Enos Briggs, Salem, Massachusetts (to design by William Hackett), 36 guns.
Dimensions & tons: 138ft 7in, 117ft 2$^{7}/_{8}$in x 37ft 3½in x 11ft 9in. 867$^{22}/_{94}$ bm.
Men: 280. Guns: UD 26 x 18pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
K: 14.4.1799. L: 30.9.1799. Taken by the *Phoebe* and *Cherub* off Valparaiso 28.3.1814.
Commissioned: Never fitted for sea after arrival in Britain. Re-classed as a 42-gun ship in the RN. Troopship 7.6.1819. Hulked at Cork as a convict ship 10.1823. Sold for £1,230 on 6.7.1837.

Frigates – 12pdr type

(A) Vessels in service at 1 February 1793

At the start of 1793 the British Navy had fifty-one frigates with a main (UD) battery of 12pdr guns. Seven of them were established as 36-gun ships, and two of these were in commission and two in Ordinary at the start of 1793, with the other three serving as harbour-ships; they were all established with a complement of 250 men (223 officers, seamen and marines; 24 servants and boys; and 3 'widow's men'; this total was reduced by 6 servants and boys to 244 from 16.4.1794) and with ordnance of 26 x 12pdrs and 10 x 6pdrs, giving a broadside weight of 186 lbs on each side – to which 6 x 24pdr carronades were added on 19.11.1794, raising the broadside to 258 lbs. These seven ships (*Prudente*, *Santa Margarita*, *Belle Poule*, *Nymphe*, *Leocadia*, *Magicienne* and *Concorde*) were all French or Spanish prizes taken in 1779-1782.

The other forty-four were rated as 32-gun ships, of which nineteen were in commission and twenty-one in Ordinary at the start of 1793, with the remaining four as harbour-ships; they were established with a complement of 220 men (194 officers, seamen and marines; 23 servants and boys; and 3 'widow's men'; this total was reduced by 5 servants and boys to

215 from 16.4.1794) and with ordnance of 26 x 12pdrs and 6 x 6pdrs, giving a broadside weight of 174 lbs on each side – to which 6 x 24pdr carronades were added on 19.11.1794, raising the broadside to 246 lbs. The forty-four comprised two larger type – *Heroine* of 1783 and *Aimable* of 1782, and forty-two smaller type – *Southampton* and *Diana* of 1757, *Venus*, *Thames*, *Alarm* and *Aeolus* of 1758, *Niger* of 1759, *Lowestoffe* of 1761, *Pearl*, *Boston* and *Emerald* of 1762, *Winchelsea* of 1764; *Ambuscade* and *Amazon* of 1773, *Cleopatra* of 1779, *Juno*, *Daedalus*, *Orpheus*, *Amphion*, *Fox*, *Active* and *Iphigenia* of 1780, *Andromache*, *Astraea*, *Ceres*, *Quebec* and *Success* of 1781, *Syren* and *Hermione* of 1782, *Iris*, *Penelope*, *Druid* and *Greyhound* of 1783, *Mermaid* and *Andromeda* of 1784, *Meleager*, *Castor*, *Solebay* and *Terpsichore* of 1785, *Aquilon* and *Blanche* of 1786 and *Blonde* of 1787.

SOUTHAMPTON Class. The 'first true [12pdr] frigates' in the RN, although completed with sweep ports along the LD. Design by Sir Thomas Slade, approved 12.3.1756, but altered 25.5.1756 (lengthened by 3in on LD). The contract for *Southampton* on 29.3.1756 specified she was to be built by the end of 3.1757; *Diana*'s contract on 16.6.1756 stated she was to be launched by or before 16.7.1757. Of the original group of four ships, the *Vestal* had been BU in 1775 and *Minerva* sold in 1784; at the start of 1793 *Southampton* was in Ordinary (reserve) and *Diana* was a harbour ship.

Dimensions & tons: 124ft 4in, 102ft 3½in x 34ft 8in x 12ft 0in. $652^{51}/_{94}$ bm.

Men: 210 (215 from 1794). Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs. By 11.1794, they also supposedly had 6 x 24pdr carronades (see above), but *Southampton* carried none and *Diana* had been paid off in 1792.

Southampton Robert Inwood, Rotherhithe.

As built: 124ft 4in, 103ft 1in x 35ft 0in x 12ft 1in. $671^{64}/_{94}$ bm.

Ord: 12.3.1756. K: 4.1756. L: 5.5.1757. C: 19.6.1757 at Deptford Dyd.

First cost: £6,427.10.10d to build ($652^{51}/_{94}$ bm at £9.17.0d per ton), plus £4,266.4.11d fitting.

Commissioned: 4.1757; paid off early in 1763 after wartime service. Small Repair and fitted at Plymouth (for £6,864.5.7d) 3 – 10.1771; recommissioned 8.1771; paid off 6.1773. Fitted for overseas service (for £613.16.11d) 5.1773. Small Repair and fitted at Plymouth (for £3,479.18.10d) 10 – 12.1776; recommissioned 10.1776; Small Repair, coppered and fitted at Sheerness (for £7,210.5.1d) 10.1778 – 3.1779; paid off 11.1782 after wartime service. Great Repair by Randall & Co, Rotherhithe 2.1783 – 8.1784, then fitted for Ordinary at Deptford 6 - 7.1785 (for £6,131.15.2d to Randall + £3,974.3.6d to Dyd). Fitted for sea at Deptford (for £2,805) 6 – 8.1786; recommissioned 7.1786; sailed for the Mediterranean 10.1786; paid off 7/8.1789. Recommissioned 10.1789; paid off 1791. Fitted for Ordinary at Deptford 5.1791. Large Repair at Deptford (for £16,171) 3.1792 – 4.1793; recommissioned 3.1793 under Capt. Robert Forbes, for Howe's fleet; present at Glorious First of June off 1.6.1794. In 4.1795 under Capt. Edward O'Bryen; sailed for the Mediterranean 22.5.1795. In 9.1795 under Capt. William Shield, in Nelson's Riviera squadron. In 12.1795 under Capt. James Macnamara (-1796); action with 36-gun *La Vestale* 29.9.1795; took 24-gun *L'Utile* in Hyères roads 9.6.1796; took 18-gun *El Corso* off Monaco 2.12.1796; at Battle of Cape St Vincent 14.2.1797; paid off 8.1797. Fitted at Portsmouth (for £8,303) 7 – 11.1798; recommissioned 9.1798 under Capt. John Harvey (-1801); sailed for the Leeward Islands 12.1798; took privateer schooner *L'Hirondelle* 9.6.1800. In ?5.1801 under Capt. John Garnier (died 10.1801), then Capt. Richard Dunn, then 11.1801 Capt. Robert Fanshawe, in Leeward Islands. In 4.1802 under Capt. Christopher Cole; paid off 9.1802 into Ordinary at Portsmouth. Large Repair and fitted for foreign service at Portsmouth 5.1809 – 12.1810; recommissioned 11.1810 under Capt. Edwards Graham; sailed for Jamaica 13.3.1811. In 2.1811 under Capt. Sir James Yeo; took rebel Haitian frigate *L'Heureuse Réunion* (ex 44-gun *L'Amethyste*) 2.2.1812; took 22-gun USS *Vixen* 22.11.1812; wrecked off the Island of Concepcion in the Bahamas 27.11.1812 (no casualties).

Diana Robert Batson, Limehouse.

As built: 124ft 6in, 103ft $1^{1}/_{8}$in x 34ft 11in x 12ft 0on. $668^{57}/_{94}$ bm. Draught 9ft 0in / 12ft 1in.

Ord: 1.6.1756. K: 6.1756. L: 30.8.1757. C: 12.9.1757 at Deptford Dyd.

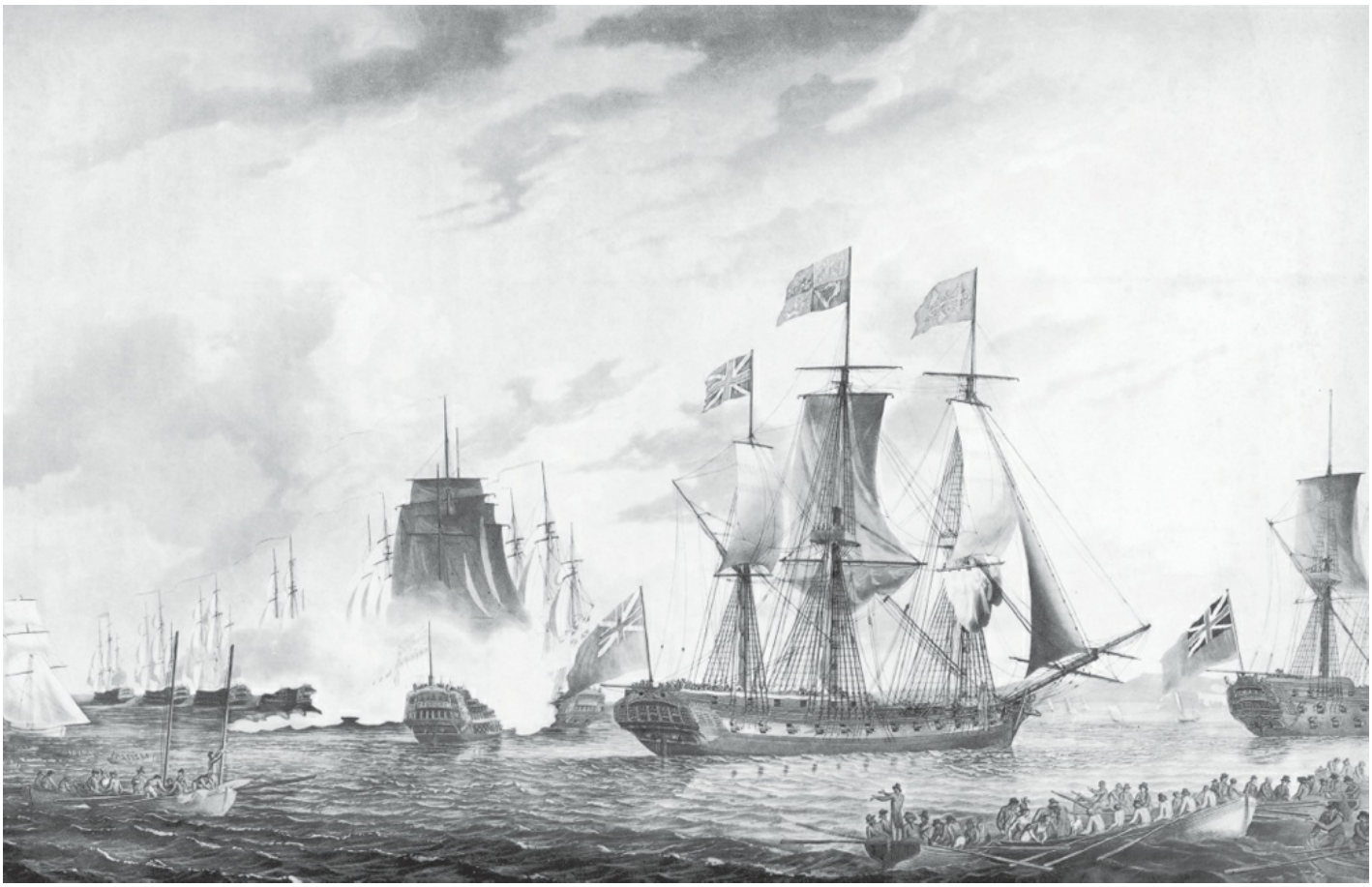
First cost: £6,427.2.6d to build (652½ bm at £9.17.0d per ton), plus £4,008.13.7d fitting.

Commissioned: 8.1757; paid off 1763 after wartime service. Repaired at Portsmouth (for £3,662.4.7d) 4 – 11.1765. Fitted at Portsmouth (for £3,802.16.10d) 10 – 12.1770; recommissioned 10.1770 for Falkland Islands dispute; paid off 12.1793. Middling Repair, coppered and fitted at Chatham (for £11,480.12.2d) 12.1777 – 2.1779; recommissioned 10.1778; re-rigged with masts and yards of a 28-gun by AO 22.4.1780; paid off 8.1783 after wartime service. Small Repair at Plymouth (for £4,270.11.0d) 1 – 6.1785. Fitted for foreign service at Plymouth (for £3,257) 11.1789 – 3.1790; recommissioned 12.1789 under Capt. Thomas Russell; sailed for Jamaica 14.3.1790; paid off 6.1792. To Mestaers, Rotherhithe 3.1793 for repairs, but after copper removed this was decided to be inpractical; instead sold for £500 at Deptford 16.5.1793.

***VENUS* Class**. Design by Sir Thomas Slade, approved 13.7.1756, enlarged from the *Southampton* Class. Contract dated 26.7.1756. Built as a 36-gun frigate, but reduced to 32 guns in 1792. Of her original two sisters, *Brilliant* had been sold in 1776 and *Pallas* wrecked in 1783.

Dimensions & tons: 128ft 4in, 106ft $2^{5}/_{8}$in x 35ft 8in x 12ft 4in. $718^{18}/_{94}$ bm.

Men: 240 (215 as 32 guns). Guns: (as reduced to 32 guns by AO 22.7.1792, with carronades added 1793) UD 24 x 12pdrs; QD 6 x 6pdr + 4 x 18pdr carronades; Fc 2 x 6pdr + 2 x 18pdr carronades.



Southampton, the first British 32-gun frigate, was also one of the longest-lived, with a front-line career spanning more than half a century and five naval wars. Shown here with the royal standard at the main truck in this print of 1801, she is carrying the king and other dignitaries to a fleet review in Plymouth Sound.

By 1809 *Vénus* had UD 22 x 12pdrs, QD 10 x 24pdrs carronades, Fc 2 x 6pdrs + 2 x 24pdr carronades.

Vénus John Okill, Liverpool.

As built: 128ft 4½in, 106ft 3in x 35ft 9in x 12ft 4in. $722^{29}/_{94}$ bm. Draught 8ft 8in / 13ft 1in.

Ord: 13.7.1756 (named 3.8.1756). K: 16.8.1756. L: 11.3.1758. C: 30.6.1758 at builders.

Commissioned: 3.1758; paid off 3.1763 after wartime service. Recommissioned 5.1763; sailed for the West Indies 15.10.1763; paid off 5.1765. Great Repair at Woolwich (for £7,997.6.9d) 6.1765 – 2.1767; fitted at Woolwich (for £4,834.4.0d) 7.1768; recommissioned 6.1768 and sailed for the Mediterranean; paid off 1769 or 1770. Recommissioned 10.1770 for Falkland Islands dispute; paid off 4.1772. Large Repair and fitted at Portsmouth (for £13,002.0.1d) 9.1776 – 7.1777; recommissioned 3.1777; paid off 11.1781 after wartime service (during which coppered at Antigua). Middling Repair and fitted at Sheerness (for £9.434) 8.1782 – 7.1783; recommissioned 3.1783 for Irish Sea; paid off 6.1786. Very Large Repair at Deptford (for £18,520) 2.1791 – 3.1792. Reclassed as a 32 by AO 22.3.1792. Fitted by Wells, Deptford (for £1,506) 1 – 3.1793; recommissioned 1.1793 under Capt. Jonathan Faulkner, for Howe's fleet; took (with *Nymphe*) 16-gun privateer *Le Sans-Culotte* 24.5.1793; action with 32-gun *La Sémillante* off Finisterre 27.5.1793. In 5.1794 under Capt. William Brown, at Glorious First of June off Ushant 1.6.1794; in 12.1794 under ?Charles Sterling, then Capt. Lawrence Halstead in 2.1795. In 12.1795 under Capt. Thomas Graves (-1801); sailed for Newfoundland 14.4.1796, and again on 20.4.1797, 3.1798 and 26.3.1799; sailed for Jamaica 7.1800. Later with Hood's squadron in the West Indies. In 7.1803 under Capt. Henry Matson (-1807); took 16-gun privateer *L'Hirondelle* off the Irish coast 10.7.1805, later sailed for the Leeward Islands; took privateers – 14-gun *La Determinée* 16.1.1807 and 6-gun *L'Etoile* 20.2.1807 – in the West Indies; paid off into Ordinary at Woolwich 7.1807. Renamed *Heroine* (following capture and incorporation into RN of Danish *Vénus*) 14.7.1807. Fitted for Baltic service 3 – 5.1809; recommissioned 3.1809 under Capt. Hood Christian, for Walcheren operations. Paid off and laid up at Sheerness 11.1809 – 12.1823 (receiving ship 1817-20). Fitted as temporary convict ship at Woolwich 12.1823 – 6.1824. Sold to John Small Sedger at Deptford (for £1,710) 22.9.1828.

***RICHMOND* Class.** Design by William Bately, approved 12.3.1756. *Thames* was contracted 31.1.1757 to be launched by 1.1758; *Boston* was contracted 15.4.1761 to be launched in twelve months. Of four original sisters, *Juno* and *Larke* had been burnt in 1778, *Richmond* taken in 1781 and *Jason* sold in 1785. *Boston* remained in commission at the start of 1793, while *Thames* was in Ordinary.

Dimensions & tons: 127ft 0in, 105ft 1in x 34ft 0in x 11ft 9in. $646^{12}/_{94}$ bm.

Men: 210 (215 by 1794). Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs. 6 x 24pdr carronades added (4 to QD, 2 to Fc) per AO 19.11.1794.

Thames Henry Adams, Bucklers Hard.

As built: 127ft 0in, 104ft 8½in x 34ft 4in x 11ft 9in. $656^{46}/_{94}$ bm. Draught 8ft 3½in / 12ft 6½in.

Ord: 11.1.1757. K: 2.1757 (named 17.3.1757). L: 10.4.1758. C: 27.4 – 29.5.1758 at Portsmouth.

First cost: £6,057.12.11d to build (contract at £9.7.6d per ton), plus £4,984.13.10d fitting.

Commissioned: 4.1758; paid off 3.1766 after wartime service (and Mediterranean deployment from 8.1763). Small Repair and fitted at Portsmouth (for £3,996.17.7d) 10 – 12.1770; recommissioned 10.1770 for Falkland Islands dispute; Spithead Review 22.6.1773; mission to Morocco 1774; paid off 7.1775. Large Repair and fitted at Portsmouth (for £12,371.17.5d) 4 – 11.1776; recommissioned 8.1776; paid off 9.1782 after wartime service. Between Small and Middling Repair at Deptford (for £6,701.13.10d) 8.1781 – 5.1783. Great Repair, coppered and fitted for sea at Deptford (for £14,655) 2.1788 – 7.1790; recommissioned 6.1790 under Capt. Thomas Troubridge (-1791); sailed 8.8.1790; paid off 1791. Repaired at Deptford (for £6,016) 2 – 3.1793; fitted (for £1,306) 5.1793; in 1793 under Capt. James Cotes. Taken by three French frigates in the Bay of Biscay, while en route for Gibraltar 4.10.1793; in French service as *La Tamise*. Retaken by *Santa Margarita* off Waterford 8.6.1796; refitted at Portsmouth (for £10,134) 7.1796 – 2.1797; re-registered by AO 13.8.1796; recommissioned 12.1796 under Capt. William Lukin (-1801); sailed for Jamaica 7.6.1797. Refitted at Portsmouth (for £5,174) 8 – 11.1798. Quiberon operation in 6.1800; took (with Immortalite) 16-gun privateers *Le Diàble à Quatre* 26.10.1800 and *L'Actif* 30.11.1800, both in Bay of Biscay; took 16-gun *L'Aurore* in the Channel 18.1.1801; in chase of Gantheaume 2.1801. In 6.1801 under Capt. Askew Hollis; Saumarez's action off Algeciras 12/13.7.1802. Paid off 1.1803 and BU (under AO 22.8.1803) at Woolwich 9.1803.

Boston Robert Inwood, Rotherhithe.

As built: 127ft 5in, 107ft 8in x 34ft 4½in x 12ft 0½in. $676^{67}/_{94}$ bm. Draught 8ft 10in / 12ft 7in.

Ord: 24.3.1761. K: 5.5.1761 (named 5.11.1761). L: 11.5.1762. C: 16.7.1762 at Deptford Dyd.

First cost: £6,703.13.0d to build (contract at £10.7.6d per ton), plus £4,080.9.4d fitting.

Commissioned: 5.1762; paid off 3.1763 after wartime service. Small Repair at Portsmouth and fitted (for £4,807.5.2d) 5 – 10.1769; recommissioned 8.1769; sailed for North

America 29.12.1769; paid off 7.1772. Reduced to 28-gun Sixth Rate by AO 22.9.1777, with masts and yards pertaining thereto; fitted for Home service at Woolwich (for £5,639.0.7d) 7 – 10.1777; recommissioned 9.1777 for Irish Sea; re-established as 32-gun Fifth Rate by AO 24.11.1779; refitted and coppered at Sheerness (for £4,492.17.3d) 11.1779 – 2.1780; paid off 9.1782. Great Repair by Perry & Co, Blackwall (for £13,854.16.1d paid to Perry, plus £4,109 dyd costs) 1.1783 – 6.1784. Great Repair by Wells & Co, Deptford (for £14,112 to Wells, plus £341 dyd costs) 6.1790 – 10.1791. Fitted at Woolwich (for £7,454) 11.1792 – 1.1793; recommissioned 12.1792 under Capt. George Courtnay; sailed for Newfoundland 11.4.1793; took 16-gun privateer *L'Hirondelle* in the North Sea 20.3.1793; duel with 34-gun *L'Embuscade* off Sandy Hook (New York) 31.7.1793, losing 10 including Courtnay killed, 24 wounded. In 1794 under Capt. James Morris; sailed for the Mediterranean 22.2.1796; took privateers off Cape Finisterre – 16-gun *L'Enfant de la Patrie* 16.4.1797 and 8-gun *Le Hardi* 30.7.1797; also 20-gun *El Principe de la Paz* off Vigo 4.6.1797 and 12-gun *San Bernardo* 16.6.1797. From 8.1797 under Capt. D'Arcy Preston, then 2.1798 Capt. John Erskine Douglas (-1804); in Strachan's squadron 1798; sailed for Halifax 4.1799. Laid up at Plymouth 11.1804 and paid off 12.1804. BU at Plymouth 5.1811.

NIGER Class. Design by Thomas Slade. Of the original eleven ships built to this design, *Aurora* had been burnt in 1770, *Monteal* and *Quebec* had been lost in 1779, *Stag* had been BU in 1783 and *Glory* in 1786. The contracts for *Alarm* and *Aeolus* (both dated 26.9.1757) provided for the builders to receive £9.15.0d and £10.10.0d respectively per ton if their ship was built in 12 months, but an extra 2.6d per ton if launched in 9 months (neither was). At the start of 1793 *Alarm*, *Niger* and *Winchelsea* remained in commission, while *Pearl* was in Ordinary and *Aeolus* and *Emerald* were reduced to harbour vessels.

Dimensions & tons: 125ft 0in, 103ft 4in x 35ft 2in x 12ft 0in. $679^{67}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs; also 12 x ½pdr swivels, replaced by 11.1794 by extra 4 x 24pdr carronades on QD, and 2 of the same on Fc.

Alarm John Barnard & John Turner, Harwich.

As built: 125ft 0in, 103ft 4in x 35ft 3in x 12ft 0in. $682^{91}/_{94}$ bm.

Ord: 19.9.1757. K: 26.9.1757 (named 2.9.1758). L: 19.9.1758. C: 24.6.1759 by builder.

First cost: £6,027.3.11d contract to build (plus £151.12.6d extra costs).

Commissioned: 10.1758; bottom coppered at Woolwich (for £2,854.0.11d – initial experiment in copper sheathing) 11.1761; paid off 7.1763 after wartime service. Copper taken off then coppered again (for £865.19.1d) also fitted (for £3,260.7.0d) at Woolwich 7 – 10.1763. Recommissioned 9.1763; sailed for Jamaica 3.1.1764; paid off 4.1766, coppering taken off 5.1766. Middling Repair at Woolwich (for £7,537.14.3d); recommissioned 2.1769; sailed for the Mediterranean 12.5.1769. Fitted for foreign service at Portsmouth (for £3,195.5.11d) 5 – 6.1776. Great Repair, coppered and fitted at Deptford (for £13,383.14.8d) 3.1779 – 6.1780; recommissioned 1.1780; paid off after wartime service 8.1783. Great Repair at Plymouth (for £9,529) 8.1790 – 7.1791. Fitted at Plymouth (for £4,648) 2.1793 (also refit in 11.1793); recommissioned 1.1793; in 3.1793 under Capt. Lewis Robertson, for cruising; took (with revenue cutter *Swallow*) French 10-gun privateer *L'Enfant de la Patrie* 27.4.1793, then (alone) took French 10-gun privateer *Le Chauvelin*; sailed for the Leeward Islands 20.3.1794. In 10.1794 under Capt. James Carpenter; took (with *Bellona*) French 20-gun *Le Duras* in the West Indies 1.1795. In 5.1795 under Cmdr. David Milne (acting); sank French 20-gun *La Liberté* off Puerto Rico 30.5.1795. In 12.1795 under Capt. ?George Vaughan; took (with *Zebra*) privateer off Trinidad 2.1796; took three privateers in the Gulf of Paria 2/3.1796. In 3.1796, under the now Capt. David Milne, then 11.1796 (or 5.1797?) under Capt. Edward Fellowes; took Spanish 18-gun *Galgo* off Granada 23.11.1796; with Harvey's squadron at Trinidad 2.1797; paid off 8.1797. Fitted at Portsmouth (for £11,331) 8.1797 – 3.1798; recommissioned 1.1798 under Cmdr. (Capt. 3.1799) William Sanderson; sailed for Jamaica 4.1798; took Spanish packet *Pajaro* in the Gulf of Florida 5.1799; took Spanish 14-gun *Felix* and packet ?*St Dorval* 7.1799. In 10.1799 under Capt. Robert Rolles; took (with *Amphion*) Spanish 24-gun privateer *Asturias* 25.11.1799; took Spanish 4-gun *Cuervo* off Cape Catouche 2.1800; took French 3-gun privateer *La Confiance* 5/8.1800; took 4-gun *Le Général Toussaint* off San Domingo 9/10.1800. Fitted at Woolwich (for £8,147) 6.1801 – 3.1802; recommissioned 3.1802 under Capt. William Parker; paid off 11.1802. BU at Portsmouth 9.1812.

Aeolus Thomas West, Deptford.

As built: 125ft 5½in, 103ft $6^{5}/_{8}$in x 35ft 9in x 12ft 9in. $703^{91}/_{94}$ bm. Draught 8ft 6in / 14ft 0in.

Ord: 19.9.1757. K: 9.1757 (named 11.1758). L: 29.11.1758. C: 18.1.1759 at Deptford Dyd.

First cost: £7,136.19.8d contract to build, plus fitting £4,333.10.6d.

Commissioned: 11.1758; paid off 11.1763 after wartime service. Middling Repair at Portsmouth (for £4,650.6.5d) 1.1764 – 8.1765. Recommissioned 1.1766; sailed for the Mediterranean 10.3.1766; to Newfoundland 1770; paid off 2.1772. Middling to Large Repair and fitted at Deptford (for £12,155.10.10d) 5.1775 – 12.1776; recommissioned 10.1776; sailed for Jamaica 27.2.1777; refitted and coppered (for £5,442.1.7d) 12.1779 – 3.1780; paid off 4.1783 after wartime service. Recommissioned 4.1783; sailed for Newfoundland; paid off 1.1784. Fitted at Chatham for receiving ship 3 – 5.1796, to lie at Sheerness. Renamed *Guernsey* by AO 7.5.1800. BU (by AO 25.11.1800) at Sheerness 4.1801.

Niger Sheerness Dyd (M/Shipwright Joseph Harris).

As built: 125ft 0in, 103ft 4in x 35ft 2in x 12ft 0in. $679^{67}/_{94}$ bm. Draught 8ft 5in / 13ft 9in.

Ord: 19.9.1757. K: 7.2.1758. L: 25.9.1759. C: 24.11.1759.

First cost: £11,264.4.8d including fitting.

Commissioned: 10.1759; paid off 3.1763 after wartime service. Recommissioned 3.1763; paid off 7.1772. Large Repair and fitted at Deptford (for £12,549.7.7d) 7.1772 – 8.1775; recommissioned 7.1775; paid off 1780 after wartime service. Great Repair by Barnard & Co, Deptford (for £13,717.14.9d) 2.1783 – 4.1784. Middling Repair at Woolwich (for £7,762) 5.1789 – 4.1790; fitted for sea and coppered (apparently for the first time) at Woolwich (for £1,384) 5 – 7.1790; recommissioned 5.1790 under Capt. Thomas Farnham. Recommissioned 1.1791 under Capt. George Berkeley; sailed 3.2.1791 to examine fortifications in the West Indies, then paid off. Recommissioned 8.1791 under Capt. Richard Keats; in 1793 under Capt. Robert Moorsom, then 1794 Capt. Arthur Legge in Howe's fleet; at Glorious First of June 1794. In 10.1794 under Capt. Edward Foote (-1797); in Strachan's squadron 1795; destruction of convoy in Cartaret Bay 9.5.1795; burnt lugger *L'Ecureuil* on the Penmarcks 27.4.1796; at Battle of St Vincent 14.2.1797. In 10.1797 under Capt. Edward Griffith; took 4-gun privateer *La Delphine* off Start Point 25.12.1797. In 3.1798 under Capt. Matthew Scott, then 12.1798 Capt. Philip Wodehouse. Fitted as a troopship at Deptford (for £5,980) 5 – 7.1799; recommissioned 6.1799 as a 14-gun troopship under Capt. Joseph Larcom. In 4.1800 under Cmdr. James Hillyar (-1807); boats (with *Minotaur*'s) cut out 22-gun *La Esmeralda* and *La Paz* from Barcelona 3.9.1800; in Egypt operations (*en flûte*) 1801; at blockade of Toulon 1803. Reclassed as 28-gun Sixth Rate 3.3.1804 (Hillyar made Capt.) re-armed with 32pdr carronades; took 4-gun schooner *El Virgin del Carmen* 2.5.1806. Laid up at Portsmouth 1.1808. Recommissioned as prison hospital 5.1809 under Lieut. Bird; in 1812 Lieut. William Todman and 1813 Lieut. Isaac Strutt. Renamed *Negro* 1813. Sold there (for £1,600) 29.9.1814.

Pearl Chatham Dyd (M/Shipwright John Lock to 4.1762, then Edward Allin).

As built: 125ft 0½in, 103ft $4^{3}/_{8}$in x 35ft 3in x 12ft 0in. $683^{16}/_{94}$ bm. Draught 8ft 10½in / 14ft 4in.

Ord: 24.3.1759. K: 6.5.1761 (named 5.11.1761). L: 27.3.1762. C: 14.5.1762.

First cost: £16,573.5.4d including fitting.

Commissioned: 4.1762 for the Downs; recommissioned 3.1763; paid off 12.1768. Recommissioned 1.1769; paid off 1.1773. Small Repair at Portsmouth (for 5,137.16.2d) 12.1772 – 7.1773; fitted for foreign service at Portsmouth (for £3,870.19.9d) 11.1775 – 2.1776; recommissioned 11.1775. Fitted for Channel service and coppered at Plymouth (for £5,716.1.9d) 5 – 7.1779; paid off 7.1782 after wartime service. Large Repair by Wells, Rotherhithe (for £15,464.14.7d, plus £3,802.19.1d dyd costs) 1.1783 – 6.1784; fitted for Ordinary at Deptford 7 – 8.1784. Fitted at Deptford (for £3,020) 7 – 12.1786; recommissioned 8.1786; sailed for the Mediterranean 22.3.1787; paid off 1789. Recommissioned 2.1790 under Capt. George Courtnay; sailed for the Mediterranean 9.5.1790; paid off 1792. Fitted at Plymouth (for £7,615) 6 – 8.1793; recommissioned 6.1793 under Capt. Michael de Courcy, for the Irish station; paid off 12.1795. Small Repair at Plymouth (for £9,686) 11.1795 – 2.1796; recommissioned 2.1796 under Capt. Samuel Ballard (-1802), for convoys and cruising; took (with *Flora*) 24-gun privateer *L'Incroyable* 16.4.1797; sailed 3.3.1798 for West Africa and thence to Leeward Islands; escaped from 40-gun *La Vertu* and 36-gun *La Régénérée* off West coast of Africa 24.4.1798; took 10-gun privateer *Le Scocvola* off Antigua 14.10.1798, and 12-gun privateer *L'Indépendance* off Antigua at end 1798; sailed for the Mediterranean 22.10.1799; destroyed a 14-gun Genoese polacca 9.2.1800; took a small privateer in the Mediterranean 1.7.1801. Fitted as a slop ship at Portsmouth 4 - 7.1803; recommissioned there 4.1803 under Lieut. ?R. Bailey. In 1804 under Lieut. Charles Woodger (-1809). In Ordinary at Portsmouth 1812-14. Fitted as a receiving ship there 4 – 5.1814. Renamed *Prothée* 19.3.1825. Sold to John Small Sedger, Jnr (for £1,230) 14.1.1832.

Emerald Hugh Blaydes, Hull.

As built: 125ft 0in, 103ft 4½in x 35ft 2½in x 12ft 0in. $681^{31}/_{94}$ bm. Draught 8ft 11in / 13ft 10½in.

Ord: 24.3.1759. K: 13.5.1761 (named 5.11.1761). L: 8.6.1762. C: 10.1762 by builder.

First cost: £6,287.10.9d contract to build (at £9.5.0d per ton), plus fitting £2,518.16.0d (by builder).

Commissioned: 5.1762; paid off 3.1763, but recommissioned same month; paid off 1771. Middling Repair and fitted at Sheerness (for £4,612.11.11d) 5 – 9.1772. Fitted for foreign service at Chatham (for £5,828.8.3d) 10.1775 – 3.1776; recommissioned 11.1775; paid off 1779. Refitted for Channel service and coppered at Chatham (for £5,528.14.9d) 6 – 8.1779; recommissioned 7.1779; paid off 9.1783 after wartime service. BU at Deptford 2.10.1793.

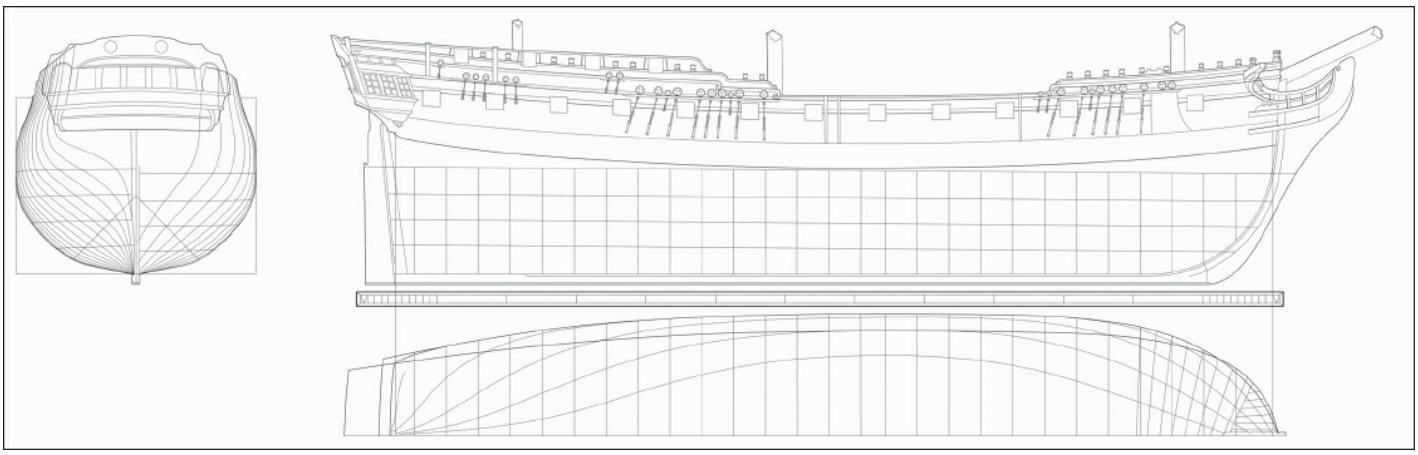
Winchelsea Sheerness Dyd (M/Shipwright Joseph Harris to 5.1762, then John Williams).

As built: 125ft 0in, 103ft 4in x 35ft 2in x 12ft 0in. $679^{67}/_{94}$ bm. Draught 8ft 5in / 14ft 0in.

Ord: 11.8.1761 (named 5.11.1861). K: 29.3.1762. L: 31.5.1764. C: 26.6.1766 – 21.11.1767.

First cost: £11,515.18.0d to build.

Commissioned: 2.1769; paid off 6.1775. Fitted for Ordinary at Sheerness (for £114.9.11d) 7.1775; fitted there for foreign service (for £4,418.1.1d) 1 – 5.1776; recommissioned 2.1776; paid off 1779. Large Repair and coppered and fitted at Woolwich (for £15,041.1.6d) 3.1780 – 4.1782 (re-rigged with 28-gun ship's top hamper); recommissioned 3.1782 but paid off within year; recommissioned 3.1783; paid off 12.1785. Recommissioned 3.1786 under Capt. Edward Pellew; paid off 2.1789. Small Repair and fitted for Channel service at Plymouth (for £6,831) 2.1789 – 8.1790; recommissioned 5.1790 under Cmdr. Charles Carpenter; paid off 9.1791 but recommissioned same month under Capt. Richard Fisher; sailed for Nova Scotia 7.3.1792. In 11.1793 under Capt. Lord (George) Garlies; sailed for the Leeward Islands 24.11.1793; paid off 11.1794. Fitted as a troopship at Portsmouth (for £9,866) 12.1799 – 3.1800; recommissioned 3.1800 under Cmdr. John Hatley, for the Mediterranean (-1801). Fitted 'for manning' at Sheerness 7.1802 – 11.1803. Convalescent ship at Sheerness 1803 under Lieut. Daniel Pope (died) and 3.1805 Lieut. John E. Baker (drowned same day). In 1807 under Lieut. ?W. Cockraft, as hospital ship in the Baltic. Convalescent ship at Sheerness again in 1808, under Lieut. Thomas Osmer, then 1810 Lieut. George Spearing, then 1811 Capt. William Flint (?in East Indies). In Ordinary at Chatham 1812-13. Sold at Sheerness (for £1,760) 3.11.1814. Later in the course of the Seven Years War, Slade had produced a new design for a 32-gun frigate based on the lines of the lines of the *Tartar*; this vessel – named *Tweed* – proved of questionable value and was sold in 1776.



Solebay, 32 guns, as designed. Before the advent of carronades, the topsides of frigates were very light, consisting of rails along the quarterdecks and nothing except timberheads above the forecastle plansheer.

LOWESTOFFE. Design by Thomas Slade, based on the lines of the French prize *Aurora* (ex *L'Abénakise*, taken 1757). The design was approved 24.4.1760 and the contract with West was signed 9.5.1760. Two similar vessels were built to a slightly modified design in 1771-73, but *Orpheus* had been lost in 1778 and *Diamond* sold in 1784. *Lowestoffe* remained in commission at the start of 1793.

Dimensions & tons: 130ft 0in, 107ft 0in x 35ft 0in x 12ft 6in. $701^{35}/_{94}$ bm.

Lowestoffe Thomas West, Deptford.

As built: 130ft 6in, 108ft 1½in x 35ft 3¾in x 12ft 6in. $717^{16}/_{94}$ bm. Draught 9ft 3in / 12ft 9in.

Ord: 15.2.1760. K: 9.5.1760 (named 28.10.1760). L: 5.6.1761. C: 1.8.1761 at Deptford Dyd.

First cost: £7,715.1.10¾d to build (contract at £11.0.0d per ton), plus fitting £4,281.7.8d.

Commissioned: 7.1761 for Home waters; paid off 1732. Recommissioned 4.1763; paid off 8.1766. Small Repair at Sheerness (for £3,703.4.10d) 12.1766 – 4.1767. Recommissioned 6.1769; sailed for Jamaica 1.10.1769; paid off 5.1773. Reduced to 28-gun Sixth Rate. Large Repair and fitted at Sheerness (for £12,016.4.10d) 6.1776 – 4.1777; recommissioned for Leeward Islands, then at Jamaica (where coppered 7.1779); paid off 8.1882. Great Repair by Robert Batson, Limehouse (for £15,526.5.3d) 7.1783 – 3.1786. Fitted for Channel service at Woolwich (for £2,672) 10.1787 and then commissioned; sailed for the Mediterranean 16.5.1788; paid off 1790. Fitted at Plymouth (for £7,940) 7.1792 – 1.1793; recommissioned 12.1792 under Capt. William Wolseley; sailed for the Mediterranean 11.5.1793; in Hood's fleet at Toulon; attack on Forncilli 1.10.1793; Corsica operations 1794. In 1794 under Capt. Benjamin Hallowell (acting); action off Genoa 10.3.1794. In 4.1794 under Capt. Charles Cunningham, then Capt. Robert Middleton in 9.1794, in the Mediterranean; in action (with *Dido*) against 42-gun *La Minerve* (which was taken) and 36-gun *L'Artemise* off Minorca 24.6.1795. In 12.1795 under Capt. Robert Plampin (-1801), in the Mediterranean still; paid off 1798. Repaired at Plymouth (for £9,188) 11.1798 – 2.1799; recommissioned 11.1798; sailed for Jamaica 4.3.1799; wrecked off Little Inagua ('Heneaga') Island 11.8.1801 (5 drowned).

***AMAZON* Class.** Design by Sir John Williams, 1771. Originally a class of eighteen ships built to this design, the first three built 1771-73 (of which *Thetis* was wrecked in 1781) and another fifteen built from 1778 onwards. Substantially copied from Slade's much earlier design for the *Niger* Class. At the start of 1793, five vessels (*Cleopatra*, *Juno*, *Iphigenia*, *Syren* and *Iris*) were in commission, while eleven (*Ambuscade*, *Amphion*, *Orpheus*, *Success*, *Andromache*, *Greyhound*, *Meleager*, *Castor*, *Solebay*, *Terpsichore* and *Blonde*) were in Ordinary and *Amazon* was reduced to harbour service.

Dimensions & tons: 126ft 0in, 104ft 0in x 35ft 0in x 12ft 2in. $677^{62}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdr; QD 4 x 6pdr + 4 x 18pdr carronades; Fc 2 x 6pdr + 2 x 18pdr carronades.

Amazon Wells & Co, Rotherhithe.

As built: 126ft 4in, 104ft 6in x 35ft 2in x 12ft 2½in. $687^{39}/_{94}$ bm. Draught 8ft 8in / 12ft 10in.

Ord: 25.12.1770. K: 4.1771. L: 24.5.1773. C: 19.7.1773 at Deptford Dyd.

First cost: £7,717.6.1d (plus £137.17.11d dyd costs) to build; total £11,345.10.4d including fitting.

Commissioned: 2.1776; fitted at Chatham (for £4,750.7.0d) 2 – 5.1776; paid off 1778. Fitted and coppered at Chatham (for £5,439.10.0d) 4 – 7.1779; recommissioned 4.1779; paid off 2.1782 after wartime service. Fitted for Ordinary at Plymouth 3.1784. Receiving ship at Plymouth 1791. BU at Plymouth 6.1794.

Ambuscade Adams & Barnard, Deptford (Grove Street).

As built: 126ft 3in, 104ft 1in x 35ft 1¾in x 12ft 2in. $683^{81}/_{94}$ bm. Draught 8ft 4in / 13ft 0in.

Ord: 25.12.1770. (contract 20.2.1771) K: 4.1771. L: 17.9.1773. C: 1.10.173 at Deptford Dyd.

First cost: £7,125.16.9d (plus £327.12.5d dyd costs) to build; total £11,346.10.11d including fitting.

Commissioned: 1.1776; fitted at Chatham (for £4,971.5.9d) 1 – 4.1776; paid off 1778. Refitted and coppered at Chatham (for £4,476.17.11d) 3 – 5.1779; recommissioned 1779. Fitted for Ordinary at Plymouth 3.1784. Small Repair at Plymouth (for £7,808.4.11d) 7 – 12.1784. Fitted for Channel service at Plymouth (for £2,330) 7.1787 – 1.1788; recommissioned 10.1787 for the Mediterranean; paid off 9.1791. Middling Repair at Woolwich (for £16,598) 5.1793 – 3.1795; recommissioned 9.1794 under Capt. George Duff, for the Downs. In 1796 under Capt. Thomas Twysden; sailed for Jamaica 26.5.1796; took French privateer schooner *Le Buonaparte* in the West Indies 4 – 6.1797. In 1798 under Capt. Henry Jenkins, in the Channel; took (with *Phaeton* and *Stag*) French 20-gun *L'Hirondelle* in the Channel 20.11.1798; taken by French 28-gun *La Bayonnaise* off the Gironde 14.12.1798, losing 10 killed and 36 wounded; added to French Navy as *L'Embuscade*; retaken by *Victory* 28.5.1803. In 1804 under Capt. William D'Urban (-1808), in the Mediterranean. BU at Deptford 6.1810.

Cleopatra James Martin Hillhouse, Bristol.

As built: 126ft 5in, 104ft 6¼in x 35ft 2½in x 12ft 1¼in. $689^{17}/_{94}$ bm.

Ord: 13.5.1778. K: 6.7.1778. L: 26.11.1779. C: 9.7.1780 (and coppered) at builder.

First cost: £9,202 to builder + £5,563.1.5d dyd expenditure.

Commissioned: 10.1779; paid off 1782 after wartime service. Fitted for Ordinary at Sheerness 8 – 9.1783. Great Repair at Sheerness (for £8,843) 4.1790 – 6.1791. Fitted at

Sheerness (for £6,350) 3.1793; recommissioned ?1.1793 under Capt. Alexander Ball; took (with *Lizard*) small privateer *Les Trois Amis* in the North Sea 24.3.1793; sailed for Nova Scotia 18.5.1794. In 6.1795 under Capt. Charles Penrose; took privateer *L'Aurore* on the Halifax station 3.3.1806. In 1806 under Capt. Charles Rowley; took 10-gun *L'Aurore* on the American coast 22.4.1796; took 12-gun privateer *L'Hirondelle* on passage from Halifax with Adm. Murray. In 9.1797 under Capt. Israel Pellew (-1801); took 16-gun privateer *L'Emilie* in the Channel 26.3.1798; sailed for Halifax 8.1798; took (with *Andromache*) a Spanish gunboat off Cuba 22.3.1801; home in 12.1801. Middling to Large Repair at Woolwich 7.1802 – 8.1804; recommissioned 7.1804 under Capt. Charles Elphinstone; from 8.1804 under Capt. Sir Robert Lawrie; taken by French 40-gun *Ville de Milan* off Bermuda 17.2.1805, losing 22 killed and 36 wounded; retaken (along with *Ville de Milan*) by *Leander* 23.2.1805. Recommissioned 7.1805 at Halifax under Capt. John Wright. In 9.1806 under Capt. Robert Simpson, on Halifax station. In 8.1808 under Capt. Samuel J. Pechell; took (with *Jason* and *Hazard*) 40-gun *La Topaze* at Guadeloupe 22.1.1809; at capture of Martinique 2.1809. In 10.1810 under Capt. Charles Austen, at Halifax. In 7.1811 under Pechell again; sailed for North America 11.12.1811. In 12.1812 under Capt. Charles Gill; in 1814 under Capt. William M'Culloch (acting); paid off 7.1814 and BU completed at Deptford 21.9.1814.

Amphion Chatham Dyd (M/Shipwright Israel Pownoll to 4.1779, completed by Nicholas Phillips).

As built: 126ft 1in, 104ft 3in x 35ft 0in x 12ft 2in. $679^{27}/_{94}$ bm. Draught 8ft 10in / 13ft 0in.

Ord: 11.6.1778 (named 31.7.1778). K: 1.10.1778. L: 27.12.1780. C: 9.2.1781.

First cost: £16,580.13.5d including fitting and coppering.

Commissioned: 12.1780; paid off 2.1784 after wartime service. Small Repair at Woolwich (for £4,725.0.0d) 7 – 9.1784. Fitted at Woolwich (for £4,196.0.0d) 6 – 8.1786; recommissioned 7.1786; sailed for Jamaica 11.10.1786; paid off 5.1790. Fitted at Plymouth (for £10,650) 5 – 12.1793; recommissioned 6.1793 under Capt. Herbert Sawyer; sailed for Newfoundland 1.3.1794. In 1795 under Capt. Israel Pellew; sailed for Newfoundland again 18.6.1795; refitted at Plymouth (for £4,237) 4 – 5.1796; joined Duncan's fleet 1796; blown up by accident in the Hamoaze (Plymouth) 22.9.1796, with *c.*300 killed (plus *c.*100 civilians aboard).

Orpheus Adams & Barnard, Deptford (Grove Street).

As built: 126ft 4in, 104ft $5^{3}/_{8}$in x 35ft 2½in x 12ft 2in. $688^{66}/_{94}$ bm. Draught 9ft 3½in / 12ft 8in.

Ord: 2.10.1778. K: 7.7.1779. L: 3.6.1780. L: 15.7.1780 (including coppering) at Deptford Dyd.

First cost: £16,108.7.8d, including fitting and coppering.

Commissioned: 1780; paid off 3.1783 after wartime service. Recommissioned same month, and sailed for the Mediterranean 24.7.1783; paid off 2.1787. Great Repair by Perry, Blackwall (for £11,181 plus £297 dyd costs) 8.1790 – 10.1791. Fitted at Deptford (for £5,218) 12.1792 – 1.1793; recommissioned 12.1792 under Capt. Henry Newcome (-1797); sailed for the East Indies 28.11.1793; took 34-gun *Le Duguay Trouin* (former East Indiaman *Princess Royal*) in the East Indies 5.5.1794; in Rainier's squadron at Amboyna 16.2.1796, and at Banda 8.3.1796; took 14-gun brig *Harlingen* in the Banca Straits. In 12.1797 under Capt. Benjamin Page; later under Cmdr. ?Joseph Turner. In 3.1798 under Capt. William Hills (-1800, but during 1799 under Lieut. Robert Evans, acting); took (with *Arrogant*) Dutch brig 24.5.1799. Largely rebuilt at Bombay *c.*1800 (no details). In 1801 under Capt. Charles Elphinstone (-1802). Fitted at Plymouth (for £5,161) 4 – 5.1803; recommissioned 4.1803 under Capt. Henry Hill, for the North Sea. In 8.1805 under Capt. Charles Boys; sailed for Jamaica. In 1806 under Capt. Thomas Briggs; took privateers – 3-gun *La Guadeloupe* 25.9.1806, 4-gun Spanish *Susannah* 12.11.1806, and 3-gun *Dolores* off Campeche (taken by barge) 20.11.1806; wrecked 23.1.1807 off Port Royal.

Juno Robert Batson, Limehouse.

As built: 126ft 6½in, 104ft 7½in x 35ft 2¼in x 12ft 1½in. $689^{29}/_{94}$ bm. Draught 8ft 4in / 13ft 3in.

Ord: 21.10.1778. K: 12.1778. L: 30.9.1780. C: 14.12.1780 at Deptford Dyd.

First cost: £8,500.1.5d to builder, plus £8,184.18.1d fitting & coppering.

Commissioned: 9.1780; paid off 3.1785 after wartime service. Fitted for Ordinary at Portsmouth 4.1785. Small Repair at Woolwich (for £9,042) 1 – 11.1788. Fitted for sea at Woolwich (for £3,397) 5 – 6.1790; recommissioned 5.1790 under Capt. Samuel Hood; sailed for Jamaica 20.6.1790; paid off 9.1791 and recommissioned (still under Hood) the same month; fitted at Portsmouth (for £2,305) 1.1793; took privateers – *L'Entreprenant* in the Channel 17.2.1793, *La Palme* in the Channel 2.3.1793, and (with *Aimable*) *Le Laborieux* 4.1793; sailed for the Mediterranean 22.5.1793; in attack on mortello tower 8.1.1794; escape from Toulon 11.1.1794. In 1794 under Capt. Lord Amelius Beauclerk; home with convoy 10.1795; paid off ?1.1796. Large Repair and fitted at Deptford (for £20,442) 1.1796 – 9.1798; recommissioned 8.1798 under Capt. George Dundas (-1801); in Mitchell's squadron in the Helder 8.1799; sailed for Jamaica 2.1800; in 1802 under ?T. Manley; paid off 8.1802. Fitted at Woolwich (for £7,728) 9.1802 – 2.1803; recommissioned 10.1802 under Capt. Henry Richardson (-1806); sailed for the Mediterranean 8.4.1803; took 4-gun privateer *Les Quatre Fils* in the Mediterranean 8.9.1803; took part in Sidney Smith's operations in the Bay of Naples 4 – 5.1806. In 2.1807 under Capt. Charles Schomberg, still in the Mediterranean; in 7.1807 under Capt. Granville Proby, for voyage home. In Ordinary at Woolwich from 1808. BU at Woolwich 7.1811.

Success John Sutton & Co, Liverpool.

As built: 126ft 0in, 103ft $10^{3}/_{8}$in x 35ft 2in x 12ft 2in. $683^{20}/_{94}$ bm.

Ord: 22.2.1779. K: 8.5.1779. L: 10.4.1781. C: 7.1781 at builder.

First cost: £13,759.16.9d including fitting & coppering.

Commissioned: 3.1781; paid off 11.1783 after wartime service. Great Repair by Cleverly, Gravesend (for £15,938 + £417 dyd costs) 11.1790 – 12.1792; fitted at Chatham (for £5,598) 12.1792 – 4.1793; recommissioned 2.1793 under Capt. Francis Roberts, for cruising; sailed for Jamaica 25.8.1793. In 1795 under Capt. Hugh Pigot (-1796); took privateer *Le Poisson Volant* 30.9.1795. In 2.1797 under Capt. Philip Wilkinson, in West Indies; to UK later in year; refitted at Portsmouth (for £6,356) 5 – 8.1797; sailed for North America 2.6.1798. In 1799 under Capt. Shuldham Peard; sailed for the Mediterranean 6.1799; cut out 10-gun polacca *La Belle Aurora* from La Selva 4.6.1799; in capture (with others) of 74-gun *Le Généreux* 18.2.1800 and of 40-gun *La Diane* 24.8.1800; taken by Gantaume's squadron in the Mediterranean 13.2.1801; added to French Navy as *Le Succès*; retaken by *Pomone*, *Phoenix* and *Minerve* 2.9.1801. In 1802 under Capt. George Burlton. Fitted at Portsmouth 5 – 9.1804; recommissioned 8.1804 under Capt. George Scott; on Jamaica station 1806. Later in 1806 under Capt. John Ayscough (-1811); cut out privateer *Le Vengeur* from Hidden Port, Cuba 20.11.1806?; occupation of Madeira 24.12.1807; sailed for Greenland 1.4.1808; sailed with Mediterranean convoy 22.4.1809; destroyed two small privateers in the Mediterranean 30.6.1809; boats (with *Espoir*'s) in action at Castiglione 4.4.1810 and (with *Spartan*'s and *Espoir*'s) at Monte Cicero 25.4.1810; paid off 8.1810. Fitted as 16-gun troopship at Chatham 6 – 9.1812; recommissioned 8.1812 under Cmdr. Thomas Barclay; in North America 1813-14. Fitted as convict ship for Halifax, Nova Scotia (by AO 27.12.1813) 1.1814; powder hulk at Halifax 1817. BU at Halifax 1820.

Iphigenia James Betts, Mistleythorn.

As built: 126ft 2in, 104ft 3in x 35ft 0½in x 12ft 2in. $680^{72}/_{94}$ bm.

Ord: 26.2.1779. K: 25.5.1779. L: 27.12.1780. C: 5.3 - 11.5.1781 at Chatham (after Harwich).

First cost: £15,328.16.2d including fitting & coppering.

Commissioned: 12.1780; paid off 1783 after wartime service. Recommissioned 3.1783; sailed for Jamaica 5.11.1783; paid off 10.1786. Middling Repair at Sheerness (for £9,938) 2 – 11.1788. Fitted for sea at Sheerness (for £1,615) 6.1790; recommissioned for Spanish armament under Capt. Patrick Sinclair (-1794); paid off 9.1791 but recommissioned same month; took privateer *L'Elizabeth* in the Channel 16.2.1793; sailed for the Leeward Islands 24.3.1793; took (with *Penelope*) 36-gun *L'Inconstante* in Bight of Leogane 25.11.1793; took 16-gun *L'Actif* and 12-gun *L'Espiègle* 16.3.1794. In 1795 under Capt. Francis Gardner, in Jamaica; paid off 9.1796. Fitted at Plymouth as a temporary prison hospital ship 7 – 8.1798. Fitted at Plymouth as a 16-gun troopship (for £10,159) 2.1800 – 6.1801; recommissioned 3.1800 under Cmdr. Hassard Stackpoole; in Egypt operations 1801; burnt by accident at Aboukir Bay (Alexandria) 20.7.1801.

Andromache Adams & Barnard, Deptford (Grove Street).

As built: 126ft 2in, 104ft 0in x 35ft 2in x 12ft 2in. $684^{12}/_{94}$ bm.

Ord: 1.2.1780. K: 6.1780. L: 17.11.1781. L: 4.1.1782 at Deptford Dyd.

First cost: £8,467.18.10d (+ £128.7.9d for extra works) to builder; fitting & coppering £8,341.16.7d.

Commissioned: 4.1781; paid off 1782 after wartime service. Recommissioned 5.1783; sailed for the Mediterranean 8.10.1783; paid off 8.1786. Great Repair by Batson, Limehouse (for £15,115) 8.1790 – 4.1793; fitted at Deptford (for £5,482) 4.1793; recommissioned 3.1793 under Capt. Thomas Jones; to Newfoundland 1794. In 1795 under Capt. Charles Mansfield (-1798); sailed for the Leeward Islands 5.5.1795; sailed for the Mediterranean 11.10.1796; took an Algerine corsair 31.1.1797. In 1.1799 under Capt. Robert Lawrie (-1803); convoy for East Indiamen 1799; sailed for Halifax 6.9.1799; took (with *Cleopatra*) a Spanish gunboat off Cuba 22.3.1801; in the Bahamas 1803. In the Channel 1804. BU at Plymouth 4.1811.

Syren James Betts, Mistleythorn.

As built: 126ft 0in, 103ft 10in x 35ft 1¾in x 12ft 2in. $679^{8}/_{94}$ bm.

Ord: 3.1.1781. K: 2.1781. L: 24.9.1782. C: 28.9 – 20.10.1782 at Harwich, then 23.10 - 16.12.1782 at Chatham.

First cost: Fitting and coppering at Chatham £6,937.0.0d.

Commissioned: 9.1782; paid off 6.1783. Fitted for Ordinary at Plymouth (for £234.9.10d) 10.1783. Middling Repair and fitted at Plymouth (for £7,038) 12.1789 – 9.1790; recommissioned 7.1790 under Capt. John Manley (-1794); paid off then recommissioned 9.1791; fitted at Plymouth (for £2,161) 9 – 10.1791; in Channel and North Sea; took 16-gun privateer *Le Robert* in the Channel 13.6.1793. In 1795 under Capt. Graham Moore, in Sydney Smith's squadron, later in Strachan's squadron; at destruction of convoy in Camaret Bay 9.5.1795. In 8.1796 under Capt. Thomas Gosselin (-1801); took privateer cutter *Le Sans Peur* off Cherbourg 2.2.1797; refitted at Portsmouth (for £9,170) 11.1797 – 2.1798; sailed for the Leeward Islands 3.1798; her boats (with *Daphne*'s) destroyed 7-gun privateer at Cayenne 8.1799; at occupation of Surinam 10.1799; sailed for Jamaica 12.1800. In 1801 under Capt. Joshua Horton, then 1802 Capt. John Loring; paid off 10.1802. Fitted as a lazarette at Plymouth 11.1805, for Milford. In 11.1812 sailed for North America under Capt. Edward (or John?) Woolcombe, later returned to Milford. BU (by AO 26.7.1822) at Pembroke 9.1822.

Iris Adams & Barnard, Deptford (Grove Street).

As built: 126ft 2½in, 104ft $3^{1}/_{8}$in x 35ft 3½in x 12ft 2½in. $687^{90}/_{94}$ bm.

Ord: 5.10.1781. K: 1.1782. L: 2.5.1783. C: 17.5 - 28.8.1783 (for Ordinary) at Deptford Dyd.

First cost: £11,619.15.2d, including fitting for Ordinary.

Coppered and fitted for sea at Deptford (for £3,287) 11.1789 – 9.7.1790.

Commissioned: 6.1790 under Capt. Thomas Wells, then paid off same year. Recommissioned 1.1793 under Capt. George Lumsdaine; took privateer *Le Custine* in the North Sea 6.3.1793; sailed for the Mediterranean 26.4.1793. In 1794 under Capt. William Hargood, for cruising. In 7.1796 under Capt. Thomas Surridge, for North Sea. In 12.1797 under Capt. George Brisac (-1801); took 4-gun privateer *Le Légère* off the Scaw 1.6.1798; took (with hired lugger *Jane*) Dutch privateer *Pegasus* in the North Sea 15.9.1799. Recommissioned 9.1801 under Capt. Philip Wodehouse, later ?Lieut. Thomas Smith. In 1802 under Capt. David Atkins. Fitted and lent to Trinity House 10.1803; at Woolwich 6 – 9.1804. Repaired by Brent, Rotherhithe (for £12,875) 9.804 – 2.1805, then fitted at Deptford 3 – 4.1805; recommissioned 3.1805 under Capt. Edward Brace. In 9.1805 under Capt. Thomas Lavie; took 16-gun Spanish privateer *San Pedro* 21.10.1805. In 5.1806 under Capt. John Laugharne, then 7.1806 Capt. John Tower; boats (with squadron's) cut out 16-gun *Le César* from the Gironde 15.7.1806; took 14-gun privateer *Le Marsouin* in Home waters 24.1.1808. Renamed *Solebay* 18.11.1809. In 1810 under Capt. Granville Proby, in the Baltic. Fitted as receiving ship at Sheerness 8 – 10.1811, for Yarmouth; commissioned 10.1811 under Capt. Richard Curry, as flagship of Vice-Adm. Robert Murray. In 5.1814 under Cmdr. John G. M'Killop. Fitted at Deptford for the Marine Society 11.1814 – 3.1815; lent to that body 8.1815. BU at Deptford 10.1833.

Greyhound James Betts, Mistleythorn.

As built: 126ft 0in, 103ft $11^{5}/_{8}$in x 35ft 1½in x 12ft 2in. $682^{24}/_{94}$ bm.

Ord: 22.10.1781. K: 1.1782. L: 11.12.1783. C: 21.1 – 29.10.1784 at Chatham.

First cost: £12,541.0.6d including fitting & coppering.

Repaired by Cleverly, Gravesend (for £9,082) 6.1793 –3.1794; fitted at Woolwich (for £4,516) 3.1794 – 24.8.1794.

Commissioned: 5.1794 under Capt. Paget Bayly, for the Channel. In 1796 under Capt. James Young; took 16-gun privateers *L'Aventure* off Cap Barfleur 19.12.1796 and *La Tartane* off Beachy Head 18.2.1797. In 1798 under Capt. Israel Pellew, them 1798 under Capt. Richard Lee, on the Irish station; sailed for Jamaica 2.1798. In 1799 under Capt. Temple Hardy, then 1800 under Capt. John Crawley; at Sheerness 7.1800. Fitted at Chatham 4.1803 – 9.1804; recommissioned 7.1804 under Capt. Charles Elphinstone (-1807); took 13-gun privateer *Le Vimcreaux* in the Channel 18.1.1805; sailed for the East Indies 25.4.1805; took 6-gun *Belgica* 6.7.1806; took (with *Harrier*) Dutch 36-gun *Pallas* and two Dutch Indiamen (*Victoria* and *Batavia*) off Celebes 26.7.1806. In 1807 under Cmdr. Edward Troubridge; in seach for *Blenheim* 4.1807. In 1808 under Capt. William Pakenham; wrecked off the coast of Luzon (Philippines) 4.10.1808; 1 drowned.

Meleager Edward Greaves, Frindsbury.

As built: 126ft 0in, 104ft 0in x 35ft 1½in x 12ft 2½in. $682^{48}/_{94}$ bm.

Ord: 11.1.1782. K: 12.1782. L: 28.2.1785. C: 25.4.1785 (for Ordinary) at Chatham.

First cost: Fitting at Chatham £4,242.

Fitting commenced at Chatham (for £2,909) 8.1790; completed there 15.4.1793.

Commissioned: 2.1793 under Capt. Charles Tyler; sailed for the Mediterranean 11.5.1793. In 9.1793 under Capt. George Cockburn (-1796); in Hotham's Action off Genoa 13.3.1795 and off Hyères 13.7.1795; in Nelson's squadron on Genoese coast 8.1795; same in 4 – 5.1796; at destruction of convoy at Oneglia 31.5.1796. In 8.1797 under Capt. Charles Ogle (-1799); refitted at Chatham (for £8,723) 6 – 9.1798; sailed for Jamaica 11.1798; in 1800 under Capt. John Crawley, on Jamaica station, and in 1801 under Capt. Thomas Capel; wrecked in the Gulf of Mexico near Veracruz 9.6.1801.

Castor Joseph Graham, Harwich.

As built: 126ft 0in, 104ft 0in x 35ft 1in x 12ft 2in. $680^{77}/_{94}$ bm. Draught 9ft 0in / 12ft 6in.

Ord: 30.1.1782. K: 1.1783. L: 26.5.1785. C: 7.6 - 11.7.1786 (for Ordinary) at Chatham.

Fitted at Chatham (for £2,795) 6.1790 – 12.8.1790.

Commissioned: 7.1790 under Capt. John S. Smith, for Spanish Armament; paid off same year. Fitted at Chatham (for £4,066) 2 – 4.1793; recommissioned 2.1793 under Capt. Thomas Troubridge; sailed for the Mediterranean 22.5.1793; took (with *Mermaid*) 14-gun privateer in the Mediterranean 6.1793; in Hood's fleet at Toulon; taken by French (Nielly's squadron) off Cape Clear 9.5.1794; retaken by *Carysfort* off Land's End 29.5.1794. Re-registered 6.11.1794. Recommissioned 1.1795 under Capt. Rowley Bulteel; sailed for the Mediterranean 23.5.1795; paid off 9.1796. Fitted at Plymouth 11.1798 – 3.1799; recommissioned 12.1798 under Capt. Edward Leveson Gower; sailed for Newfoundland 4.1799; took 2-gun privateer *Santa Levivate y Aninimus* off Oporto 25.12.1799. In 1801 under Capt. David Lloyd, then Capt. Bernard Hale (died 1802); sailed for West Indies 5.4.1801. In 1802 under Capt. Richard Peacocke, in the West Indies. Fitted as a guardship 8 – 10.1803, for Liverpool; in 8.1803 under Capt. Edward Brace (-1804). At Sheerness 4.1805; recommissioned 3.1805 under Capt. Joseph Baker. Middling Repair and fitted at Sheerness 3.1806 – 1.1809; re-armed with 28 x 32pdr carronades (22 UD, 4 QD, 2 Fc), 2 x 12pdr (Fc) and 2 x 6pdr (QD); recommissioned 9.1808 under Capt. William Roberts; her boats (with those of *Ulysses*, *Hippomenes* and *Morne Fortunee*) attempted to cut out 16-gun *Le Griffon* at Port Marin, Martinique 27.3.1809; in chase of 74-gun *d'Hautpoult* off Puerto Rico 16/17.4.1809. In 10.1810 under Capt. Charles Dilkes; on Leeward Islands and Jamaica stations 1811-12; sailed for the Mediterranean 21.10.1812; took 2-gun privateer *La Fortune* off coast of Catalonia 22.6.1813; took 1-gun privateers *L'Heureux* and *La Minute* off Barcelona 25.1.1814; laid up at Portsmouth 8.1815. Sold to G. Bailey at Portsmouth (for £2,650) 22.7.1819.

Solebay Adams & Barnard, Deptford (Grove Street).

As built: 126ft 3½in, 104ft 5½in x 35ft 0¾in x 12ft 2½in. $683^{7}/_{94}$ bm.

Ord: 23.7.1783. K: 5.1783. L: 26.3.1785. C: 23.4.1785 (for Ordinary) at Deptford Dyd.

Fitted at Deptford (for £3,621) 5.1786 – 1.9.1786.

Commissioned: 7.1786 under Capt. John Holloway; sailed for the Leeward Islands 18.10.1786; paid off 9.1789. Fitted for foreign service and coppered at Woolwich 9.1789 – 1.1790; recommissioned 11.1789 under Capt. Matthew Squire; sailed for the Leeward Islands 3.3.1790; paid off 1791. Fitted at Plymouth (for £6,456) 7.1792 – 10.1793; recommissioned 4.1793 under Capt. William H. Kelly (-1796); joined Jervis's fleet in the West Indies 1794; at Guadeloupe 6.1794; took 16-gun privateer in the West Indies 2.1795. Fitted at Portsmouth (for £14,741) 5 – 10.1797; recommissioned 8.1797 under Capt. Stephen Poyntz (-1800); sailed for the Leeward Islands 11.1797; took privateers – 2-gun schooner *L'Augustine* off Antigua 17.3.1798, 4-gun *Le Destin* off Martinique 13.6.1798, and 8-gun *La Prospérité* towards end of 1798; took four privateers off Cape Tiburon (San Domingo) 24.11.1799 - 18-gun *L'Egyptienne*, 16-gun *L'Éole* (French corvette) 12-gun *Le Lévrier* and 8-gun *Le Vengeur* (ex HM Schooner *Charlotte*); in Autumn 1800 returned to England. In 1.1801 under Capt. Thomas Dundas, for the Channel (-1802). Fitted for Trinity House 10.1803. Large Repair and fitted at Deptford 5 – 11.1806; recommissioned 10.1806 under Capt. Robert Bromley, then 11.1806 under Capt. ?Kenneth M'Kenzie, for the North Sea. In 8.1807 under Capt. Andrew Sproule; took 2-gun privateer *Estrella del Norte* in the West Indies 25.11.1807. In 10.1808 under Capt. Edward Columbine; sailed for West Africa 5.5.1809; grounded during assault on Goree (Senegal) 11.7.1809, shelled by shore batteries, and abandoned as a wreck 17.7.1809.

Terpsichore James Betts, Mistleythorn.

As built: 126ft 0in, 103ft $11^{5}/_{8}$in x 35ft 1½in x 12ft 2in. $682^{4}/_{94}$ bm. Draught ?7ft 0in / 11ft 3in.

Ord: 29.7.1782. K: 11.1782. L: 17.12.1785. C: 31.1.1786 – 11.1786 (for Ordinary) at Chatham.

First cost: £8,295.18.3d (including £104.15.2d for boats), plus £4,025 fitting & coppering.

Repaired by Pitcher, Northfleet (for 2,979) 3 – 8.1793. Fitted at Woolwich (for £5,833) 8.1793 – 8.10.1793.

Commissioned: 8.1793 under Capt. Sampson Edwards; sailed for the Leeward Islands 20.12.1793; took privateer *La Montague* 16.8.1794. In ?9.1794 under Capt. Richard Bowen (killed 24.7.1797); in North Sea 1795; sailed for the Mediterranean 22.2.1796; took Spanish 34-gun *Mahonesa* off Cartagena 13.10.1796, with 0 killed, 4 wounded; took 36-gun *La Vestale* 13.12.1796, with 4 killed and 18 wounded (*La Vestale* was retaken by her own crew the next day); at Battle of St Vincent 14.2.1797 (at end); in attempt to take 130-gun *Santissima Trinidad* 28.2.1797; in Nelson's attack on Santa Cruz 24.7.1797 (Bowen killed). From 26.7.1797 under Capt. William Gage; at blockade of Malta 1798; took 14-gun *San Antonio* 23.6.1799. In 1801 under Capt. John Mackellar; sailed for the East Indies 21.6.1801. In 1803 under Capt. James Vashon, then 1804 Capt. Walter Bathurst; took privateer *Le Zephyr* in the East Indies 27.8.1804. In ?4.1805 under Capt. Henry Lambert, then 1806 Cmdr. Joseph Bogue (died 7.1806) and/or Capt. William Lye. In 1807 under

Lieut. Augustus Collins (acting); took 12-gun *Le Jaseur* 10.7.1807. Later in 1807 under Lieut. William Wells (acting), then 1808 Capt. William A. Montagu; in action against 40-gun *La Semillante* 15.3.1808; came home with convoy 1809. Fitted as a receiving ship at Chatham 12.1810 – 1.1811; in Ordinary at Chatham 1812-13, then at Portsmouth 1814-15, then Chatham again 1816-29. BU at Chatham 11.1830.

Blonde Thomas Calhoun & John Nowlan, Bursledon.

As built: 126ft 6in, 104ft $2^{3}/_{8}$in x 35ft 1in x 12ft 2in. $682^{17}/_{94}$ bm. Draught 7ft 1in / 13ft 1in.

Ord: 9.8.1782. K: 9.1783. L: 22.1.1787. C: 19.2.1787 (for Ordinary) then 3.1789 – 18.4.1789 (for sea) at Portsmouth.



A contemporary 'Dockyard' style model of the *Daedalus* as designed. At this stage there is no provision for the carronades, although by 1782 she carried six 18pdrs on the quarterdeck and a further pair on the forecastle. In general this was a disappointing design in terms of sailing qualities, the captain of *Daedalus* describing her as 'a very indifferent ship'.

First cost: £7,943.8.4d to build, plus £4,306 fitting & coppering (1787) plus £3,034 (1789, for sea).

Commissioned: 1.1789 under Capt. William Afleck; sailed for Jamaica 14.5.1789; paid off 1791. Repaired by Hill & Mellish, Limehouse (for £2,258) 5 – 7.1793, then fitted at Deptford (for £5,287) 7.1793; recommissioned 6.1793 under Capt. John Markham; joined Jervis's fleet in the West Indies 2/3.1794. In 7.1794 under Lieut. Willougby Lake; in Macbride's squadron 7.1794, then Man's squadron 9.1794. In 6.1795 under Capt. William Pierrepoint; sailed for the Mediterranean 8.7.1795; paid off 11.1796. Fitted as 14-gun troopship at Chatham (for £4,950) 2 – 6.1798; recommissioned 3.1798 under Cmdr. Daniel Dobree. In 1800 under Cmdr. John Burn (-1804); in Egyptian operations 1801, then in Mediterranean 1802-03. Fitted 'for stationary service' at Portsmouth 10 – 11.1803. In 8.1804 under Cmdr. ?William Faulkner, then 10.1804 under Cmdr. Francis Douglas, at Lymington; stranded in Torbay 20.12.1804 but refloated; to Tanner, Dartmouth to repair damages 3.1805; sold there 6.1805.

***ACTIVE* Class**. 32-gun design by Edward Hunt to supercede Williams's *Amazon* design, which they resembled but featured a somewhat sharper midsection. However, in practice it proved a mediocre design, and orders continued to the earlier draught. Originally a class of eight vessels dating from the American War of Independence, of which *Cerberus* had been wrecked in 1783. At the start of 1793, *Fox* and *Ceres* were in commission and the other five ships in Ordinary.

Dimensions & tons: 126ft 0in, 103ft $9^{5}/_{8}$in x 35ft 4in x 12ft 2in. $689^{25}/_{94}$ bm.

Men: 250. Guns: UD 26 x 12pdr; QD 4 x 6pdr + 4 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr carronades.

Daedalus John Fisher, Liverpool.

As built: 125ft 7in, 103ft 1in x 35ft 8in x 11ft 10¾in. $702^{60}/_{94}$ bm.

Ord: 25.6.1778. K: 7.1778. L: 20.5.1780. C: 1780 at builder's.

Commissioned: 5.1780; sailed for North America with convoy 29.5.1781; paid off 7.1784 after wartime service. Great Repair by Randall, Rotherhithe (for £19,127) 9.1790 – 1.1793; fitted at Deptford (for £1,686) 2 – 3.1793; recommissioned 3.1793 under Capt. Sir Charles Knowles; to Halifax station 1794. In 9.1794 under Capt. Thomas Williams, joining Duncan's fleet. In 9.1795 under Capt. George Countess; sailed for West Africa 10.12.1795 and thence to Jamaica; sank (with *Majestic* and *Incendiary*) storeship *Le Suffren* off Brest 8.1.1797. In 3.1797 under Capt. Henry Lidgbird Ball (-1801); took 36-gun *La Prudente* off Cape of Good Hope 9.2.1799; sailed for East Indies 9.7.1799; Red Sea operations 14.8.1799. In 1801 under Lieut. Charles J. Johnston (acting), then 1802 Capt. William Waller; paid off 1803. Fitted for Trinity House at Deptford (for £1,607) 4 – 10.1803. Between Middling and Large Repair and fitted as floating battery at Woolwich 12.1805 – 12.1806; recommissioned 12.1806 under Capt. Frederick Warren; sailed for Jamaica 28.3.1807; with Dashwood's squadron at Samana (San Domingo) 11.11.1808, where 5-gun privateers *La Guerrière* and *L'Exchange* taken. In 1809 under Capt. Samuel Inglefield, on the Jamaica station; paid off ?10.1810. BU at Sheerness 7.1811.

Mermaid Woolwich Dyd (M/Shipwright George White to 4.1779, then John Jenner).

As built: 126ft 2½in, 103ft 9¾in x 35ft 5in x 11ft 11in. $692^{59}/_{94}$ bm. Draught 8ft 8in / 13ft 2in.

Ord: 27.8.1778. K: 9.1778 (named 1.12.1778). Order moved to Sheerness Dyd (M/Shipwright Thomas Pollard).

Re-ord: 21.3.1782. K: 29.7.1782. L: 29.11.1784. C: 30.12.1784 (for Ordinary), then 6 – 8.1790 for sea.

First cost: £12,854 to build, plus £2,539 fitting in 1790 [costs of Woolwich work had been £1,807].

Commissioned: 6.1790 under Capt. Cuthbert Collingwood, for Spanish armament, then to West Indies; returned 4.1791 and paid off. Fitted at Portsmouth (for £3,446) 2 – 5.1793; recommissioned 2.1793 under Capt. John Trigge; sailed for the Mediterranean 22.5.1793; took (with *Tartar*) 20-gun privateer *Le Général Washington* 27.5.1793; took 16-gun privateer *L'Angélique* 30.5.1793; took (with *Castor*) 14-gun privateer 6.1793; in Hood's fleet at Toulon 1793. In 6.1794 under Capt. Henry Warre; sailed for the Leeward Islands 5.5.1795; took (with *Zebra*) 10-gun *Brutus* off Grenada 10.10.1795, and 18-gun *Républicaine* 14.10.1795. In 2.1796 under Capt. Charles Davers, then Capt. Robert Otway in 4.1796; action with 40-gun *La Vengeance* off Guadeloupe 8.8.1796; took (with *Resource*) 16-gun *Le Général Leveau* off San Domingo 10.12.1796; took privateer *La Liberté Générale* 7.3.1797; boats in attack on shipping at Jean Rabal 20.4.1797. In 1797 under Capt. James Newman; took (with others) 12-gun privateer *L'Aventure* off Belleisle 31.12.1797; drove (with *Pique* and *Jason*) 38-gun *La Seine* onto the Penmarcks 29.6.1798 (*La Seine* taken; *Pique* lost); took (with *Sylph*) packet *Golondrevia* off Corunna 24.3.1799. In 4.1799 under Capt. Robert D. Oliver; sailed for the Mediterranean 1.6.1799; took 16-*gun La Cruelle* off Toulon 1.6.1800; paid off into Ordinary at Woolwich 8.1802. Fitted at Woolwich 6 – 9.1803; recommissioned 8.1803 under Capt. Askew Hollis (-1807); on Jamaica station 1804-07, then Halifax station; paid off 8.1807. Between Middling and Small Repair and fitted at Woolwich 9.1808 – 3.1809; recommissioned 2.1809 under Capt. Major Henniker; sailed 12.6.1809 with troop convoy for Portugal; recommissioned as an 18-gun troopship 1.1810. Fitted as troopship at Chatham 10.1810 – 2.1811; in 1811 under Cmdr. William Percy, then 4.1812 under Cmdr. David Dunn (-1814), all in Mediterranean. BU at Plymouth 11.1815.

Fox George Parsons, Bursledon.

As built: 126ft 2¼in, 104ft 1in x 35ft 5¾in x 12ft 2in. $696^{85}/_{94}$ bm. Draught 9ft 3in / 14ft 2½in.

Ord: 10.12.1778. K: 2.1779. L: 2.6.1780. C: 7.6 - 27.7.1780 at Portsmouth (incl. coppering).

First cost: £16,686.16.2d including fitting & coppering.

Commissioned: 4.1780; sailed for Jamaica 15.1.1781; paid off 6.1784 after wartime service. Great Repair at Deptford (for £16,055) 10.1790 – 9.1791; fitted at Deptford (for £2,634) 12.1792 – 2.1793; recommissioned 1.1793 under Capt. Thomas Drury; sailed for Newfoundland 16.5.1793; cruising and convoys 1794. In 1795 under Capt. Pulteney Malcolm (-1798); convoy to Cape of Good Hope and East Indies 27.6.1796; took 20-gun *La Modeste* at Visakhapatnam 3.1797; with *Sibylle* at Manila 1.1798. In 1799 under Cmdr. Henry Stuart (acting; Capt. 10.1800); in Red Sea operation 14.8.1799. In 1802 under Capt. Charles Malcolm, then 1803 Capt. James Giles Vashon (-1805), then Cmdr. William Dobbie (acting), still in East Indies. In 1.1806 under Capt. Archibald Cochrane (-1808); with Pellew's squadron at Surabaya 12.1807. In 1809 under Cmdr. Henry Hart; took 8-gun privateer *La Caravane* in the East Indies 23.3.1809. In 1811 under Capt. William Wells; home at end of 1811. Fitted as a troopship at Woolwich 4 – 6.1812; recommissioned 5.1812 under Cmdr. David Paterson (died 9.1813), for North America. In 1814 under Cmdr. Francis Willock (-1815). BU at Deptford 4.1816.

Active Thomas Raymond, Northam.

As built: 126ft 0in, 103ft $9^{7}/_{8}$in x 35ft 7in x 12ft 2in. $699^{23}/_{94}$ bm.

Ord: 10.12.1778. K: 2.1779. L: 30.8.1780. C: 2.9 - 18.11.1780 at Portsmouth.

First cost: £15,654.6.11d including fitting.

Commissioned: 8.1780; sailed 13.3.1781 for the East Indies; home 7.1786 to pay off. Great Repair and fitted at Deptford (for £17,845) 11.1791 – 3.1793; recommissioned 1.1793 under Capt. Edmund Nagle, for cruising. In 1795 under Capt. Thomas Wolley, then 1796 under Capt. Erasmus Gower; wrecked on Anticosti Island in the St Lawrence estuary 13.7.1796 (abandoned 30.7.1796).

Astraea Robert Fabian, East Cowes.

As built: 126ft 0in, 103ft $7^{3}/_{8}$in x 35ft 9in x 12ft 0in. $703^{44}/_{94}$ bm. Draught 8ft 10in / 13ft 8in.

Ord: 7.5.1779. K: 9.1779. L: 24.7.1781. C: 25.7 - 19.9.1781 at Portsmouth (including coppering).

First cost: £7,542.19.11d to build, plus £7,855.1.6d fitting.

Commissioned: 7.1781; sailed for North America 7.10.1781; paid off 1.1784 after wartime service. Small Repair at Woolwich (for £3,414) 9 – 11.1784; fitted at Woolwich (for £4,271) 7 – 11.1786; recommissioned 9.1786; sailed for Jamaica 6.1.1787; paid off 5.1790. Recommissioned 1.1793; under Capt. Robert Moorsom from 3.1793. Repaired by Randall, Rotherhithe (for £5,347) 5 – 8.1793. then fitted at Deptford (for £4,677) 9 – 10.1793. In ?1.1794 under Capt. Lord Henry Powlett; in Colpoys's squadron off Brest; took 36-gun *La Gloire* 10.4.1795. In 6.1795 under Capt. Richard Lane; action off Île Groix 25.6.1795; sailed for Jamaica 10.3.1796; in Christian's fleet in the West Indies 1796; at St Lucia 27.4 – 24.5.1796; at St Vincent and Grenada 6.1796. In 4.1797 under Capt. Richard Dacres; took privateers – Dutch 10-gun *Stuiver* off the Scaw 1.6.1797, 5-gun *La Renommée* near Dogger Bank 22.4.1798, 6-gun *La Vengeance* on the Jamaica station 20.5.1798 and 14-gun *Le Marsouin* in the North Sea 10.4.1799; paid off 9.1799. Fitted at Deptford as troopship (for £7,355) 3 – 6.1800; recommissioned 4.1800 under Cmdr. Peter Ribouleau; in Egypt operations 1801 (*en flûte*). Repaired by Mestaers, Deptford (for £12,506) 11.1804 – 5.1805; fitted at Woolwich 5 – 6.1805; recommissioned as a Fifth Rate again 4.1805 under Capt. James Carthew, for North Sea. In 2.1806 under Capt. James Dunbar, then 11.1807 under Capt. Edmund Heywood; took 14-gun privateer *La Providence* 14.12.1807; wrecked on Anegada Island (Virgin Islands) 23.3.1808 (4 died).

Ceres Fearon & Webb, Liverpool.

As built: 129ft 4½in, 103ft 9in x 35ft 5in x 11ft 11½in. $692^{16}/_{94}$ bm.

Ord: 7.5.1779. K: 1.9.1779. L: 19.9.1781. C: 11.2.1782 at builder.

First cost: £13,644.6.2d including fitting & coppering.

Commissioned: ?8.1781; sailed for North America 8.4.1782; paid off 2.1784 after wartime service. Small Repair at Woolwich (for £4,464) 7 – 9.1784. Great Repair at Woolwich 4.1790 – 3.1792, then fitted there 12.1792 – 2.1793 (combined cost £18,414); recommissioned 1.1793 under Capt. Richard Incledon; took (with cutter *Nimble*) privateer *La Petite Victoire* in the North Sea 6.1793; sailed for the Leeward Islands 24.11.1793; at capture of Martinique 2.2.1794. In 1795 under Capt. J(ohn or Joseph) Peyton; sailed for the Mediterranean 12.1795. In 1796 under James Newman. In 1797 under Capt. Robert Otway, on Jamaica station; took privateers - 6-gun *La Créole* 3.1798, *Sally* 12.5.1798, *La Goulette* 18.5.1798 and *L'Aventure* 30.5.1798; took (with *Acasta*) 2-gun privateer *La Ste Marie de Louvaine* 5.1798; destroyed 2-gun privateer *La Mutine* off San Juan 1.6.1798; took 2-gun privateer *Le Cargo* 8.6.1798; destoyed four small privateers 20.6.1798. In 1.1799 under Capt. Richard Pearson, *en flûte* in the Mediterranean. Fitted as troopship at Portsmouth (for £6,330) 6 – 7.1799. Fitted as receiving ship at Sheerness 4 – 5.1803; recommissioned 7.1799 under Cmdr. John Nicholas. In ?2.1801 under Cmdr. Charles Jones, then Cmdr. James Russell (died 12.1801). Recommissioned as slop ship at the Nore 4.1803 under Lieut. James Johnstone, then five others Lieuts to 1812. To Chatham as harbour flagship 12.1812; under Lieut. James Prevost as flagship of Rear-Adm. Thomas Surridge. Fitted for Ordinary as victualling depot as Chatham 8.1816. BU at Chatham 3.1830.

Quebec George Parsons & Stares, Bursledon.

As built: 126ft 3in, 104ft 2in x 35ft 6½in x 12ft 1½in. $699^{86}/_{94}$ bm. Draught 8ft 4in / 13ft 6in.

Ord: 15.9.1779. K: 6.1780. L: 24.5.1781. C: 29.5 - 8.8.1781 at Portsmouth (including coppering).

First cost: £16,495.8.5d (including fitting).

Commissioned: 5.1781, for Channel service; sailed for North America 3.9.1781; paid off 1783 after wartime service. Fitted at Portsmouth (for £5,456) 9.1790 – 3.1791; recommissioned 10.1790 under Capt. John Rodney. Fitted at Deptford (for £6,636) 4 – 6.1793; recommissioned 6.1793 under Capt. Josias Rogers (died 4.1795); sailed for the Leeward Islands 26.11.1793; with Jervis's fleet in the West Indies 1794. In 4.1795 under Capt. James Carpenter, then 1796 Capt. John Cooke; took privateer *L'Aspic* in the Channel 10.3.1796; took 18-gun *L'Africaine* off San Domingo 3.12.1796; her boats (with others') at Jean Rabel 20.4.1797; paid off 11.1797. Recommissioned 4.1798 under Capt. Sir Wm George Fairfax. Fitted at Portsmouth (for £10,428) 11.1798 – 3.1799; recommissioned 1.1799 under Capt. Henry Bayntun; sailed for Jamaica 4.1799. In 3.1801 under Capt. Robert Mends, then 6.1801 Capt. Charles Grant. Fitted for Trinity House 10.1803. Repaired by Perry, Blackwall (for £16,736) 3 – 7.1805; fitted at Woolwich as a 32 again 7 – 10.1805 (with 9pdrs instead of 6pdrs on QD/Fc); recommissioned 8.1805 under Capt. George Dundas, for the North Sea. In 2.1806 under Capt. George M'Kinley, then Viscount Falkland in 5.1806; at capitulation of Heligoland 4.9.1807. In 1807 under Capt. George Poulett; sailed for Newfoundland 30.4.1809. In 1810 under Capt. Charles Hawtayne; took 10-gun privateer 16.3.1810; her boats (with others') destroyed a 6-gun privateer and took two others at Vlie 29.5.1810; boats took 14-gun privateer *La Jeune Louise* at Vlie 8.11.1810; took (with *Kite*) 6-gun privateer *Le Renard* 2.12.1810; her boats (and others') took four gunboats at Norderley 2.8.1811; took 10-gun privateer *L'Olympia* in the North Sea 30.10.1811; paid off 1812. Fitted at Sheerness as receiving ship 1.1813 for Plymouth; recommissioned 12.1812 under Lieut. Thomas Leigh. In 1814 was slop ship under Lieut. Robert Scallon at the Nore. BU at Sheerness 7.1816.

***HERMIONE* Class**. 32-gun design by Edward Hunt, approved 25.3.1780. A lengthened version of his *Active* Class, with a more rounded midsection. A class of six ships, none completed in time for the American Revolutionary War, of which *Druid* was in Ordinary at the start of 1793, the other five ships being in commission. The initial design was modified after the first two ships to raise the waist, and all were thence officially referred to as the *Andromeda* Class. *Aquilon* was originally ordered to *Amazon* Class design.

Dimensions & tons: 129ft 0in, 107ft 0in x 35ft 4in x 12ft 10in. $710^{48}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdr; QD 4 x 6pdr + 4 x 18pdr carronades; Fc 2 x 6pdr + 2 x 18pdr carronades.

Hermione Sydenham Teast, Tombes & Blaming, Bristol.

As built: 129ft 0in, 106ft 10½in x 35ft 5½in x 12ft 8in. $714^{70}/_{94}$ bm. Draught 9ft 2in / 15ft 3in.

Ord: 20.3.1780. K: 6.1780. L: 9.9.1782. C: 1.1783 at builder, 7.4 – 28.6.1783 at Sheerness.

First cost: £11,350.14.4d to builder, plus £4,570.2.2d dyd expenses, plus fitting 723.16.9d.

Commissioned: 8.1782; paid off 4.1783 but recommissioned same month; sailed for Nova Scotia 17.10.1783; paid off 1785. Great Repair by Todd, Northfleet (for £14,702) 10.1790 – 6.1792; fitted at Chatham (for £5,625) 9.1792 – 1.1793; recommissioned 12.1792 under Capt. John Hills; sailed for Jamaica 10.3.1793. In 1794 under Capt. Philip Wilkinson (-1797). In 2.1797 under Capt. Hugh Pigot; destroyed three privateers at Puerto Rico 22.3.1797; took (with *Renommee* and *Diligence*) a 6-gun Spanish privateer 6.9.1797; crew mutinied, killing Pigot and other officers 22.9.1797, and delivered ship to the Spanish at Havanna. Retaken (cut out) at Puerto Cabello by boats of *Surprise* 25.10.1799; renamed *Retaliation* (temporarily), then *Retribution* 31.1.1800. Recommissioned 9.1800 at Jamaica under Capt. Samuel Forster. Fitted at Woolwich for Trinity House (for £484) 10.1803. BU at Deptford 6.1805.

Druid Sydenham Teast, Tombes & Blaming, Bristol.

As built: 129ft 1¼in, 107ft $1^{3}/_{8}$in x 35ft $5^{7}/_{8}$in x 12ft 8in. $717^{57}/_{94}$ bm. Draught 8ft 10½in / 14ft 11½in.

Ord: 20.3.1780. K: 8.1780. L: 16.6.1783. C: 14.8 - 11.11.1783 at Plymouth (including coppering).

First cost: £8,719.18.2d fitting & coppering (building cost unknown).

Commissioned: 6.1783; refitted at Portsmouth (for £4,585.4.3d) 6 – 7.1785; paid off 2.1788. Fitted at Plymouth (for £8,331) 8.1790 – 1.1791; recommissioned 10.1790, then again in 10.1791, still under Capt. Joseph Ellison (1785-1794); sailed for Jamaica 6.4.1792; took 12-gun privateer *L'Espérance* in the Channel 6.1793; escaped (with *Crescent* and *Eurydice*) from 50-gun *Le Scevola* and *Le Brutus* 8.6.1794. In 1795 under Capt. Robert Reynolds, then 1796 Capt. Richard King; took (with *Doris* and *Unicorn*) 36-gun (*en flûte*) *La Ville de Lorient* 7.1.1796; in 7.1796 under Capt. Edward Codrington (acting); paid off 3.1797. Fitted as 16-gun troopship at Portsmouth (for £7,397) 2 – 4.1798; recommissioned 2.1798 under Cmdr. Charles Apthorpe; in Ostend operations 5.1798; to Mediterranean 1801, for Egypt operations; to Jamaica 1802. In 1802 under Cmdr. Charles Ross; paid off late 1802. Repaired by Tibbet & Co, Deptford (for £13,361) 10.1804 – 4.1805, then fitted at Deptford Dyd 4 – 6.1805; recommissioned as a 32 again 4.1805 under Capt. Philip Broke, for the Irish station; took 18-gun privateer *Le Prince Murat* 2.2.1806; chase and capture of *Le Pandour* 1.5.1806. In 7.1806 under Capt. John R. Bennett, for Irish station. In 7.1807 under Capt. Donald Mackay, then 1808 Capt. Sir William Bolton; took 16-gun brig *Le Basque* 13.11.1809. In ?8.1810 under Capt. Sir John Louis; sailed for the Mediterranean 28.8.1810. In 5.1811 under Capt. John Searle, then 6.1811 Capt. Abel Ferris; sailed for the Mediterranean 12.6.1811. In 5.1812 under Capt. Francis Stanfell, in the Mediterranean. In 1813 under Capt. William King, back in home waters. BU at Woolwich 11.1813.

Andromeda John Sutton & Co, Liverpool.

As built: 129ft 0in, 106ft 9¾in x 35ft 5½in x 12ft 7in. $714^{36}/_{94}$ bm.

Ord: 20.1.1781. K: 5.1781. L: 21.4.1784. C: 11.7.1784 – 16.5.1788 at Plymouth.

First cost: Dockyard costs for building £6,270 (amount to builder unknown), plus fitting £5,649.

Commissioned: 3.1788 under Capt. HRH Prince William Henry (the future William IV); sailed for Nova Scotia 30.6.1788; paid off 7.1789. Fitted at Portsmouth (for £2,927) 7 – 8.1790; recommissioned 7.1790 under Capt. John Salisbury (-1793), for the Spanish Armament; paid off 9.1791 and recommissioned. Fitted at Plymouth (for £4,561) 12.1791 – 3.1792; in 1792 in Western Channel and the Evolution squadron; in 1793 under Capt. William Carnegie (Earl of Northesk). Fitted at Plymouth (for £7,300) 6 – 9.1794; recommissioned 8.1794 under Capt. Thomas Sotheby, for the Downs. In 1795 under Capt. William Taylor; sailed for Newfoundland 24.5.1796; in North Sea 1797-98; seized (with *Kite* and *Ranger*) 36-gun *Zefir* in the Forth 3.1798. In 3.1799 under Capt. Henry Inman, in the Downs; her boats took part in Campbell's attack on frigates (*La Poursuivante*, *La Carmagnole*, *La Désirée* and *L'Incorruptible*) in Dunkirk roads 7.7.1800 – *La Désirée* taken. In 12.1800 under Capt. James Bradby; sailed for the Leeward Islands 12.1800. Laid up at Portsmouth 9.1802; in 10.1802 under Capt. Charles Feilding. BU there 9.1811.

Penelope John Barton, Liverpool.

As built: 129ft 4in, 107ft 6in x 35ft 6in x 12ft 7in. $720^{48}/_{94}$ bm. Draught 10ft 3in / 14ft 6in.

Ord: 7.9.1781. K: 2.1782. L: 27.10.1783. C: 4.1 – 9.2.1784 (for Ordinary) at Plymouth. Very Small Repair and coppered there (for £3,012) 2 – 5.1788, then fitted (for £2,998) 11.1788 – 9.2.1789.

First cost: £9,786.17.2d to builder.

Commissioned: 12.1788 under Capt. John Linzee (resigned 9.1791); sailed for the Leeward Islands 13.2.1789. In ?9.1791 under Capt. George Tripp; paid off 6.1792. Refitted at Plymouth (for £3,356) 6 – 9.1792; recommissioned 8.1792 under Capt. Bartholomew Rowley; sailed for Jamaica 1.10.1792; took 14-gun *Le Goéland* ('first capture of the war') 16.4.1793; operations at San Domingo 5 – 6.1795; took (with *Iphigenia*) 36-gun *L'Inconstante* in the Bight of Leozane 25.11.1793. In 1795 under Capt. George Gregory, on the Jamaica station; paid off 5.1796. BU at Chatham 11.1797.

Aquilon Young & Woolcombe, Rotherhithe.

As built: 129ft 2in, 107ft 0in x 35ft 8in x 12ft 7½in. 724 bm. Draught 8ft 6in / 13ft 11in.

Ord: 23.4.1782. K: 11.1782. L: 23.11.1786. C: 6.12 – 21.12.1786 (for Ordinary) then 10.1787 –26.6.1788 (for foreign service) at Deptford.

First cost: … ,615.17.11d to build, plus fitting (£3,342 in 1786, £3,557 in 1787-88).

Commissioned: 5.1788; sailed for the Mediterranean 20.5.1789; paid off 1790. Fitted at Portsmouth (for £3,773) 5 – 7.1791; recommissioned 4.1791 under Capt. Robert Stopford (-1794); raid off 9.1791 and recommissioned; sailed for the Mediterranean 2.11.1791; in Howe's fleet 1794; at Battle of Glorious First of June off Ushant 1.6.1794. In 7.1794 under Capt. Robert Barlow; at Battle of Île Groix 25.6.1795. Later under Capt. William Cracraft (-1798); sailed for Jamaica 3.1797; took a small privateer in the West Indies 8/10.1797. In 9.1798 under Capt. Thomas Boys (-1800), on the Jamaica station; took an 8-gun privateer schooner 2/4.1799. ?In Ordinary 1800-09. Large Repair at Portsmouth 7.1809 – 4.1811; recommissioned 1.1811 under Capt. William Pakenham. In 5.1811 under Capt. William Bowles; took privateer *L'Aimable d'Hervilly* in the Baltic 10.1812; in South Atlantic 1813. During 1813 (temp.) under Lieut. Joseph Patey. In 8.1814 under Capt. Thomas Burton, then 1816 Capt. Richard Vincent. Paid off at Deptford 4.1816 and BU there 9.1816.

Blanche Thomas Calhoun & John Nowlan, Bursledon.

As built: 129ft 0in, 107ft $0^{3}/_{8}$in x 35ft 7½in x 12ft 7in. $722^{48}/_{94}$ bm. Draught 9ft 6in / 13ft 6in.

Ord: 9.8.1782. K: 7.1783. L: 10.7.1786. Coppered at Portsmouth 8.1786, then laid up. C: 25.4.1789 there.

First cost: Building cost unrecorded; coppering & fitting (Portsmouth costs) £6,615.

Commissioned: 1.1789; sailed for the Leeward Islands 12.5.1789; paid off 6.1792. Fitted at Deptford 7 – 10.1792; recommissioned 9.1792 under Capt. Christopher Parker; sailed for the Leeward Islands 26.11.1792; took privateers – 12-gun *Le Vengeur* 1.10.1793, 20-gun *La Revolutionnaire* 8.10.1793 and 22-gun *Le Sans-Culotte* 30.12.1793. In 1794 under Capt. Robert Faulknor; took large schooner at Deseada 30.12.1794, then 36-gun *La Pique* 6.1.1795 (8 killed including Faulknor, 21 wounded). In 1.1795 under Capt. Charles Sawyer; took a small privateer off Santa Lucia 17.4.1795. Refitted at Portsmouth (for £6,172) 8 – 10.1795; sailed for the Mediterranean 12.1795. In 6.1796 under Capt. D'Arcy Preston; took (in same action that *Minerve* took *Santa Sabina*) Spanish 40-gun *Ceres* 19.12.1796, but was unable to secure her prize. In 1797 under Capt. Henry Hotham; took 14-gun privateer *Le Coureur* on Lisbon station 20.11.1797; took 6-gun privateer *Le Bayonnais* 27.12.1797; paid off 8.1798. Store ship 1799. Fitted for troopship at Portsmouth (for £5,397) 6 – 8.1799 under Cmdr. John Ayscough; grounded in the entrance to the Texel 28.9.1799 and became constructive total loss.

Purchased vessel – 32 guns. A private-design frigate, purchased in frame and finished to Navy Board standards.

Dimensions and tons (design): 131ft 4½in, 108ft 10½in x 36ft 10½in (36ft 4½in mld.) x 13ft 1½in. $787^{41}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs (6 x 18pdr carronades added by AO 31.1.1793); Fc 2 x 6pdrs.

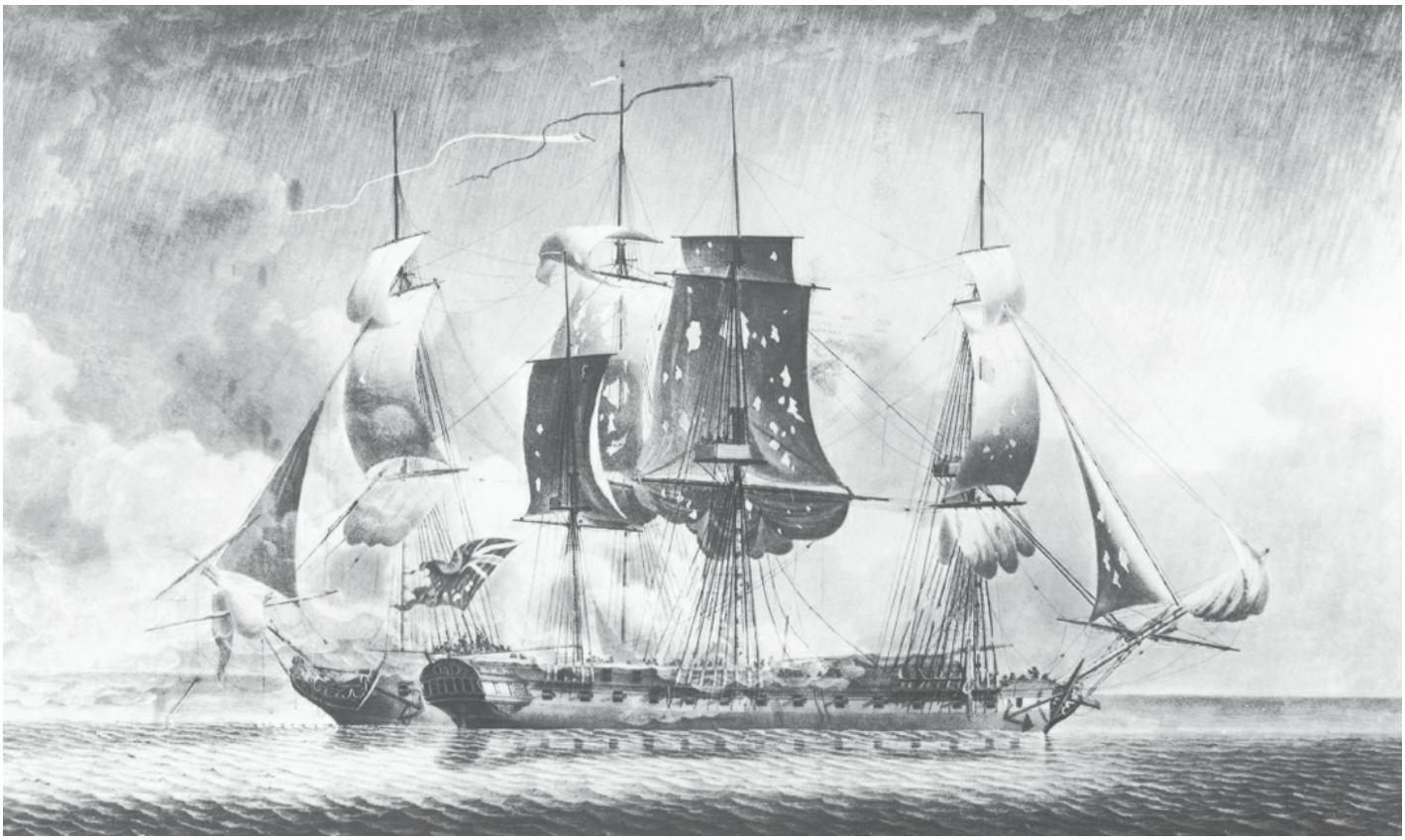
Heroine Henry Adams, Bucklers Hard.

As built: 130ft 11½in, 107ft $6^{3}/_{8}$in x 36ft 10¾in x 13ft 0in. $778^{59}/_{94}$ bm. Draught 8ft 8in / 13ft 5in.

Purchased on stocks (in frame): 1782 (named 17.5.1782). L: 8.1783. C: 17.8 - 11.10.1783 at Portsmouth.

Coppered, copper re-bolted and fitted for Ordinary at Portsmouth (for £5,558) 9.1783 – 8.1784. Partly fitted at Portsmouth (for £2,005) 9.1790; in 1790 under Capt. William Carnegie (Lord Rosehill).

Commissioned: 1.1793 under Capt. Lord Alan Gardner (-1797); made good defects (for £2,447) and sailed from Portsmouth 1/1793 – 14.3.1793; sailed for the Leeward Islands 25.3.1793; sailed for the East Indies; at occupation of Trincomalee 8.1795; at occupation of Colombo 2.1796. In 1798 under Capt. John Murray; paid off 8.1798. Fitted for troops at Portsmouth (for £7,243) 2 – 3.1800; recommissioned 2.1800 as 16-gun troopship under Cmdr. John Hill; in Egypt operations 1801. Floating battery 1802-03. Fitted for Trinity House at Deptford 10.1803. Sold at ?Woolwich 2.1806.



The pattern for single-ship actions was set very early in the war with the capture by the *Nymphe* of *La Cléopâtre* in a battle of near-equals in June 1793. Later such exploits would become commonplace, but as the first significant victory of the war, *Nymphe*'s captain, Edward Pellew, received a knighthood.

Ex FRENCH Prizes (1779-1783). Six of the French 12pdr frigates taken in the American War remained on the List at the start of 1793; *Nymphe* and *Magicienne* were in commission, *Aimable* and *Concorde* were in Ordinary, and *Prudente* and *Belle Poule* were reduced to harbour service and saw no further active service. The smaller *Brune* was sold in 10.1792.

Prudente (French *La Prudente*, built 8.1777 – 7.1778 at St Malo. L: 3.1778. One of nine Iphigénie Class ships built to a Léon-Michel Guignace design -see below in 1793-1801 section for others), 36 guns.

Dimensions & tons: 140ft 6½in x 118ft $8^{1}/_{8}$in x 37ft 11½in x 11ft 8in. $909^{52}/_{94}$ bm.

Men: 255 (from 1780). Guns: UD 26 x 12pdrs; QD 10 x 6pdrs; Fc 2 x 12pdrs + 6 x 18pdr carronades.

Taken 2.6.1779 by *Ruby* and *Eolus* on the Jamaica station; registered 22.9.1779.

Fitted and coppered at Woolwich (for £10,746.16.9d) 14.11.1779 – 18.4.1780.

Commissioned: 3.1780 under Capt. William Waldegrave; paid off 11.1782 after wartime service. Fitted at Portsmouth (for £3,089) 5 - 7.1790; recommissioned 5.1790 under Capt. Henry Trollope, for the Spanish Armament. Fitted as a receiving ship at Portsmouth 4.1796. Sold at Portsmouth 3.1.1803.

Belle Poule (French *La Belle Poule*, built 3.1765 – 1.1767 at Bordeaux. L: 18.11.1766. Léon Guignace design), 36 guns.

Dimensions & tons: 140ft 0½in, 118ft $7^{1}/_{8}$in x 37ft 10in x 11ft 11in. $902^{82}/_{94}$ bm.

Men: 254. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Taken 14.7.1780 by *Nonsuch* off the coast of France.

Fitted and coppered at Portsmouth (for £11,005.11.2d) 16.8.1780 – 2.4.1781.

Commissioned: 2.1781 under Capt. Philip Patton. Laid up at Chatham 11.1782 after wartime service. Fitted at Chatham as a receiving ship 4 – 7.1796, for Sheerness. Sold to Mr. Bailey for £840 at Sheerness 14.9.1801.

Nymphe (French *La Nymphe*, 32 guns, built 4 – 11.1777 at Brest. L: 18.8.1777. Lead ship of a class of three built to a Pierre-Augustin Lamothe design), 36 guns.

Dimensions & tons: 141ft 5½in, 120ft 4½in x 38ft 3¼in x 11ft 9in. $937^{72}/_{94}$ bm.

Men: 255. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs (later 12 x 32pdr carronades); Fc 2 x 6pdrs (later 2 x 9pdrs + 2 x 32pdr carronades).

Taken 10.8.1780 by *Flora* off Ushant.

Fitted at Portsmouth (for £9,657.10.7d) 26.8.1780 – 27.3.1781; had been already coppered when taken.

Commissioned: 11.1780 under Capt. John Ford. Arrived Portsmouth 5.1783, paid off 6.1783 after wartime service and laid up. Between Small and Middling Repair at Portsmouth (for £9,704) 3.1786 – 1.1787. Recommissioned 10.1787 under Capt. Albemarle Bertie, but paid off 12.1787. Fitted for sea at Portsmouth (for £2,004) 5 – 6.1790; recommissioned 5.1790 under Capt. George Campbell. Refitted, fitted for sea at Plymouth (for £6,308) 1 – 7.1793; recommissioned 1.1793 under Capt. Edward Pellew; took (with *Venus*) 16-gun *Le Sans-Culotte* 24.5.1793; took 36-gun *La Cléopâtre* off the Start 18.6.1793; and (with *Circe*) took 14-gun *L'Espiègle* off Ushant 30.11.1793. Under Capt. George Murray in 3.1794, in McBride's squadron; in the Channel 1795; later under Capt. George Losack; paid off 12.1795. Repaired and fitted at Plymouth (for £2,248) 2 – 7.1796. Recommissioned 5.1796 under Capt. John Cooke, for the Channel; in 11.1796 under Capt. Richard Lane; and in 6.1797 under Capt. Percy Fraser (-1800); sailed for the Mediterranean 1.6.1799; in 1801 under Capt. Stair Douglas, in the Channel. Large Repair and fitted at Deptford 6.1806 – 4.1807; recommissioned 3.1807 under Capt. Conway Shipley; sailed for Portugal 4.11.1807; on 16.4.1808 her boats (with those of *Blossom*) attempted to cut out 20-gun *Garrota* in the Tagus; 2 killed including Shipley. Under Capt. George Pigot in 5.1808 (drowned 2.1809?), and Capt. Josceline Percy in ?8.1808; sailed with troop convoy for Portugal 29.5.1809. In 1810 under Capt. Edward Clay; wrecked in the Firth of Forth 18.12.1810.

Magicienne (French *La Magicienne*, built 3.1777 – 10.1778 at Toulon. L: 1.8.1778. Lead ship of twelve built to a Joseph-Marie-Blaise Coulomb design, see full list in 1793-1801 section), 32 guns.

Dimensions & tons: 143ft 9in, 118ft 4½in x 39ft 2½in x 12ft 4½in. $967^{74}/_{94}$ bm.

Men: 220 (from 1791). Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Taken 2.9.1781 by *Chatham* off Boston (Mass.).

Commissioned: 1782 under Capt. Thomas Graves, on the North American station; to Jamaica 12.1782; paid off 9.1783 after wartime service. Fitted for Ordinary at Chatham 30.10.1783. Great Repair by Graham, Harwich (for £14,373) 9.1790 – 2.1793; then fitted at Chatham (for £6,607) 2 – 5.1793; recommissioned 3.1793 under Capt. George Martin, for cruising; sailed for Jamaica 25.8.1793. Under Capt. William Ricketts in 1.1796 (-1798); sailed for the Mediterranean 21.5.1796; took 18-gun *La Cerf Volant* off San Domingo 1.11.1796; took four privateers 1 – 3.1797, including 12-gun *Le Poisson Volant*; boats (with those of *Regulus*) at Cape Roxo, San Domingo 6.4.1797; at Les Irois 22.4.1797; took 9-gun privateer *Le Brutus* off Puerto Rico 27.12.1797. Under Capt. William Ogilvy in 1798-1801, took 4-gun privateer *Julie* (late 1798); in 1801 in the North Sea, then Calder's squadron for pursuit of Gantaume's fleet. Under Capt. Henry Vansittrart in 5.1802. Recommissioned 6.1803 under Capt Adam Mackenzie; sailed for Jamaica 26.2.1805; took 2-gun *El Carmen* in the Mona Passage 25.1.1806; at Battle of San Domingo 6.2.1806; paid off later in 1806. Between Middling and Large Repair at Woolwich

(using oak timber from Holstein) 11.1807 – 1.1809. Recommissioned 12.1808 under Capt. Lucius Curtis; sailed for the Cape of Good Hope 23.5.1809, then to East Indies. Recaptured East Indiaman *Wyndham* 29.12.1809. Capture of Île Bourbon 7.1810. Grounded and burnt to prevent capture at Mauritius 24.8.1810 (8 killed, 20 wounded).

Aimable (French *L'Aimable*, built 11.1774 – 11.1776 at Toulon. L: 20.7.1776. One of two built to an Antoine Groignard design, built as 8pdr frigate), 32 guns.

Dimensions & tons: 133ft 5in, 109ft 5in x 36ft 8in x 11ft 0in. $782^{44}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdrs; QD 6 x 12pdr carronades (from 1791, 4 x 6pdrs instead); Fc 2 x 6pdrs.

Taken 19.4.1782 by Rodney's fleet in the Mona Passage. Registered 29.1.1783 (backdated to capture).

Commissioned: 30.4.1782 (by Rodney) under Cmdr. Alexander Hood; sailed for North America 21.7.1782; blockade of Cape François 11.1782; sailed from Jamaica for England 26.4.1783; arrived Chatham 12.7.1783, paid off and laid up. Great Repair by Mr. Crump at Rochester (for £15,727) 1-.1790 – 12.1792; fitted at Chatham (for £6,268) 12.1792 – 3.1793; recommissioned 2.1793 under Capt. Sir Harry Burrard; took (with *Juno*) privateer *Le Laborieux* in the Channel 4.1793; sailed for the Mediterranean 22.5.1793; took (with *Circe*) 10-gun privateer *Le Coureur* 26.5.1793; retook 18-gun *La Moselle* off the Hyères 23.5.1794. In 5.1795 under Capt. Francis Laforey, as flagship of Vice-Adm. Sir John Laforey for passage to Antigua; sailed 5.5.1795. In ?7.1795 under Capt. Charles Davers; burnt 18-gun *Le Sans-Culotte* in the West Indies 22.9.1795. In 7.1796 under Capt. Jemmett Mainwaring; action against 36-gun *La Pensée* off Guadeloupe 22.7.1796; took 6-gun privateer *L'Iris* off Guadeloupe 15.9.1796. In 4.1797 under Capt. William Lobb; took 6-gun privateer *Le Chasseur* off Guadeloupe 6.4.1797; took (with *Scourge*) 14-gun privateer *Le Triomphe* off Puerto Rico 6.4.1798 and 2-gun privateer *Le Chasseur* 8.4.1798; took 2-gun privateer *L'Espiègle* 20.4.1798; paid off 10.1798. Fitted at Woolwich (for £6,691) 10.1798 – 3.1799; recommissioned 11.1798 under Capt. Henry Raper (-1801); sailed for the Mediterranean 1.6.1799; sailed for Jamaica 20.11.1799; in action against 36-gun *La Sirène* and 18-gun *La Bergère* 17.12.1799; in Leeward Islands 1801. Fitted at Chatham (for £8,405) 7 – 11.1803; recommissioned 9.1803 under Capt. William Bolton, for the Downs; with Sydney Smith's squadron on the Dutch coast 1804; in action against the Franco-Dutch flotilla off Ostend 16.5.1804. In 8.1805 under Capt. D. Playdell Bouverie, then under Capt. Clodworthy Upton in the North Sea. In 7.1807 under Capt. Lord George Stuart; took 16-gun privateer *La Décidée* 11.11.1807; took 24-gun *L'Iris* off the Dutch coast 2.1.1809; operations in the Elbe 7.1809. In 9.1810 under Capt. John Woolcombe; stranded on Berwick Bar 25.11.1800 but refloated. BU at Deptford 5.1814.

Concorde (French *La Concorde*, 34 guns, built 4.1777 – 1.1778 at Rochefort. L: 3.9.1777. Lead ship of a class of three built to an Henri Chevillard design), 32 guns.

Dimensions & tons: 142ft 11in, 118ft 10in x 37ft 6in (37ft 0in mld.) x 11ft 7in. $888^{82}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs (in 1793 all 6pdrs were all replaced by 24pdr carronades, later reinstated).

Taken 15.2.1783 by *Magnificent* in the West Indies.

Commissioned: 1783 in the West Indies; paid off 9.1783 at Chatham. Great Repair by Wilson, Frindsbury (for £18,259) 11.1790 – 4.1793; fitted at Chatham (for £6,660 including dyd costs during repair) 4 – 5.1793; recommissioned 4.1793 under Capt. Thomas Wells. In 1794 under Capt. Sir Richard Strachan, for Warren's squadron; took 38-gun *L'Engageante* 23.4.1794; in Montagu's squadron 5.1794. In 8.1794 under Capt. Anthony Hunt; in Warren's squadron off Quiberon 6 – 7.1795; in Pellew's squadron 1796; took (with *Indefatigable* and *Amazon*) 40-gun *La Virginie* 20.4.1796. In 11.1796 under Capt. Richard Bagot. In 6.1797 under Capt. Batholomew Roberts; took 4-gun privateer *Le Poisson Volant* off Finisterre 24.7.1797. Later under Capt. Robert Barton (-1801); took various privateers – 16-gun *Le Caye du Pont* off St Bartholomew 3.1.1798, 8-gun *La Proserpine* off Montserrat 8.1.1798, 8-gun *Le Hardi* off Barbuda 11.2.1798, 2-gun *Le Hazard* off Montserrat 13.2.1798; 2-gun *La Rosière* off Montserrat 1.4.1798; took (with *Lapwing*) 8-gun *Le Buonaparte*, 10-gun *L'Amazone*, 4-gun *Le Sauveur* and 2-gun *La Fortune* 8/9.1798; took 18-gun privateer *La Prudente* 14.2.1799, 6-gun privateer *San Josef* off Oporto 12.1800 and 1-gun *San Miguel el Volante* 1.12.1800; brush with Gantheaume's squadron off Cape Finisterre, and action with 40-gun *La Bravoure* 27.1.1801. In 1802 under Capt. John Wood (-1804); to Cape of Good Hope 1803; in East Indies to 1807. In ?2.1806 under Capt. John Cramer; took 2-gun privateer *Le Vigilant* in East Indies 7.1806; returned to England and paid off 9.1807. Sold at Deptford 21.2.1811.

Ex SPANISH PRIZES (1779-1782). Four Spanish 12pdr frigates were captured by the British during the American War, of which the *Santa Monica* was added to the RN in 1781 but wrecked in 1782, and the larger *Santa Catalina* was burnt by her captors in the same year. The *Santa Margarita* was in Ordinary at the start of 1793, but saw considerable service over the following decade, while the *Leocadia* was in harbour service by 1793 and saw no further action.

Santa Margarita (Spanish *Santa Margarita*, built 1774 Ferrol), 36 guns.

Dimensions & tons: 145ft 6in, 123ft $6^{1}/_{8}$in x 38ft 10½in x 11ft 8½in. $992^{78}/_{94}$ bm.

Men: 255 (by 1814). Guns: UD 26 x 12pdr; QD 8 x 24pdr carronades; Fc 2 x 24pdr carronades.

Taken by the *Tartar* off Lisbon 11.11.1779. Registered by AO 16.3.1780.

Repaired, fitted and coppered at Sheerness (for £16,017.3.9d) 24.2.1780 – 15.6.1781.

Commissioned: 3.1781 under Capt. Elliot Salter. 'Repaired' (actually rebuilt) by Henry Adams, Buckler's Hard (for £18,583) 10.1790 – 4.1793, then fitted at Portsmouth (for £6,447) 5 – 8.1793. Recommissioned 1793 under Capt. Eliab Harvey (-1795); sailed for the Leeward Islands 26.12.1793; in Jervis's fleet in the West Indies 2.1794 for capture of Martinique, by 8.1794 in Warren's squadron; at destruction of 36-gun *La Volontaire* on the Penmarks 23.8.1794, and of capture of 18-gun *L'Espion* and destruction of 12-gun *L'Alerte* in Audierne Bay on the same day; took (with *Cerberus*) 18-gun *Le Jean Bart* in the Channel 29.3.1795. In 4.1795 under Capt. Thomas Byam Martin; recapture of *Le Tamise* (ex HMS *Thames*) 7.6.1796, having 2 killed and 3 wounded; capture of 16-gun privateer *Le Buonoparte* 24.10.1796 and 18-gun privateer *Le Vengeur* 25.10.1796. In 12.1796 under Capt. George Parker (-1802); took 14-gun privateer *San Francisco* off the Irish coast 21.6.1797, 16-gun privateer *L'Adour* off Cape Clear 10.7.1797, and 16-gun privateer *La Victorine* off Cape Clear 8.8.1797. Sailed for Leeward Islands 3.1798. Took 14-gun privateer *Le Quatorze Juillet* at end of 1798. Sailed for Jamaica 8.1801. Under Capt. Augustus Leveson Gower in 4.1802, then Capt. Henry Whitby in 1803, on Irish station in 1804. Under Capt. Wilson Rathbone 1804-07, in the Channel. Re-coppered at Plymouth 6.1805 (this was done with patent pure copper nails, which had to be replaced in 7.1806 with nails 'of the old description'). In Ordinary at Plymouth 1812-13. Fitted at Plymouth as a lazarette 4.1814 for Pembroke. Quarantine ship at Milford 1814-25. Fitted at Pembroke 3.1824 – 8.1826 'to be navigated to Liverpool'. Sold for £1,710 (at Liverpool?) 8.9.1836.

Leocadia (Spanish *Santa Leocadia*, 34 guns, built 1777 Ferrol), 36 guns.

Dimensions & tons: 144ft 10in, 119ft $8^{1}/_{8}$in x 38ft 8in x 11ft 7¼in. $951^{67}/_{94}$ bm.

Men: 240. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Taken by the *Canada* in the Bay of Biscay 2.5.1781. Purchased 17.9.1781.

Fitted at Portsmouth (for £9,786.4.9d) 18.6.1781 – 19.2.1782.

Commissioned: 11.1781 under Capt. Charles Hope; paid off 4.1783, but recommissioned same month under Capt. Alexander Edgar (was based on Newfoundland station 1781-85). Sold for £940 (at Woolwich?) 23.9.1794.

(B) Vessels acquired from 1 February 1793

By 1793 the Admiralty considered the 12pdr-armed frigate to be obsolete, and no more were intended. However, three ships which were originally planned to carry 18pdrs as their main battery were completed with 12pdrs instead, and these were supplemented by a number of prizes taken from the French and other navies in quantities sufficient to maintain the number of 12pdr frigates on the List.

***MAIDSTONE* (or Modified *ALCMENE*) Class.** Built to the lines of Henslow's 1793 design for 32-gun frigates but constructed of pitch pine instead of oak, and consequently doubts about their structural strength caused them to be established with a main battery of 12pdrs *vice* the 18pdrs in the 1793 batch. The construction, authorised 4.2.1795, was awarded to Deptford on 20.2.1795, and both ships were named 28.8.1795.

Dimensions & tons: 135ft 0in, 112ft 4¼in x 36ft 6in x 12ft 6in. $796^{17}/_{94}$ bm.

Men: 240. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

[By 1810 *Maidstone* had all 6pdrs replaced by same number of extra 24pdr carronades.]

Maidstone Deptford Dyd (M/Shipwright Martin Ware to 6.1795, then Thomas Pollard).

As built: 135ft 1in, 112ft $4^{3}/_{8}$in x 36ft 8in x 12ft 5in. $803^{52}/_{94}$ bm. Draught 8ft 1in / 12ft 7in.

Ord: 4.2.1795. K: 3.1795. L: 12.12.1795. C: 12.2.1796.

First cost: £25,108 including fitting.

Commissioned: 1.1796 under Capt. John Mathews; sailed for the Leeward Islands; took 12-gun privateer *Le Flibustier* in the West Indies 24.6.1797. Under Capt. Ross Donnelly from ?3.1798 (on Mathews's death); sailed for Jamaica 6.1798; sailed for Halifax 27.4.1800; on Channel station in 1801. Under Capt. Richard Hussey Moubray 4.1802, sailed for the Mediterranean; took 8-gun *L'Arabe* in the Mediterranean 14.6.1803. Under Capt. George Elliott in 1.1804, at blockade of Toulon. Her boats (with those of *Narcissus* and *Seahorse*) took part in destruction of vessels at Lavandou (Hyères Bay) 11.7.1804. Laid up at Chatham in Ordinary 12.1804. BU there 1810.

Shannon Deptford Dyd (M/Shipwright Martin Ware to 6.1795, then Thomas Pollard).

As built: 135ft 0¼in, 112ft 3¼in x 36ft 8in x 12ft 4¾in. $803^{83}/_{94}$ bm. Draught 8ft 3in / 12ft 9in.

Ord: 4.2.1795. K: 4.1795. L: 9.2.1796. C: 29.3.1796.

First cost: £22,498 including fitting.

Commissioned: 2.1796 under Capt. Alexander Fraser, for the Irish station; took (with *Diana*) 16-gun privateer *La Mouche* 5.12.1797; took 24-gun privateer *Le Duguay Trouin* off Cape Clear 2.2.1798, then 18-gun privateer *La Julie* 23.6.1798 and 20-gun privateer *Le Grand Milieu* 15.1.1799. Under Capt. Charles Pater in 4.1799, with Mitchell's squadron in the Helder 8.1799. Under Capt. Jonas Rose in 1801. Sold (at Sheerness?) 5.1802.

***TRITON* Class.** A further vessel was the *Triton*, a one-off 'fir'-built 32 to an experimental 1796 design by James Gambier. Wall-sided, with virtually nil sheer, and a sharply overhanging bow, and had the usual square tuck stern typical of fir-built frigates. Again, doubts about her structural strength resulted in her being established (and named) on 13.5.1796 with 12pdrs instead of the originally intended 18pdrs; even so, structural weakness led to proposals to further reduce her ordnance as shown below.

Dimensions & tons: 142ft 0in, 123ft $1^{3}/_{8}$in x 36ft 0in x 11ft 10in. $848^{66}/_{94}$ bm.

Men: 220. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs + 6 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades. Later proposed UD 12 x 9pdrs + 10 x 24pdr carronades, QD/Fc unarmed.

Triton (Mrs.) Frances Barnard, Deptford.

As built: 142ft 0in, 123ft $0^{1}/_{8}$in x 36ft 2in x 11ft 10½in. $855^{80}/_{94}$ bm.

Ord: 7.4.1796. K: 4.1796. L: 5.9.1796. C: 6.9 – 31.10.1796 at Deptford Dyd.

First cost: £20,722 including fitting.

Commissioned: 9.1796 under Capt. John Gore (-1800); took three privateers in the Channel 11 – 12.2.1797 (10-gun *La Jeune Emilie* and cutters *Le Recovery* and *Le Difficile*); in Warren's squadron in 1797; with others, destroyed 20-gun *La Reolaise* and cut up convoy 11.8.1797; took 4-gun privateer *Le Furet* near Île Bas 14.10.1797, and another privateer *Le Helene* in the Channel at end 1797. Under (temp.) Edward Griffith at end of 1798, took privateers *L'Arraigne* (5-gun) 28.9.1798, *La Rosée* (14-gun) 12.1798, and *L'Impromptu* (14-gun) 31.12.1798. Under Gore again, took privateer *L'Aimable Victoire* in the Channel 30.1.1799, 6-gun lugger *Le St Jacques* 13.9.1799, 34-gun frigate *Santa Brigida* off Cape Finisterre 15.10.1799 (with *Alcmene*), and 14-gun *La Vidette* near Black Rocks 10.2.1800. Under Capt. Robert Fitzgerald 1801, in Channel service. Never successful, she was paid off in 4.1802, but recommissioned 7.1803 under Cmdr. William Cashman (-1809) and fitted at Woolwich as a receiving ship 9.1803. Subsequently guardship at Waterford. Fitted at Plymouth as receiving ship 8.1810, and was reported sold there (for £1,870) 3.11.1814. However, other sources relate her remaining in dockyard service until hulked in 1817, and finally BU in Newfoundland in 1820.

Ex FRENCH PRIZES (1793-1800). All were French 36-gun frigates.

***L'EMERAUDE* Class.** (Jacques-Noël Sané design.) Seven ships were built in 1779-81 to this design, four at St Malo – *L'Emeraude*, *La Nereïde*, *La Vénus* and *La Cléopâtre* – of which two were taken by and added to the British Navy.

Oiseau (French *La Cléopâtre*, built 1780 – 12.1781 at St Malo. L: 19.8.1781), 36 guns.

Dimensions & tons: 145ft 7¾in, 120ft $8^{7}/_{8}$in x 37ft 8½in (37ft 1½in mld.) x 11ft 11¾in. $913^{16}/_{94}$ bm.

Men: 254. Guns: UD 26 x 12pdr; QD 8 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr carronades.

Taken by *Nymphe* in the Channel (off Start Point) 18.6.1793. Arrived Portsmouth 21.7.1793. Registered and named 7.8.1793. Completed fitting at Portsmouth (for £11,309) 13.3.1794.

Commissioned: 9.1793 under Capt. Robert Murray; sailed for Halifax station 18.5.1794; took (with *Argonaut*) 22-gun *L;Espérance* off the Chesapeake 8.1.1795. Fitted at Chatham (for £7,185) 1 – 7.1796; recommissioned 4.1796 under Capt. George Stephens; sailed for the East Indies 7.1796. In 1797 under Capt. Charles Brisbane; action with two Spanish frigates off the River Plate 1797. In 7.1798 under Capt. Samuel Hood Linzee; took 6-gun *La Réunion* in the East Indies 1.9.1798; took (with *Sirius*) 36-gun *La Dédaigneuse* off Ferrol 28.1.1801. In 2.1801 under Capt. Lord Augustus Fitzroy, then Capt. John Murray in 8.1801 and Capt. John Phillips in 12.1801. Commissioned as prison ship at Plymouth 6.1806 under Lieut. Walter Kennedy (-1811), then 1812 under Lieut. William Needham; laid up at Plymouth 12.1812; lent to Transport Board. In 1814 under Lieut. John Bayby Harrison. In Ordinary at Plymout 1815. Sold there to Mr. Rundle (for £1,500) 18.9.1816.

Nereide (French *La Néréïde*, built 10.1778 – 8.1779 at St Malo. L: 31.5.1779), 36 guns.

Dimensions & tons: 142ft 5in, 118ft $10^{5}/_{8}$in x 37ft 6¾in x 11ft 9½in. $892^{22}/_{94}$ bm.

Men: 254. Guns: UD 26 x 12pdr; QD 12 x 24pdr carronades; Fc 4 x 24pdr carronades.

Taken by *Phoebe* off the Scillies 20.12.1797. Arrived Plymouth 28.12.1797. Registered and named 12.2.1798. Fitted at Plymouth 12.1798 – 6.1799.

Commissioned: 3.1799 under Capt. Frederick Watkins; took 16-gun privateer *La Vengeance* in the Channel 28.2.1800; at surrender of Curacao 9.1800. In 1802 under Capt. Robert Mends; paid off 9.1802. Repaired by Isaac Blackburn, Turnchapel (for £10,432) 10.1805 – 9.1806; recommissioned 8.1806 under Capt. Robert Corbett; sailed for the Cape of Good Hope 12.11.1806; took Spanish 10-gun *Vélox* in the Atlantic 20.11.1806; took Spanish 4-gun privateer *Brilliante* 25.11.1806. In 1808 under Capt. Josiah Rowley; occupation of St Paul, Reunion 21 – 28.9.1809. In ?3.1810 under Capt. William Gordon, later Capt. Nisbet Josiah Willoughby; operations at Mauritius 1810; took 14-gun *L'Estafette* at Jacolet 1.5.1810; actions with Duperre's squadron, resulting in capture of *Nereide* by the French 28.6.1810; retaken 6.12.1810 at French surrender of Mauritius; then laid up (too damaged to repair). Sold at Port Louis, Mauritius 1.3.1816.

***AURORE*.** A one-off design by Jean-Denis Chevillard (cadet).

Aurore (French *L'Aurore*, ex *L'Envieuse*, built 1766 – 1769 at Rochefort. L: 23.11.1768), 36 guns.

Dimensions & tons: 130ft 0in x 33ft 6in x 17ft 0in. 700 bm.

Men: 220. Guns: … .

Handed over by French Royalists at Toulon 29.8.1793.

Commissioned: 9.1793 under Cmdr. Henry Inman. From 3.1795 employed as prison ship at Gibraltar, under Cmdr. William Brisbane (died 29.11.1795), then 12.1795 Cmdr. William Bolton, 9.1796 Cmdr. George Clarke, 12.1798 Cmdr. Richard Dunn and 5.1799 Cmdr. George Long. BU *c.*1803.

***PROSELYTE*.** One-off design by Charles-Louis Ducrest, 1786.

Proselyte (French *Le Prosélyte*, built 2 – end.1785 at Le Havre. L: 23.8.1785), 32 guns.

Dimensions & tons: never measured by RN. French dimensions were 144ft x 36ft 6in x 18ft 0in = 700 bm.

Men: 120. Guns: UD 26 x 12pdrs; QD/Fc 6 x 9pdrs.

Handed over by French Royalists at Toulon 29.8.1793.

Commissioned: 12.1793 as a floating battery under Lieut. Walter Serocold; set alight by red hot shot from shore batteries and burnt, in action off Bastia 11.4.1794.

***La MAGICIENNE* Class.** Twelve ships were built in 1777-89 to this Joseph-Marie-Blaise Coulomb design design, all at Toulon – *La Magicienne*, *La Précieuse*, *La Sérieuse*, *La Lutine*, *La Vestale*, *L'Alceste*, *L'Iris*, *La Réunion*, *La Modeste*, *La Sensible*, *La Topaze* and *L'Artémise*. Besides *Magicienne* (taken 1781) above, six of these were taken and added to the RN in 1793-98; of the others *La Vestale* was taken by *Terpsichore* 13.12.1796 but was retaken (by her own crew) the next day, then taken 20.8.1799 by *Clyde* but not added to the RN; *L'Iris* was burnt at Toulon in 12.1793, while *La Sérieuse* and *L'Artémise* were sunk at Aboukir Bay 1.8.1798; *La Précieuse* survived the war as a pontoon, being BU in 1816 at Brest.

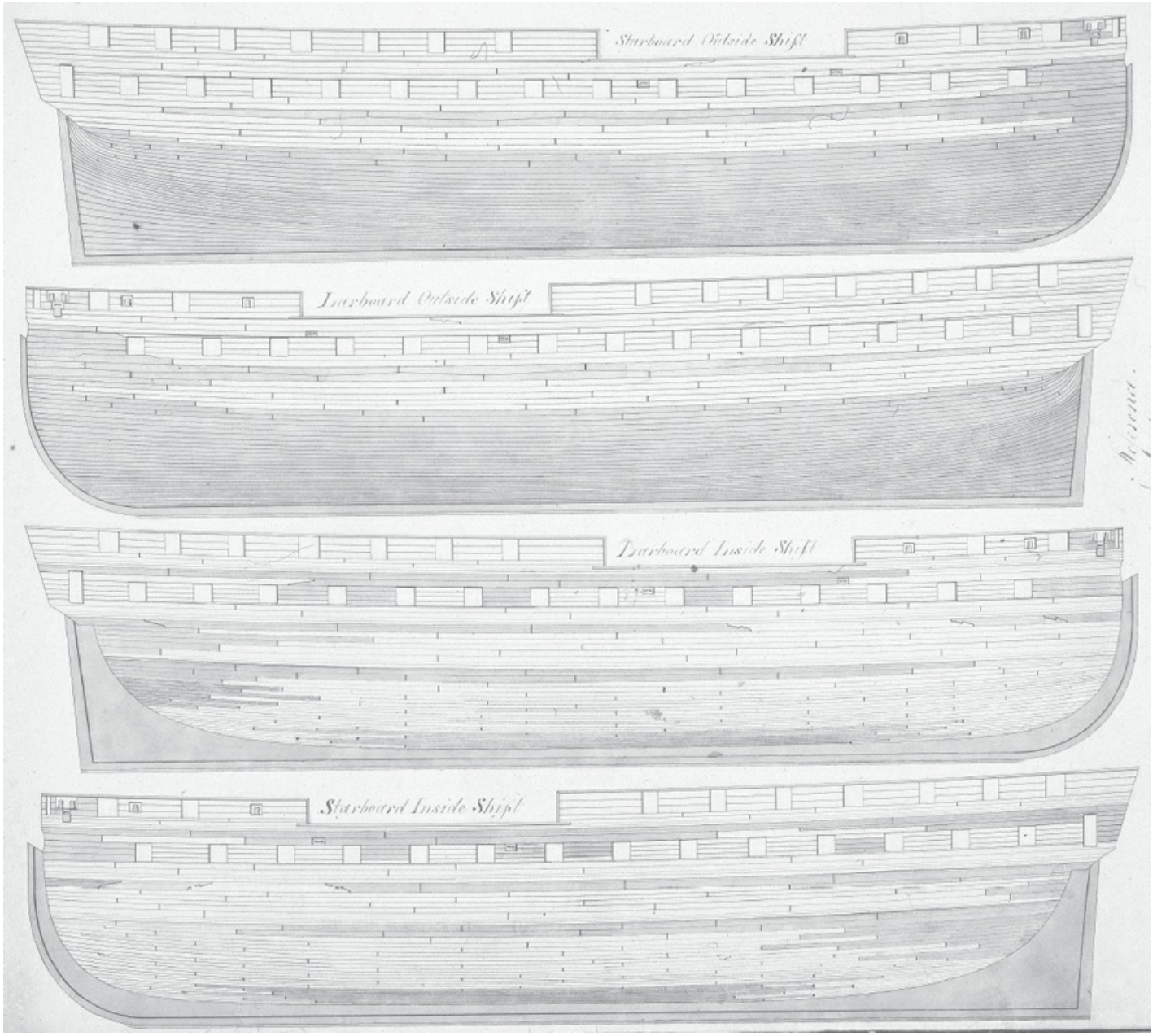
Lutine (French *La Lutine*, built 3.1779 – 11.1779 at Toulon. L: 11.9.1779).

Dimensions & tons: 143ft 3in, 118ft 6in x 38ft 10in (38ft 2in mld.) x 12ft 1½in. $950^{50}/_{94}$ bm.

Men: 240. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Handed over by French Royalists at Toulon 29.8.1793.

Commissioned: 10.1793 under Capt. James Macnamara; arrived at Woolwich 8.11.1795. Repaired there and fitted (for £8,643) to 1.1798. Recommissioned 10.1797 under Capt. John Monkton, for the North Sea. In 5.1799 under Capt. Lancelot Skinner; in Mitchell's operations on the Dutch coast 8.1799; wrecked on Vlieland (Frisian Islands) 9.10.1799 with loss of all hands (including Skinner) except two, of whom one later died. The ship's bell (recovered by salvage operators) now hangs in Lloyds.



French ships, and in particular frigates, tended to be more lightly constructed than their British equivalents, so prize ships usually required more maintenance to keep them in service. However, favourite ships were often thought worthy of major repairs amounting to rebuilding. This draught of the *Nereide* was produced to show the variety of timbers used in her Great Repair of 1805–06 (very little of the original structure remained). Refits and repairs were normally carried out in the Royal Dockyards where closer control could be exercised, but this was part of a controversial programme of such work contracted to private builders.

Alceste (French *L'Alceste*, built 5.1780 – 2.1781 at Toulon. L: 28.10.1780).

Dimensions & tons: 145ft 0in, 121ft 8in x 39ft 0in x 11ft 6in. 932 bm.

[Note the dimensions appears to be erroneous, and do not compute to the tonnage recorded: it may be a mistranscription in which case it should probably have read 121ft 4in x 38ft 0in.]

Men: 240 (96 as floating battery). Guns: 'by the old Establishment'.

Handed over by French Royalists at Toulon 29.8.1793. Handed over to the Sardinians, but retaken by the French *La Bordeuse* 8.6.1794. Taken again by Markham's squadron 18.6.1799.

Commissioned: 1799 in the Mediterranean under Cmdr. (Capt. 3.1800) Thomas Bayley. Arrived Chatham 9.4.1800, and registered as a sloop 27.7.1801. Fitted as a floating battery at Chatham (for £2,010) 8.1801. Sold at Sheerness (for £1,445) 20.5.1802.

Topaze (French *La Topaze*, built 8.1789 – 2.1791 at Toulon. L: 26.9.1790).

Dimensions & tons: 144ft 7in, 120ft 6¾in x 37ft 9¾in (37ft 3¾in mld.) x 12ft 1in. $916^{82}/_{94}$ bm.

Men: 280 (from 1794, 274). Guns: UD 26 x 12pdrs; QD 6 x 6pdrs + 6 x 32pdr carronades; Fc 2 x 6pdrs + 2 x 32pdr carronades.

Handed over by French Royalists at Toulon 29.8.1793. Fitted at Portsmouth (for £4,487) 18.12.1794 – 17.11.1795. Registered by AO 4.7.1795.

Commissioned: 8.1795 under Capt. Stephen Church (died 9.1801); sailed for Halifax 3.1796; took 36-gun *L'Elizabeth* off the Cape of Good Hope 28.8.1796; refitted at Portsmouth (for £5,363) 11.1798 – 3.1799; sailed for Jamaica 2.1801. In 1802 under Capt. Robert Honeyman, on the Irish station. Fitted at Portsmouth 3 – 5.1803; recommissioned 4.1803 under Capt. Willoughby Lake; took privateers – 14-gun *Le Minerve* 25.7.1804, 14-gun *Le Général Angereau* 13.2.1805, Spanish 20-gun *El Napoleon* 7.5.1805 and 6-gun *El Fenix* off Havana 20.5.1805. In 7.1806 under Capt. Anselm Griffiths; on Irish station 1807; sailed for the Mediterranean 8.1.1808; in action (with *Kingfisher*) against 40-gun *La Danne* and *La Flore* in the Adriatic 12.3.1809; cutting out operations at Santa Maura 31.5.1809. In 1809 under Capt. Henry Hope; boat attack on convoy at Rosas 31.10.1809; took privateers – 8-gun *Le Joubert*, 6-gun *Le Mentor* and 3-gun *L'Espérance* in 12.1809. In 11.1810 under Capt. John Lumley; later under Capt. Edward Harvey. Paid off end 1812; in Ordinary at Portsmouth 1813-14. Sold at Portsmouth (for £1,300) 1.9.1814.

Modeste (French *La Modeste*, built 2.1785 – 1.1787 at Toulon. L: 18.3.1786), 36 guns.

Dimensions & tons: 143ft $6^{5}/_{8}$in, 118ft 3in x 38ft 8in (38ft 1in mld.) x 12ft 1½in. $940^{35}/_{94}$ bm.

Men: 270. Guns: UD 26 x 18pdrs; QD 14 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken by *Bedford* and *Captain* at Genoa 17.10.1793.

Commissioned: 11.1793 under Capt. Thomas Byam Martin. Arrived Portsmouth 4.12.1794 and laid up. Receiving ship at ?Portsmouth to 1798; fitted at Portsmouth to sail to the Thames 8 – 10.1799. Fitted as troopship at Deptford 11.1799 – 6.1800; recommissioned 2.1800 under Cmdr. Martin Hinton as 24-gun troopship; in the Mediterranean 1801. Fitted at Woolwich for Trinity House 9 – 10.1803, then floating battery in 1804. Middling Repair at Woolwich 4 – 11.1806; recommissioned 10.1806 under Capt. George Elliott

(-1812); sailed for East Indies and China 15.2.1807; took 18-gun *Le Jena* in the Bay of Bengal 8.10.1808; boats (with *Barracouta*'s) cut out 8-gun *Tuijneelar* in the Sunda Straits 15.7.1809; in Java operations 8 – 9.1811. In 1813 under Capt. James Crawford; took 14-gun privateer *Le Furet* off Sicily 6.2.1811. In Ordinary at Woolwich 1813-14. BU at Deptford 6.1814.

Reunion (French *La Réunion*, built 2.1785 – 1.1787 at Toulon. L: 23.2.1786).

Dimensions & tons: 144ft 0in, 118ft $4^{3}/_{8}$in x 38ft 10½in (38ft 4in mld.) x 12ft 1in. $951^{43}/_{94}$ bm.

Men: 255. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Taken by *Crescent* off Cherbourg 20.10.1793. Registered 2.5.1794. Fitted at Portsmouth (for £11,471) 17.3 – 10.0.1794.

Commissioned: 7.1795 under Capt. James Almes; took (with *Isis*, *Stag* and *Vestal*) 36-gun Dutch *Alliantie* in the North Sea 22.8.1795. In 7.1796 under Capt. William Hotham (acting), then Capt. Henry Bayntum; wrecked on the Sunk Sand in the Swin 7.12.1796.

Sensible (French *La Sensible*, built 2.1786 – 3.1788 at Toulon. L: 9.8.1787).

Dimensions & tons: 146ft 3in, 118ft 11in x 38ft 8in x 11ft 10in. $945^{67}/_{94}$ bm.

Men: 155. Guns: 'no establishment of guns'.



The capture of *Réunion* by *Crescent* in October 1793. Although the 18pdr-armed British ship was more powerful than the 12pdr French frigate, it was a hard-fought action, and *Crescent*'s captain, James Saumarez, was knighted.

Taken by *Seahorse* in the Mediterranean 27.6.1798.

In 1798 under Cmdr. (Capt. 9.1798) John Baker Hay. Named and registered 13.10.1798. Arrived at Portsmouth 25.11.1798. Fitted for troops there 6 – 8.1799.

Commissioned: 7.1799 as troopship under Cmdr. Robert Sauce (-1802); wrecked off Ceylon (near Trincomalee) 3.3.1802 (1 drowned).

***La CHARMANTE* Class.** Five ships were built to this Jean-Denis Chevillard cadet design in 1777-89, all at Rochefort. Two were taken and added to the RN in 1793 and 1796.

Convert (French *L'Inconstante*, built 1789 – 2.1791 at Rochefort. L: 9.9.1790).

Dimensions & tons: Dimensions not recorded. 930 bm.

Taken by *Penelope* and *Iphigenia* off San Domingo 29.10.1793.

Commissioned: 12.1793 at Jamaica under Capt. John Lawford; sailed with convoy for Europe 5.2.1794; wrecked on reef at Grand Cayman 8.2.1794.

Unite (French *L'Unité*, ex *La Gracieuse* 1793, built 1785 – 5.1788 at Rochefort. L: 19.5.1787).

Dimensions & tons: 142ft 5½in, 118ft $5^{1}/_{8}$in x 37ft 8in (37ft 1in mld.) x 11ft 0in. $873^{71}/_{94}$ bm.

Men: 254. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs + 4 x 24pdr carronades.

Taken by *Revolutionnaire* and others off the French coast 13.4.1796 (France had just that month renamed her *La Variante*). Named and established 25.4.1796. Fitted at Plymouth (for £7,857) 25.4 – 4.12.1796.

Commissioned: 10.1796 under Capt. Charles Rowley, for Channel and North Sea; took 10-gun privateer *La Brunette* 17.9.1797; took (with *Phaeton*) 16-gun *L'Indienne* 28.9.1797; took (with *Phaeton* and *Stag*) 18-gun *La Decouverte* 7.10.1797. In 7.1798 under Capt. William Shield, then 2.1799 under Capt. John Poo Beresford; sailed for the Leeward Islands 4.3.1799; at capture of Surinam 11.8.1799; took 16-gun privateer *La Persévérance* 2.2.1800. In 7.1800 under Capt. Thomas Harvey; flagship of Rear-Adm. Horatio Nelson 7.1801 (briefly); paid off at Sheerness 4.1802. Sold there 5.1802.

***ENGAGEANTE*.** Jean-François Etienne's solitary frigate design.

Engageante (French *L'Engageante*, built 10.1765 – 4.1768 at Toulon. L: 14.11.1766).

Dimensions & tons: 139ft 7½in x 118ft 6½in x 38ft 9in x 12ft 3in. $930^{77}/_{94}$ bm.

Men: 70 as hospital ship. Guns: UD 26 x 12pdrs; QD/Fc 8 x 6pdrs + 4 x 36pdr obusiers (while French frigate). Re-armed with 8 x 4pdrs only as hospital ship.

Taken by *Concorde* in the Channel 23.4.1794. Registered as hospital ship 24.7.1794.

Commissioned: 2.1795 at Cork under Lieut. William Fry, as hospital ship and flagship of Vice-Adm. Robert Kingsmill. In 1796 under Lieut. Henry Parker (drowned 1.1797), in 1798 under Lieut. Fry again (died 1801), and 1801 under Lieut. Barrington Mansfield (also died 1801), all at Cork. BU at Plymouth 5.1811.

ESPION. A one-off Jacques-Luc Coulomb design of 1767.

Espion (French *L'Atalante*, built 4.1767 – 3.1769 at Toulon. L: 1.5.1768).

Dimensions & tons: 148ft 9in, 120ft 6in x 39ft 2in (38ft 8in mld.) x 11ft 10½in. $983^{20}/_{94}$ bm.

Men: 215 (121 as troopship). Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

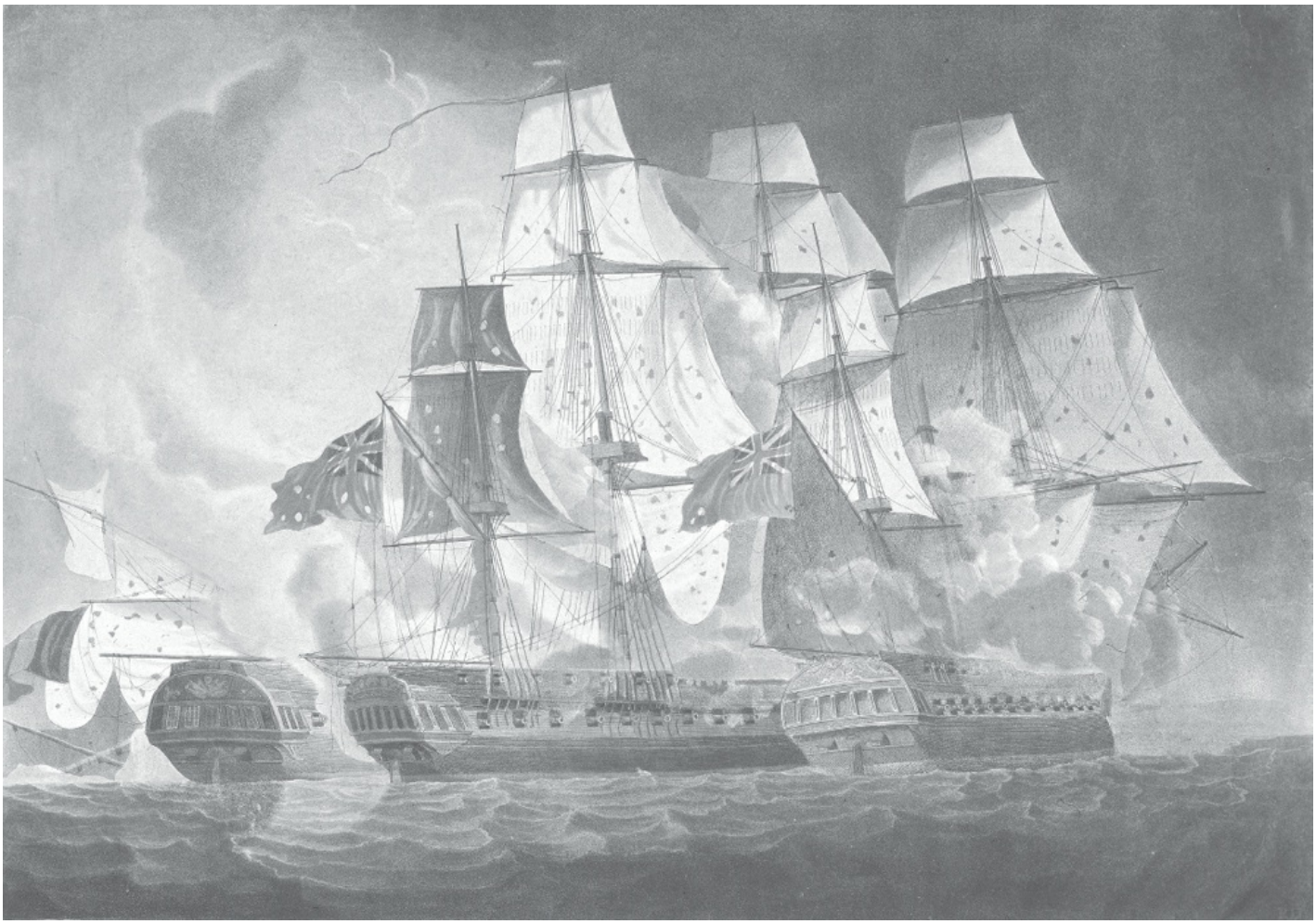
Taken by *Swiftsure* near Cork 5.5.1794. Named and registered 2.9.1794.
Fitted at Portsmouth (for £10,973) 23.3 – 11.9.1795.
Commissioned: 6.1795 under Capt. Manley Dixon (-1797), for the Channel; in 1796 temp. under Capt. William Lukin; took (with *Martin*) 17-gun privateer *Le Buonaparte* in the North Sea 14.2.1797. Fitted as a floating battery at Woolwich (for £2,218) 4.1798 – seemingly conversion never completed. Fitted as a troopship at Woolwich (for £6,637) 6 – 7.1799; recommissioned 1799 under Cmdr. Jonas Rose; wrecked on the Goodwin Sands 17.11.1799.

***La GALATÉE* Class.** Six ships were built at Rochefort and Bordeaux to this Raymond-Antoine Haran design of 1779, of which four were taken by and added to the RN in 1795-98, while of the remaining pair *La Galatée* was wrecked in 1795 and *La Railleuse* sold in 1797 (the latter was subsequently taken as the privateer *L'Egyptienne* by the RN in 1804 – see under *Antigua* in Chapter 12).

Pique (French *La Pique*, ex *La Fleur-de-Lys*, built 1.1783 - 1786 at Rochefort. L: 2.12.1785).
Dimensions & tons: 144ft 1½in, 119ft 5¼in x 37ft 9¼in (37ft 2¼in mld.) x 11ft 8in. $906^{21}/_{94}$ bm.
Men: … . Guns: UD 26 x 12pdrs; QD 6 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.
Taken by *Blanche* off Guadeloupe 6.1.1795. Named and registered 5.9.1795.
Commissioned: 9.1795 under Capt. David Milne, for the Leeward Islands; took (with Charon) 14-gun privateer *Le Lacédémonien* off Barbados 9.3.1796; in Parr's squadron at capture of Demerara and Essequibo 23.4.1796 and of Berbice 2.5.1796; in the Channel 1797-98; took (with *Jason*) 38-gun *La Seine* off the Penmarks 30.6.1798 in action during which *Pique* was bilged and lost (also lost 2 dead, 6 wounded).

Tribune (French *Le Tribune*, ex *La Charente Inférieure* 1794, built 2.1792 – 12.1793 at Rochefort. L: 25.6.1793).
Dimensions & tons: 143ft 7½in, 119ft $0^{5}/_{8}$in x 38ft 0½in (37ft 5½in mld.) x 11ft 6½in. $916^{34}/_{94}$ bm.
Men: 244. Guns: UD 26 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs.
Taken by *Unicorn* off Waterford, Ireland 8.6.1796. Arrived Portsmouth 20.6.1796. Named & registered 1.8.1796. Fitted at Portsmouth (for £12,659) 3 – 7.1797.
Commissioned: ?6.1796 under Capt. Scory Barker; sailed with convoy for Quebec and Newfoundland 22.9.1797; wrecked on Thrum Cap Shoal off Halifax, Nova Scotia 16.11.1797 (238 drowned including Barker, 12 survived).

Renommee (French *La Renommée*, ex *La République Française*, ex *La Panthère*, built 7.1793 – 3.1794 at Bordeaux. L: 3.1.1794).
Dimensions & tons: 140ft 6½in, 119ft $4^{5}/_{8}$in x 38ft 1½in x 11ft 7½in. $923^{2}/_{94}$ bm.
Men: 264. Guns: UD 26 x 12pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.
Taken by *Alfred* off San Domingo 12.7.1796.
Under Cmdr. John Richards (acting) from 7.1796.
Commissioned: 8.1797 at Jamaica under Capt. Robert Rolles; took (with *Hermione* and *Diligence*) 6-gun Spanish privateer 9.1797; took 6-gun privateer *La Triomphante* 6.1798; took 4-gun Spanish privateer *Neptune* 2.1799. Arrived Portsmouth 2.8.1799, from 9.1799 under Capt. William Sanderson; paid off same month. Fitted as a troopship there 1 – 3.1800; recommissioned 2.1800 under Cmdr. James Nasmyth Marshall; later under Cmdr. Peter M'Kellar; in Egypt operations 1801, then paid off. Repaired by Perry & Co, Blackwall (for £8,283) 9.1804 – 1.1805; fitted at Woolwich as 38-gun frigate again 1 – 3.1805; recommissioned 1.1805 under Capt. Sir Thomas Livingstone (-1807); in the Channel 5.1805, then to Mediterranean; took 18-gun *El Vigilante* near Cape de Gata 4.4.1806; boats (with *Nautilus*'s) cut out 5-gun schooner *Giganta* from Vieza 4.5.1806; boat operations at Majorca 21/22.10.1806; boats (with *Grasshopper*'s) in action at Torre de Estacion 6.11.1807; destroyed (with *Grasshopper*) 12-gun *San Josef* near Cape Negrete 11.12.1807. BU at Deptford 9.1810.



This confused action off the Penmarks in June 1798 resulted in the capture of *La Seine* (far left) by *Jason* (centre) and *Pique* (right). *Pique* did most of the fighting and being more badly damaged than this print suggests ran on the rocks and was lost. This was regarded as fair exchange for the more powerful *Seine*, and *Pique*'s ex captain, David Milne, was given command of the new prize.

Decade (French *La Décade*, ex *La Macreuse*, built 3.1794 –1.1795 at Bordeaux. L: 10.10.1794).
Dimensions & tons: 143ft 8½in, 119ft 1¼in x 38ft 0in (37ft 4¾in mld.) x 11ft 8in. $914^{77}/_{94}$ bm.
Men: 255. Guns: UD 26 x 12pdrs; QD 2 x 6pdrs + 10 x 24pdr carronades; Fc 4 x 6pdrs + 2 x 24pdr carronades.
Taken by *Magnanime* and *Naiad* off Finisterre 24.8.1798. Arrived Plymouth 10.1798. Named & registered 30.10.1798. Fitted at Plymouth 4 – 12.1799.

Commissioned: 6.1799 under Capt. James Wallis; sailed for Jamaica 18.1.1800; paid off 10.1802. Fitted at Portsmouth 5 – 7.1803; recommissioned 6.1803 under Capt. William Rutherford, for the Channel; sailed for the Mediterranean 22/23.3.1805; in chase to the West Indies 1805. In 1806 under Capt. John Stuart, in Strachan's squadron; in pursuit of Willaumez; in the Channel 1807, and on Irish station 1808. Sold at Deptford 21.2.1811.

***L'IPHIGÉNIE* Class.** Seven ships were built at St Malo to this Léon Guignace design in 1777-79, of which *La Prudente* and *L'Amazone* were taken in 1779 and 1782 (see previous sub-section), while the remaining five shown below were all taken in 1795-1800, although they were never commissioned for active service. Two more sisters were built at Lorient, but *L'Iphigénie* was taken by the Spanish in 1795 and *La Surveillante* was wrecked in 1797.

Gloire (French *La Gloire*, built 1 – 10.1778 at St Malo. L: 9.7.1778).
Dimensions & tons: 141ft 2¼in, 116ft 8¼in x 37ft 7¼in x 11ft 11½in. $877^{64}/_{94}$ bm.
Men: 254. Guns: UD 26 x 12pdrs; 'tween decks' 10 x 24pdr carronades; QD 8 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.
Taken by *Astraea* in the Channel 10.4.1795. Arrived Portsmouth 17.4.1795 and laid up.
Not Commissioned: Registered 7.6.1795. Fitted to be navigated to Deptford 9.1799. Sold at Deptford (for £1,215) 24.3.1802.

Gentille (French *La Gentille*, built 7.1777 – 8.1778 at St Malo. L: 18.6.1778).
Dimensions & tons: No record of dimensions. 863 bm.
Men: … . Guns: UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.
Taken by *Hannibal* and *Robust* in the Channel 11.4.1795. Arrived Portsmouth 18.4.1795.
Not Commissioned: Fitted at Portsmouth as a receiving ship 1795. Sold there 9.1802.

Proserpine (French *La Bellone*, built 1.1778 – 2.1779 at St Malo. L: 2.8.1778).
Dimensions & tons: 141ft 0in, 116ft 2¼in x 37ft $10^{7}/_{8}$in x 11ft 6½in. $888^{2}/_{94}$ bm.
Men: … . Guns: … .
Taken by *Ethalion* of Warren's squadron off Ireland 12.10.1798.
Not Commissioned: Hulked at Plymouth 1799. In 8.1804 under Capt. William Ferris. Sold 27.8.1806 to BU.

Resolue (French *La Résolue*, built 7.1777 – 4.1778 at St Malo. L: 16.3.1778).
Dimensions & tons: 140ft 2in, 116ft 3in x 37ft 8in x 11ft 9½in. $877^{28}/_{94}$ bm.
Men: 54 (as receiving ship). Guns: … .
Taken by *Melampus* off Ireland 13.10.1798. Arrived Plymouth 13.11.1798 and laid up.
Not Commissioned: Used as a receiving ship. Docked to BU at Plymouth 10.8.1811.

Medee (French *La Médée*, built 1.1778 – 2.1779 at St Malo. L: 23.9.1778).
Dimensions & tons: No record of dimensions or tonnage.
Men: … . Guns: … .
Taken 5.8.1800 off Rio de Janeiro by East Indiamen *Bombay Castle* and *Exeter*.
Not Commissioned: Used as prison ship 1802. Sold 1805.

***La NOURRICE* Class.** One of two purpose-built *flûtes* (supply ships) built at Bayonne to this Raymond-Antoine Haran design, *La Prevoyante* was taken by the RN and converted in 1795 to a frigate; her sister *La Nourrice* was burnt in 1811 to avoid similar capture.

Prevoyante (French *flûte La Prévoyante*, built 1791 – 8.1793 at Bayonne. L: 5.1793), 36 guns.
Dimensions & tons: 143ft 0in, 121ft 11½in x 35ft 2½in x 13ft 4in. $804^{15}/_{94}$ bm.
Men: 284 (90 as storeship). Guns: UD 30 x 12pdr; QD 4 x 9pdr + 8 x 18pdr carronades; Fc 2 x 9pdr + 2 x 18pdr carronades. As storeship (18 guns): UD 14 x 6pdr; QD 4 x 4pdr.
Taken by *Thetis* and *Hussar* in Chesapeake Bay 17.5.1795. Registered 17.8.1795.
Commissioned: 5.1796 at Halifax under Capt. John Poo Beresford. In 10.1796 under Capt. Charles Wemyss (-1798). In 1.1799 under Capt. J. Seater, in the North Sea; at capture of 40-gun *Freja* off Ostend 25.7.1800; arrived Sheerness 10.9.1800. Fitted as a storeship at Sheerness (for £4,820) and Deptford (for £12,373) 10.1800 – 5.1801. In 1803 at Woolwich as storeship, in Wm. Brown (Master). In 1806 under Daniel M'Coy (Master); sailed for the Cape of Good Hope 30.8.1806; sailed for the Mediterranean 28.6.1807. Middling Repair 5.1811 – 5.1812. In 1813 under Stephen Trounce (Master), then 9.1814 Thomas Stokes (Master). At Quebec 1817. Sold to Beech & Co at Chatham to BU (for £3,000) 22.7.1819.

***La COQUILLE* Class**. (Raymond-Antoine Haran design of 1793.) Of five ships built to this design, all at Bayonne, two were taken in 1798 and 1801 (see below), a third in 1803 (see *Franchise* in 1803-1815 section) and a fourth in 1814 (*La Thémis*, not added to the RN); the fifth ship, *La Fidèle* (renamed *La Sirène* 5.1795) survived to 1808.

Coquille (French *La Coquille*, ex *Le Patriote* 5.1795, built 5.1793 – 4.1795 at Bayonne. L: 10.1794), 36 guns.
Dimensions & tons: Never measured by RN. 916 bm.
Taken 12.9.1798 by Warren's squadron off the Irish coast.
Not Commissioned: Burnt by accident in the Hamoaze (Plymouth) 14.12.1798, while waiting to enter RN service.

Dedaigneuse (French *La Dédaigneuse*, built 6.1794 – 4.1799 at Bayonne. L: early 1798), 36 guns.
Dimensions & tons: 143ft 10½in, 119ft 9½in x 37ft 6¼in x 11ft 9in. $897^{3}/_{94}$ bm.
Men: 215. Guns: UD 26 x 12pdr; QD 2 x 6/12 + 10 x 24pdr carronades; Fc 2 x 6 + 2 x 24pdr carronades.
Taken by *Oiseau*, *Sirius* and *Amethyst* off Portugal 29.1.1801. Arrived Plymouth 20.2.1801.
In 9.1801 under Capt. Charles Pierreport. Completed fitting at Plymouth 11.1801.
Commissioned: 4.1802 under Capt. Thomas Shortland; sailed for the East Indies 6.1802. In 4.1803 under Capt. Peter Heywood; took 4-gun privateer *L'Espiègle* towards end of 1803. In 1805 under Cmdr. Charles J. Johnston, later Cmdr. John Duer, and in 7.1805 Cmdr. William Proctor (-1808); brush with *La Sémillante* off Mauritius 21.11.1808. In 1809 under Cmdr. George Bell. In 1810 under Capt. William Wilbraham, still in East Indies; escorted convoy for England. Fitted as a receiving ship at Deptford 8.1810. In Ordinary at Deptford 1812-15, then receiving ship 1817-22. Sold to Job Cockshott (for £2,000) 21.5.1823.

AMBUSCADE. A one-off design by Honoré-Sébastien Vial du Clairbois.

Ambuscade (French *L'Embuscade*, built 4.1788 – 6.1790 at Rochefort. L: 21.9.1789).
Dimensions & tons: 142ft 4in, 120ft $0^{3}/_{8}$in x 37ft 8in x 11ft 6½in. $905^{78}/_{94}$ bm.
Men: 254. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs + 6 x 32pdr carronades; Fc 2 x 6pdrs + 2 x 32pdr carronades.
Taken by Warren's squadron off Ireland 12.10.1798. Fitted at Portsmouth 15.11.1798 – 27.10.1800.
Commissioned: 8.1800 under Capt. John Colvill (-1802), having been from 1.1800 under Capt. John Talbot; sailed for Jamaica 26.3.1801; in Channel service 1802. Fitted at Sheerness 9.1802 – 2.1803; recommissioned 9.1802 under Capt. David Colby, as flagship of Rear-Adm. Edward Thornbrough in the North Sea. Renamed *Seine* 16.1.1804; recommissioned 1.1804 under Capt. William D'Urban; later under Capt. David Milne. In 1805 under Capt. David Atkins (-1811), for Jamaica station; took 5-gun privateer *La Persévérante* 30.4.1805; her barge took 2-gun privateer schooner *La Conception* off Aguadilla 27.5.1805; on Irish station 1807, then Channel 1808-10; took 1-gun privateer *La Sibylle* 26.12.1807, then 18-gun *La Zéphyr* in the Channel 9.10.1809, and 16-gun *La Rôdeur* off Bordeaux 25.10.1809. In 2.1811 under Capt. John Hatley, in the Downs; paid off 1812 at Deptford. BU at Chatham 8.1813.

COURAGEUSE. Two frigates were built at Rochefort to this design by Henri Chevillard, of which *La Hermione* was wrecked in 1793. *La Courageuse* was initially captured at Toulon in August 1793, but was retaken by the French forces in December 1793 in a damaged state at the evacuation of Toulon.

Courageuse (French *La Courageuse*, built 9.1777 – 4.1778 at Rochefort. L: 28.2.1778), 32 guns.
Dimensions & tons: 145ft 0in, 121ft 8in x 39ft 0in x 11ft 6in. 932 bm.
Taken by Markham's squadron in the Mediterranean 18.6.1799.
Commissioned: 9.1799 under Cmdr. John Richards, as receiving ship in the Mediterranean. Still in service in 1803 (eventual fate unknown).

***La HEUREUSE* Class**. Two frigates were built at Basse-Indre to this Pierre Degay design; the name ship of the class was wrecked in 1799.

Chiffone (French *La Chiffone*, built 11.1795 – 12.1800 at Basse-Indre [Nantes]. L: 31.8.1799).

Dimensions & tons: 144ft 1in, 120ft 6¼in x 37ft 11in x 12ft 0in. 921$^{60}/_{94}$ bm.

Men: 264. Guns: UD 26 x 12pdrs; QD 2 x 9pdrs + 10 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken by *Pomone* off Mahé in the Seychelles 19.8.1801.

Commissioned: 1802 in the East Indies under Capt. Henry Stuart. Fitted at Woolwich 3.3 – 17.6.1803; recommissioned 5.1803 under Capt. Charles Adams (-1805), for the North Sea; in action (with *Falcon* and *Clinker*) against 10-gun *La Foudre* and *L'Audacieuse* off Fécamp 10.6.1805. In 10.1803 under Capt. Patrick Campbell (?temp.). In 5.1806 under Capt. John Wainwright (-1811), as flagship of Rear-Adm. John Child Purvis 1806-07 for blockade if Cadiz; sailed for East Indies 31.5.1808; (with *Caroline*) at Ras-al-Khaimah 13.11.1809, Lingeh 17.11.1809 and Laft 27.11.1809. Laid up at Portsmouth 8.1811, then repaired there in 1812, then in Ordinary 1813-14. Sold at Portsmouth (for £1,700) 1.9.1814.

***La COCARDE* Class.** One of three ships built at St Malo to this 1793 design by Pierre Duhamel; her sisters *La Bravoure* and *La Cocarde* were lost in 1801 and 1802 respectively.

Alexandria (French *La Régénérée*, built 9.1793 – 4.1795 at St Malo. L: 1.11.1794).

Dimensions & tons: 144ft 3in, 119ft 8½in x 37ft 6in x 11ft 8in. 895$^{20}/_{94}$ bm.

Men: 200. Guns: UD 28 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Taken at the surrender of Alexandria 2.9.1801. Arrived Sheerness ?1802, then to Chatham where laid up.

Commissioned: 1802 under Capt. Alexander Wilson. Never fitted for sea in RN. BU at Chatham 4.1804.

The Maltese frigate *Sante Elisabette*, built 1781-83 at Valetta and taken at the surrender by the Knights of St John to the French in 6.1798, then renamed *La Carthaginoise*, was in turn taken by the RN at the French capitulation of the island in 9.1800, but was not put into service by the RN. A second Maltese frigate, the *Sante Marie*, renamed *La Bérouse* by the French, was hulked by them and – while still nominally in existence – was already a wreck when taken by the RN. The Venetian frigate *Medusa*, built 1788-91 at Venice and taken by the French in 7.1797, then renamed *La Méduse*, was taken by the RN at the fall of Alexandria in 9.1801, but was then ceded to Turkey.

Ex DUTCH PRIZES (1795-1800). The Dutch had fourteen 12pdr/36-gun frigates in 1792, and – unlike the British and French – continued to build this type well into the new century, with relatively few 18pdr frigates.

Alliance (Dutch *Alliantie*, built 1785 at Amsterdam), 32 guns, later 22-gun storeship.

Dimensions & tons: 130ft 9in, 107ft 11¾in x 34ft 10in x 12ft 1in. 696$^{81}/_{94}$ bm.

Men: 215 (121 as storeship). Guns: As frigate UD 26 x 12pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs. As storeship UD ?14 x 6pdrs only.

Taken by *Isis*, *Reunion*, *Stag* and *Vestal* off Norway 22.8.1795.

Fitted at Sheerness (for £?63) 24.9 – 7.12.1795, then at Deptford (for £1,839) 9.12.1795 – 27.1.1796. Registered 25.11.1795.

Commissioned: 12.1795 as storeship under Cmdr. William Cuming; sailed for the Mediterranean 12.4.1796. Sailed for the Mediterranean again 18.3.1797. In 8.1797 under Cmdr. Henry Heathcote. Fitted by Perry & Co, Blackwall 2 – 3.1798. In 3.1798 under Cmdr. John Baker Hay; sailed for the Mediterranean 6.1798; with Troubridge's squadron at Alexandria 2.1799. In 4.1799 under Cmdr. David Wilmot; attack on Acre 4 – 5.1799 (Wilmot killed). Under Cmdr. John Melhuish 12.1799 – 1801. Refitted at Woolwich (for £5,978) 5 – 8.1800. In Mediterranean 1800-1801. Sold at Sheerness 5.1802.

Eurus (Dutch *Zefir*, built 1785-86 at Amsterdam), 32 guns.

Dimensions & tons: 126ft 7½in, 107ft 8in x 35ft 0in x 12ft 6½in. 701$^{51}/_{94}$ bm.

Men: 215 (58 as storeship). Guns: UD 26 x 12pdr; QD 4 x 6pdr; Fc 2 x 6pdr. As storeship: UD 20 x 24pdr carronades; QD 2 x 24pdr carronades.

Taken by *Andromeda* and *Kite* while in port in the Forth 6.3.1796.

Fitted at Sheerness (for £5,760) 11.4 – 5.9.1796. Registered 25.4.1796.

Commissioned: 6.1796 under Capt. James Ross; sailed for the Leeward Islands 7.1.1797. Paid off 9.1799. Fitted as troopship at Portsmouth (for £6,250) 6 – 8.1799. Recommissioned as troopship (16 guns) 7.1799 under Robert ?Sause. Under Cmdr. Daniel Guion 12.1799; at Egypt operations 1801 (*en flûte*); in 1802 under Cmdr. Malcolm Cowan; paid off 8 – 9.1802. Fitted as a storeship at Portsmouth 8 – 10.1803. Commissioned 8.1803 under Cmdr. Alexander Innes, as guardship at Cork. Hulked as a storeship at Haulbowline 8.1806. BU 1834.

Janus (Dutch *Argo*, built 1789-91 at Amsterdam), 32 guns.

Dimensions & tons: 131ft 0in, 108ft 0in x 35ft 0in x 11ft 10¾in. 703$^{68}/_{94}$ bm.

Men: 215. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Taken by *Phoenix* in the North Sea 12.5.1796.

Fitted at Sheerness (for £7,323) 22.5.1796 – 28.10.1797. Registered 8.6.1796.

Commissioned: 7.1796 under James Bissett; sailed for Jamaica 12.1796. Fitted as a receiving ship at Deptford (for £?18) 11.1797 – 1.1798. In Ordinary at Deptford 1807. Sold (at Deptford?) 21.2.1811.

Proselyte (Dutch *Jason*, built 1789-91 at Amsterdam), 32 guns.

Dimensions & tons: 133ft 1in, 110ft 8in x 35ft 8in (35ft 2in mld.) x 12ft 0in. 748$^{35}/_{94}$ bm.

Men: 244. Guns: UD 26 x 12pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Brought into Greenock by her own crew 8.6.1796. Arrived Plymouth 4.7.1796. Registered 26.8.1796.

Commissioned: 10.1796 under Capt. John Loring; fitted at Plymouth (for £9,513) 10.1796 – 1.1797; sailed for Jamaica 20.2.1797; took French 6-gun privateer schooner *La Liberté* in the West Indies 4 – 6.1797. In 12.1798 under Capt. George Fowke; made good defects at Sheerness (for £4,193) 5 – 7.1800; sailed for the Leeward Islands 2.1801; while under Lieut. Henry Whitby (acting, with Fowke ashore), wrecked on a rock off Sint Maarten, Dutch West Indies 4.9.1801.

Braave (Dutch *Braave*, ex *Prinses Frederika Louisa Wilhelmina*, renamed 1795, launched 1789 by P. Glavimans at Rotterdam), 32 guns.

Dimensions & tons: never measured. 918 or 883 bm (est.).

Men: … . Guns: UD 26 x 12pdr; QD/Fc probably as *Eurus*.

Taken at Saldanha Bay 17.8.1796 by Elphinstone's squadron. Arrived Portsmouth 10.6.1803 and laid up.

Commissioned: 12.1796 at the Cape of Good Hope under Capt. Andrew Todd. In 9.1797 under Capt. Josias Rowley. In 6.1799 under Capt. Thomas Alexander (-1801), still in East Indies; took (with *Daedalus*, *Centurion* and *Sibylle*) 16-gun Dutch brig at Guyper's Island 23.8.1800. In ?4.1802 under Capt. Duncombe Pleydell Bouverie, then 1.1803 under Cmdr. James Gifford; paid off 1804. Fitted as a receiving ship at Portsmouth 7 – 8.1811. Sold there to John Small Sedger (for £2,000) 20.7.1825.

Wilhelmina (Dutch *Die Furie*, ex *Wilhelmina*, renamed 1795, built 1787 Vlissingen), 32 guns.

Dimensions & tons: 133ft 0in, 109ft 1in x 37ft 9in x 12ft 4in. 826$^{81}/_{94}$ bm.

Men: 244 (121 as troopship). Guns: as frigate UD 26 x 12pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades. [As troopship UD 18 x 9pdrs, QD/Fc 2 x 6pdrs + 1 x 12pdr carronade.]

Taken 24.10.1798 by *Sirius* in the North Sea. Arrived Sheerness 17.11.1798. Fitted as troopship at Woolwich (for £10,914) 1 – 9.1800.

Commissioned: 1.1800 under Capt. David Atkins; in 4.1800 under Capt. Charles Herbert, then 1801 under Cmdr. James Lind; sailed for the East Indies 1801. In 1803 under Lieut. William Dobbie (acting), then Cmdr. Henry Lambert in 5.1803; action against 36-gun privateer *Psyche* off Ceylon 11.2.1804. In 1807 under Capt. Charles Foote, then in ?4.1809 Cmdr. William Hext (acting), still in East Indies. In ?3.1811 under Cmdr. Samuel Leslie, then 1812 Lieut. George Norton, as guardship at Penang (Prince of Wales Island). Sold at Penang 1.1813.

Helder (i) (ex *Heldin*) (Dutch *Heldin*, built 1796 at Amsterdam), 28-gun Sixth Rate.

[Note: although officially a Sixth Rate, this ship is also included with the Fifth Rates on account of her 12pdr main battery.]

Dimensions & tons: 122ft 1in, 102ft 3$^{5}/_{8}$in x 36ft 2¼in x 11ft 4¾in. 635$^{91}/_{94}$ bm.

Men: 190 (later 207). Guns: UD 24 x 12pdrs; QD 4 x 6pdrs.

Taken 28.8.1799 by Mitchell's squadron in the Nieuwe Diep. Named *Alarm* on capture, but renamed *Heldin* 4.1800 then *Helder* 24.4.1800. Arrived Sheerness 28.4.1800.

Commissioned: 10.1800 under Capt. John Philips (-1801); fitted at Deptford (for £8,911) 7 – 11.1800; her boats took 10-gun privateer *La Victoire* off Cape St Croix 14.2.1801; later under Cmdr. Bridges Taylor, then 12.1801 under Capt. William Parker. Sold 10.3.1802.

Helder (ii) (ex *Ambuscade*) (Dutch *Embuscade*, ex Dutch E.I.Co, *Jonge Willem*, purchased on stocks 1.1795 and launched 23.4.1795 at Rotterdam), 32 guns.

Dimensions & tons: 127ft 0in, 103ft 4¾in x 37ft 5in x 12ft 0½in. 770 bm.

Men: 244 (155 as floating battery). Guns: UD 26 x 12pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades. [As floating battery in 1803: UD 24 x 24pdr

carronades; QD 8 x 18pdr carronades.]

Taken 30.8.1799 by Mitchell's squadron in the Vlieter. Foundered 9.7.1801 at Sheerness, but salved. Initially added as *Ambuscade*, but renamed *Helder* 25.3.1803 before entering service with the RN.

Commissioned: 4.1803 under Cmdr. Edward Hawkins, as floating battery in the Humber. In 6.1804 under Cmdr. ?Thomas Searle, then 1804 Cmdr. Benjamin Walker. Sold at Sheerness 6.1807.

Ex SPANISH PRIZES (1796-1800). All the following vessels had been rated 34-gun frigates in Spanish service. Also captured were the *Thetis* (on 17.10.1799) and *Santa Brigida* (on 18.10.1799), but neither was added to the RN; the *Retribution* (formerly RN 32-gun *Hermione*, seized by mutineers 1797 and added by the Spanish as a 34-gun frigate) was cut out of Puerto Cabello by boats of the *Surprise* 25.10.1799 and restored to the RN.

Mahonesa (Spanish *La Mahonesa*, built 1789 Mahon), 36 guns.

Dimensions & tons: 145ft 1in, 118ft 6¼in x 39ft 3¾in x 11ft 9½in. $974^{29}/_{94}$ bm.

Men: 260. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs; Fc 2 x 6pdrs.

Taken by *Terpsichore* off Cap de Gata (near Malaga) 13.10.1796.

Under Cmdr. John Devonshire for about six months (from ?12.1796).

Commissioned: 1797 (in Mediterranean) under Capt. John Giffard; took (with *Romulus*) 20-gun *Nuestra Senora del Rosario* off Cadiz 24.5.1797. Arrived 3.6.1798 at Sheerness, paid off 8.1798, and BU 7.1798 at Sheerness.

Hamadryad (Spanish *Ninfa*, built 1794-95 Mahon), 36 guns.

Dimensions & tons: not measured. 890 bm.

Men: 264. Guns: UD 26 x 12pdrs; QD 8 x 6pdrs + 6 x 32pdr carronades; Fc 2 x 6pdrs + 2 x 32pdr carronades.

Taken by *Irresistible* 26.4.1797, on the Lisbon station. Purchased at Gibraltar 'by Adm. St Vincent' (for £9,191.0.3d) ?5.1797.

Commissioned: 6.1797 in the Mediterranean under Capt. Thomas Elphinstone; took a small Spanish privateer off Gibraltar 30.6.1797; took 6-gun privateer *L'Actaeon* in the Straits of Gibraltar 3.7.1797; wrecked in Algiers Bay in a gale 25.12.1797.

Santa Dorothea (Spanish *Santa Dorotea*, built 1775 Ferrol), 34 guns.

Dimensions & tons: 146ft 9in, 118ft 4½in x 39ft 0in x 12ft 0in. $957^{66}/_{94}$ bm.

Men: 240. Guns: UD 26 x 12pdrs; QD 6 x 6pdrs + 6 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Taken by *Lion* off Alicante 13.7.1798. Registered 25.12.1798.

Commissioned: in the Mediterranean 12.1798 under Capt. Hugh Downman (-1801); took (with *Perseus*, *Strombolo* and *Bulldog*) 16-gun *San Leon* on the Lisbon station 28.11.1798. In 1799 under Cmdr. William Browne (?temp.); cut out vessels from Bordiguera 11.1.1800 and Hospitallier 11.2.1800; retook bomb *Bulldog* 16.9.1801. In 1802 under Capt. Jahleel Brenton; arrived Portsmouth 30.4.1802 and laid up in Ordinary. In Ordinary at Plymouth 1807-13. BU at Portsmouth 6.1814.

Santa Teresa (Spanish *Santa Teresa*, built 1787 Ferrol), 30? guns.

Dimensions & tons: 143ft 10in, 120ft 7in x 38ft 6in x … . 952 bm.

Men: 250. Guns: UD 26 x 12pdrs; QD 2 x 6pdrs + 10 x 32pdr carronades; Fc 2 x 6pdrs + 2 x 32pdr carronades.

Taken by *Argo* off Majorca 6.2.1799.

Commissioned: in the Mediterranean 6.1799 under Capt. George Barker, for Markham's squadron; took (with this squadron) 38-gun *La Junon*, 36-gun *L'Alceste* and *La Courageuse*, 18-gun *La Salamine* and 14-gun *L'Alerte* 18.6.1799. In late 1799 under Capt. Robert Campbell (-1801). Arrived Deptford 17.2.1802 and paid off. Sold there 9.1802.

Carmen (Spanish *Nuestra Senora del Carmen*, built 1770 Ferrol), 36 guns.

Dimensions & tons: 147ft 2in, 119ft 9in x 37ft 9in x 11ft 0in. $907^{67}/_{94}$ bm.

Men: 260. UD 26 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs.

Taken 7.4.1800 by *Leviathan* and *Emerald* of Duckworth's squadron off Cadiz.

Commissioned: ?12.1800 in the Mediterranean under Capt. William Selby. Arrived Portsmouth 2.12.1801 and laid up. Sold there 2.1802.

Florentina (Spanish *Santa Florentina*, built 1786 Cartagena), 36 guns.

Dimensions & tons: 146ft 8in, 119ft 6in x 37ft 8in x 10ft 6in. $901^{78}/_{94}$ bm.

Men: 260. UD 26 x 12pdrs; QD 6 x 6pdrs; Fc 2 x 6pdrs.

Taken 7.4.1800 by *Leviathan* and *Emerald* of Duckworth's squadron off Cadiz.

Commissioned: 1800 in the Mediterranean under Cmdr. John Broughton. Arrived Deptford 17.6.1802 and laid up. Sold there 1803.

(C) Vessels acquired from 18 May 1803

***THAMES* Class**. Fir-built revival of the design of Bately's 1750s *Richmond* Class, with a few small changes (raising the waist gangways, built-up bulwarks, etc), as part of the desire in St Vincent's Board to revert to smaller frigates to reduce consumption of timber as well as costs. Of the eight ordered, one was cancelled, *Pallas* was a wartime loss and the others were sold or BU between 1813 and 1818. *Pallas* provided the first-ever use of naval aviation in 1806, when the redoubtable Cochrane launched kites from the frigate to drop propaganda leaflets over the French coast.



The *Thames* Class was built to a 50-year-old design since when the average frigate had almost doubled in size. However, at the time the RN's greatest need was for numbers, trusting in superior skill to make up the deficiency in quality – and there can be no greater example of this than Lord Cochrane's exploits in the fir-built *Pallas* of this class. In May 1806 he took on a French 18pdr frigate (*La Minerve*, far left) and a squadron of brigs under the noses of a French battlefleet in Aix roads. He was lucky to escape capture, but it was audacity such as this that built the RN's moral superiority over the enemy at sea.

Dimensions & tons: 127ft 0in, 107ft 4in x 34ft 0in (33ft 6in mld.) x 11ft 9in. $657^{88}/_{94}$ bm.

Men: 215 (later 220) Guns: UD 26 x 12pdr; QD 2 x 6pdrs + 6 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades. [The 4 x 6pdrs were replaced by 4 extra 24pdr carronades prior to completion.]

Pallas Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 127ft 1in, 107ft 1in x 34ft 2in x 11ft 10in. $664^{86}/_{94}$ bm. Draught 9ft 6in / 11ft 10in.

Ord: 16.3.1804. K: 6.1804. L: 17.11.1804. C: 21.1.1805.

Commissioned: 12.1804 under Capt. Lord (Thomas) Cochrane; took Spanish *Carolina*, *Fortuna* and another ship off the Azores 6 – 15.2.1805 (the 'Golden Candlesticks' episode); took Spanish privateer *La Preciosa* 16.2.1805; escape from Missiessy's squadron 3.1805; cut out 14-gun *La Tapageuse* from the Gironde 5.4.1806; destroyed 18-gun *La Malicieuse*, 24-gun *La Garonne* and 22-gun *La Gloire* in the Garonne 6.4.1806; took French chasse-marées *Le Desaix* and *L'Île d'Aix*, and three other small vessels off Chasseron 9.4.1806; action with French squadron (40-gun *La Minerve*, 16-gun *Le Lynx* and 16-gun *La Palinure*) in Aix roads 14.5.1806. In 5.1806 under Capt. George Miller, on the Channel station; took French privateer *L'Alerte* 6.5.1807. Later in 1807 under Capt. John Ommaney, then 3.1808 Capt. George Seymour, still Channel station; in Basque roads operation 4.1809. In 6.1809 under Capt. William Dobbie (temp); in Scheldt operation. In 10.1809 under Capt. George Cadogan, then 5.1810 Capt. James Bowen, 1810 Capt. Edwards Graham and 11.1810 Capt. George Monke; wrecked (with *Nymphe*) off May Island in the Firth of Forth 18.12.1810.

Circe Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 127ft 0in, 106ft $10^{7}/_{8}$in x 34ft 4in x 11ft 9in. $670^{25}/_{94}$ bm. Draught 9ft 5in / 11ft 6in.

Ord: 16.3.1804. K: 6.1804. L: 17.11.1804. C: 13.2.1805.

First cost: £16,610 including fitting.

Commissioned: 11.1804 under Capt. Jonas Rose; took 4-gun Spanish privateer *Fama* off Oporto 1.3.1805, then took 10-gun privateer *La Constance* 21.6.1805; sailed for Leeward Islands 1805-06. In 1806 under Capt. Hugh Pigot; took 18-gun privateer *L'Austerlitz* in the West Indies 5.4.1806; boats took 1-gun *La Créole* 2.1.1807; landing party (also from *Cerberus* and *Camilla*) seized Marie Galante Island 3.1808; took 16-gun *Le Palinure* off Diamond Rock 31.10.1808; 16-gun *Le Cygne* destroyed in attack near Pearl Rock 12.12.1808; capture of Martinique 2.1809. In 1808 under Cmdr. Charles Kerr (acting). In 2.1809 under Capt. Francis Collier; in Leeward Islands. In 7.1809 under Capt. Edward Woolcombe; sailed for the Mediterranean 17.2.1810; in the Mediterranean in 1811, then at Portsmouth 7.1812; sailed for Leeward Islands 15.11.1812; took US 5-gun privateer *Lovely Lass* 14.5.1813; in 1814 to Ordinary at Portsmouth. Sold there (for £1,900) 20.8.1814.

Thames Chatham Dyd (M/Shipwright Robert Seppings).

As built: 127ft 1in, 107ft 0¼in x 34ft 1in x 11ft 9in. $661^{27}/_{94}$ bm. Draught 9ft 10in / 12ft 6in.

Ord: 1.5.1804. K: 7.1804. L: 24.10.1805. C: 8.1.1806.

Commissioned: 11.1805 under Capt. Bridges Taylor, for the Downs; sailed for the Mediterranean 3.3.1807. In 5.1808 under Capt. George Waldegrave, for the Mediterranean; destroyed (with *Pilot* and *Weazel*) convoy off Amantea 25.7.1810 (six Neapolitan gunboats and many transports taken). In 1811 under Capt. Charles Napier; destroyed (with *Cephalus*) a convoy and took eleven gunboats off Porto del Infreschi 21.7.1811; boats (with *Imperieuse*'s) in action at Palinuro 19.10.1811; took (with *Imperieuse*) ten Neapolitan gunboats at Palinuro 2.11.1811; (with *Pilot*) in Gulf of Policastro 14.5.1812; took (with *Furieuse*) Ponza Island in Bay of Naples 26.2.1813. In 1813 under Capt. John Purvis, then 8.1813 Capt. John Strutt Peyton, still in Mediterranean; paid off 9.1813. Fitted as a troopship at Sheerness 8.1813 – 1.1814; recommissioned as troopship 11.1813 under Cmdr. Kenelm Somerville. In 6.1814 under Cmdr. Charles Irby; in North America 1814-15. In 5.1815 under Cmdr. William Walpole. BU at Plymouth 10.1816.

Jason Woolwich Dyd (M/Shipwright Edward Sison).

As built: 127ft 1in, 107ft $0^{7}/_{8}$in x 34ft 1in x 11ft 9in. $661^{58}/_{94}$ bm. Draught 8ft 4in / 12ft 5in.

Ord: 12.7.1804. K: 8.1804. L: 21.11.1804. C: 18.1.1805.

First cost: £16,626 including fitting (hull only).

Commissioned: 11.1804 under Capt. William Champain; sailed for Jamaica 26.3.1805; took 16-gun *La Naïad* in the West Indies 13.10.1805; in Leeward Islands 1806. In 1.1807 under Capt. Thomas John Cochrane; recapture of 18-gun *Favourite* off Guiana coast 27.1.1807. In 1.1809 under Capt. William Maude; took (with *Cleopatra* and *Hazard*) 40-gun *La Topaze* at Guadeloupe 22.1.1809. In 6.1809 under Capt. James Wm. King (-1814); sailed for Newfoundland 13.3.1812. Later under Capt. Charles Napier, then 1813 Capt. William King, in North Sea and Baltic; in 4.1814 flagship of HRH Admiral the Duke of Clarence as escort for the restoration of Louis XVIII. BU at Plymouth 7.1815.

Hebe Deptford Dyd (M/Shipwright Henry Peake).

As built: 127ft 0½in, 107ft 0in x 34ft 0in x 11ft 9in. $657^{88}/_{94}$ bm. Draught 8ft 9in / 12ft 3in.

Ord: 12.7.1804. K: 8.1804. L: 31.12.1804. C: 23.2.1805.

First cost: £15,386 including fitting.

Commissioned: 2.1805 under Capt. Micajah Malbon; in action off Gravelines 17.7.1805. In 9.1806 under Capt. Volant Vashon Ballard, on the Jamaica station. In 1808 under Capt. John Fyffe (-11), on the Jamaica station. In Ordinary at Woolwich 1812-13. Sold at Deptford (for £2,075) 28.4.1813.

Minerva Deptford Dyd (M/Shipwright Henry Peake).

As built: 127ft 0in, 107ft 0in x 34ft 0½in x 11ft 3½in. $659^{51}/_{94}$ bm. Draught 8ft 10in / 12ft 2in.

Ord: 12.7.1804. K: 8.1804. L: 25.10.1805. C: 19.12.1805.

First cost: £15,017 including fitting.

Commissioned: 11.1805 under Capt. Charles Feilding, for the Channel. In 2.1806 under Capt. George Collier; took 14-gun Spanish privateer *La Finisterre* off Cape Finisterre 27.4.1806 and 1-gun Spanish privateer *Buena Dicha* 9.7.1806; boat operations in vicinity of Finisterre (Arosa Bay, Pontevedeo, etc) 22.6.1806, 9.7.1806, 11.7.1806, 29.9.1806 and 3.10.1806; recaptured schooner *Jackdaw* off Cape Verde Islands 17.2.1807. In 1807 under Capt. Richard Hawkins (-1814); at destruction of 40-gun *L'Artémise* near Brest 8.1808; took 8-gun privateer *La Joséphine* off the Spanish coast 23.9.1808 and 14-gun *L'Améthyste* in 10.1808; sailed for Newfoundland 6.5.1811; sailed with convoy for West Indies 6.5.1812; sailed for North America 9.11.1812. To Ordinary at Sheerness 1814. BU there 2.1815.

Alexandria Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 127ft 0¾in, 107ft 0in x 34ft 1¼in x 11ft 9in. 662 bm. Draught 9ft 9½in / 12ft 5in.

Ord: 1.5.1804. K: 10.1804. L: 18.2.1806. C: 20.4.1806.

Commissioned: 2.1806 under Capt. Edward King (died 9.1807); sailed for the Leeward Islands 12.6.1806; boats in attack on Spanish vessels at Rio de la Plata 23.8.1806. In 1.1808 under Capt. Nathaniel Cochrane, in North Sea and Baltic. In 2.1810 under Capt. John Quilliam, in Baltic then whale fishery protection. In 11.1810 under Capt. Robert Cathcart. Laid up in Ordinary at Sheerness 12.1813. Fitted as a receiving ship for stores at Sheerness 1.1817. BU there 7.1818.

Medea Chatham Dyd (M/Shipwright Robert Seppings).

Ord: 12.7.1804. Cancelled 22.10.1804 (unstarted).

PURCHASED VESSELS (1805)

Bombay (HEICo *Bombay*, built 1793 at Bombay. M/Shipwright Jamsetjee Bomanjee), 32 guns.

Dimensions & tons: 130ft 0in, 104ft 10¼in x 34ft 8½in x 11ft 8in. $671^{83}/_{94}$ bm.

Men: 215. Guns: UD 26 x 12pdr; QD 12 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr (later 32pdr) carronades. Later re-armed: UD 18 x 32pdr carronades; QD 2 x 9pdrs + 6 x 32pdr carronades; Fc 2 x 9pdrs.

[While nominally a 32-gun, 12pdr frigate, in 1810 as *Ceylon* she actually had 235 men, with UD 24 x 18pdrs, QD/Fc 2 x 9pdrs + 14 x 24pdr carronades.]

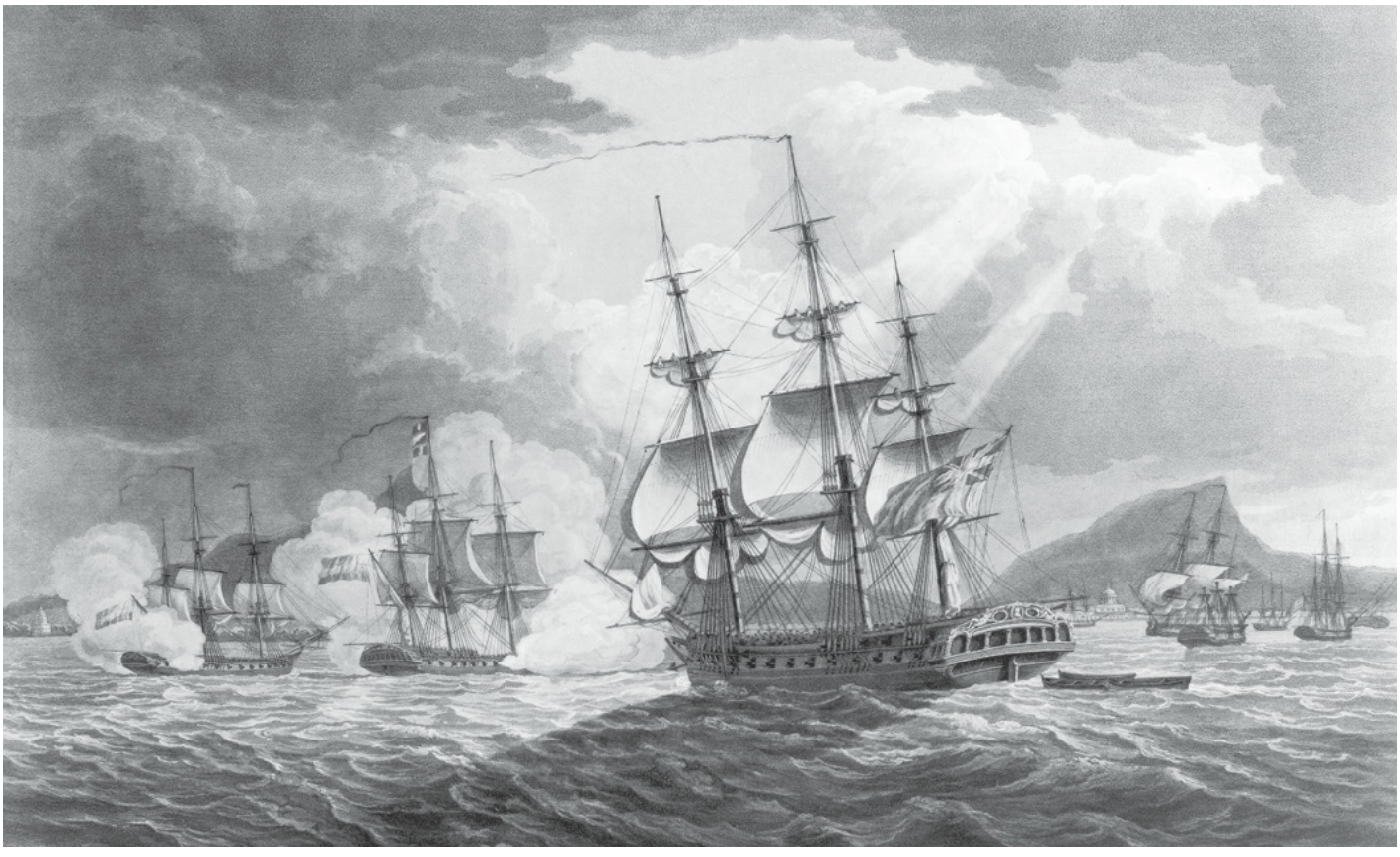
Purchased by Admiral Pellew in India from the East India Co 4.1805.

Commissioned: 6.1805 in the East Indies under Capt. John Hayes. In 4.1807 under Capt. William Lye (-1809); took 12-gun *Le Jasem* off the Andaman Islands 10.7.1807. Renamed *Ceylon* 1.7.1808. In 1810 under Capt Charles Gordon; taken off Mauritius by French *La Vénus* and *Le Victor* 17.9.1810, with 10 killed and 31 wounded; retaken next day by *Boadicea*, *Otter* and *Staunch*. In 11.1810 under Cmdr. James Tomkinson (acting); at capture of Mauritius 3.12.1810; arrived Deptford 8.5.1811 and laid up. Fitted as troopship at Deptford (for £18,366) 5.1813 – 2.1814; recommissioned 11.1813 under Cmdr. Arthur Hamilton. Laid up at Plymouth 5.1816. Fitted at Plymouth as a receiving ship 1 – 10.1832, based at Malta from 1833. Sold there (for £900) 4.7.1857.

Sir Francis Drake (HEICo *Asia*, built 1797 at Bombay), 32 guns.

Dimensions & tons: 132ft 3½in, 112ft $4^{1}/_{8}$in x 35ft 5½in x 14ft 0½in. $751^{30}/_{94}$ bm.

Men: (88 as storeship). Guns: (as storeship) UD 14 x 24pdr carronades + 2 x 9pdrs; QD 4 x 24pdr carronades; Fc 2 x 9pdrs. [Establishment as frigate probably similar to that of *Bombay*.]



The *Psyche* under the young Fleetwood Pellew (son of the famous Sir Edward) attacking the Dutch corvette *Scipio* and the armed ship *Resolutie* near Samarang in September 1807. Both ships were captured in the engagement.

Purchased 1805. Registered 13.8.1806.

Commissioned: 10.1805 in the East Indies under Cmdr. James Tait. In 3.1806 under Capt. Pownoll Pellew, later under Cmdr. Clement Sneyd (acting). In 1808 under Capt. George Harris (-1811); in Java operations 7 - 8.1811. In 1812 under Cmdr. Henry Peachy, later Capt. Barrington Reynolds. Arrived at Deptford 28.5.1813; in 8.1813 under Capt. John

Maples; in Ordinary at Deptford 1813. Fitted as a storeship at Deptford 7 – 9.1813; recommissioned 1814 as storeship under ?T. Hoskins, for Gibraltar. Fitted as a flagship to sail to Newfoundland 2 – 5.1817; in 1817 under Capt. John Bowker, at Newfoundland, as flagship of Vice-Adm. Francis Pickmore (died 2.1818) then Vice-Adm. Sir Charles Hamilton. In 12.1819 under Lieut. Valentine Munbee (-1822), at Newfoundland. Sold to Mr. Young at Deptford (for £3,010) 13.10.1825. Subsequently purchased 1831 by Dom Pedro's expeditionary force (to restore his daughter Maria to the Portuguese throne), and renamed *Dona Maria II*; blew up at Macao 30.10.1850.

Ex FRENCH PRIZES (1803-1805)

Franchise (French *La Franchise*, 40 guns, built 8.1794 – 5.1798 at Bayonne. L: 7.10.1797. A further unit of *La Coquille* Class [see above], a Raymond-Antoine Haran design), 36 guns.

Dimensions & tons: 143ft 8in, 119ft 8¼in x 37ft 6¾in x 11ft 8in. $898^{16}/_{94}$ bm.

Men: 264 (later 215). Guns: UD 26 x 12pdrs; QD 2 x 12pdrs + 10 x 24pdr carronades; Fc 2 x 12pdrs + 4 x 18pdr carronades.

Taken by *Minotaur*, *Albion* and *Thunderer* in the Channel 28.5.1803. Fitted at Plymouth 1.6 – 17.10.1803.

Commissioned: 11.1803 under Capt. John Murray (died 7.1805); sailed for the Leeward Islands 26.2.1804; took 2-gun privateer *La Petite Harmonie* 26.3.1804, off Jamaica, then 3-gun *L'Ilranie* 13.9.1804. Under Capt. Randall M'Donnell 1805 (-1807); took 1-gun privateer *El Carmen* end 1805; boats took 16-gun *Raposa* at Campeche 6.1.1806; took 1-gun privateer *Le Général Ferrand* 10.1806; home in midsummer 1807, then to Baltic 8.1807. Under Capt. Charles Dashwood in 1808; sailed for Jamaica 21.2.1808; took 4-gun privateer *Le Hazard* 23.2.1808; with others, seized the harbour of Samana, San Domingo 11.11.1808, and took 5-gun privateers *La Guerrière* and *L'Exchange*; took 6-gun privateer *L'Iphigénie* 16.1.1809. Under Capt. John Allen in ?1.1810, sunk transport *John & Jane* in collision 21.2.1810 (with great loss of life among 11th Foot) en route for Mediterranean; sailed for Newfoundland 18.5.1810. Under Capt. Richard Buck, sailed for the Mediterranean 9.2.1811; destroyed 3-gun privateer *L'Aventurier* at Cagliari 24.2.1812. Under Capt. Thomas Usher in 6.1812. In Ordinary at Woolwich 1815. BU 11.1815.

Psyche (French *La Psyché*, built 2.1798 – 1799 at Basse-Indre [Nantes] as a privateer, and purchased by the French Navy 6.1804 at Réunion. Pierre Degay design), 32, later 36 guns.

Dimensions & tons: 138ft 6in, 117ft 0in x 36ft $10^{1}/_{8}$in (36ft 4½in mld.) x 10ft 5in. $846^{22}/_{94}$ bm.

Men: … . Guns: UD 24 x 12pdrs; QD 8 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades.

Taken by *San Fiorenzo* on the Malabar coast 14.2.1805.

Commissioned: ?8.1805 under Cmdr. William Woolridge (-1806) in the East Indies. Under Capt. Fleetwood Pellew 1807; destroyed a schooner and a merchant brig at Samarang 31.8.1807; took 24-gun *Scipio* and armed merchant ships *Resolutie* and *Ceres* 1.9.1807. Under Capt. John Edgcumbe 1809; at capture of Mauritius 29.11 – 3.12.1810; in Java operations 5 – 8.1811. Under Capt. Robert Festing 1812, still in East Indies. Sold at Ferrol 1812.

Felicite (French *La Félicité*, built 1.1785-4.1786 at Brest. L: 4.8.1785. Pierre-Alexandre Forfait design).

Dimensions & tons: Never measured. 900 bm (est.)

Men: … .

Taken *en flûte* by *Latona* and *Cherub* in the Caribbean 18.6.1809.

Not Commissioned: in RN. Purchased ?7.1809 by General Christophe in Hayti; renamed *L'Améthyste*; seized by rebels *c.*1811 and renamed *L'Heureuse Réunion* (44 guns). Taken again by *Southampton* 3.2.1812, and restored to Christophe as *L'Améthyste*. Sold 1818.

Ex DUTCH PRIZES (1804-1808). All five Dutch 12pdr frigates captured in this period were of the same design, being 145 x 40 x 15 (Dutch) feet in measurement, although the measurements taken off when captured differed significantly (where recorded at all). All were established as frigates with similar men and guns to that shown for the *Helder*.

Amsterdam (Dutch *Proserpine*, built 1801 at Amsterdam), 32 guns.

Dimensions & tons: 140ft 8in, 113ft 6in x 37ft 6in x 11ft 11in. 849 bm.

Men: 85 (as storeship). Guns: UD (as storeship) 20 x 24pdr carronades; QD 2 x 24pdr carronades.

Taken 4.5.1804 at surrender of Surinam.

In 5.1805 under Capt. William Ferris, for voyage to UK. Arrived Portsmouth 17.6.1805. Fitted there as storeship 5 – 8.1806, for Cork.

Commissioned: 5.1806 under Cmdr. Alexander Innes, as a guardship at Cork. In 6.1807 under Cmdr. Edward Hoare, then 9.1809 under Cmdr. William Morce. Fitted at Plymouth as receiving ship 5.1811. In Ordinary at Plymouth 1812-14. Sold (for £1,150) 9.8.1815.

Celebes (ex *Makassar*) (Dutch *Pallas*, built 1801 by P. Glavimans, Rotterdam), 36 guns.

Dimensions & tons: Never measured. 850 bm (est.).

Taken 26.7.1806 by *Greyhound* and *Harrier*. Initially named *Makassar*, renamed *Celebes* later in 1806.

Commissioned: in ?9.1806 in the East Indies under Cmdr. Edward Troubridge; later under Cmdr. William Wilbraham. In 1807 under Capt. William Pakenham; paid off 23.9.1807 at Calcutta. Not accepted for commissioning after survey, and sold there.

Java (Dutch *Maria Reijersbergen*, built 1800 at Amsterdam), 32/36 guns.

Dimensions & tons: Never measured. 850 bm (est.).

Taken 18.10.1806 by *Caroline* off Batavia

Commissioned: 1807 under Capt. George Pigot; lost, presumed foundered with all hands off Rodrigues Island in the Indian Ocean 3.1807.

Halstarr (Dutch *Kenau Hasselaar*, built 1801 by P. Glavimans, Rotterdam), 32 guns.

Dimensions & tons: Never measured. 850 bm (est.).

Taken 1.1.1807 by Brisbane's squadron at capture of Curacao.

Commissioned: 1807 at Jamaica under Cmdr. John Parish. BU 1809.

Helder (Dutch *Gelderland*, ex *Orpheus*, renamed 1806, launched 1803 at Amsterdam), 32 guns.

Dimensions & tons: 134ft 11½in, 111ft $8^{1}/_{8}$in x 37ft 10½in x 12ft 2in. $852^{16}/_{94}$ bm.

Men: 215. Guns: UD 26 x 12pdr; QD 10 x 32pdr carronades; Fc 2 x 6pdr + 2 x 32pdr carronades.

Taken 19.5.1808 by *Virginie* in the North Sea. Arrived Plymouth 2.6.1808; registered 15.8.1809. Small Repair there 10.1808 – 4.1809.

Commissioned: 2.1809 under Capt. John Serrell (-1812); sailed for Jamaica 22.4.1809; on Jamaica station 1810-11, then Baltic 1812. Fitted as a receiving ship at Woolwich 12.1812 – 3.1812; in Ordinary 1813-15. Fitted at Deptford for the reception of distressed seamen 7 – 12.1816. Fitted at Deptford as a breakwater for Harwich 5 – 6.1817.

Ex SPANISH PRIZES (1804-1806)

Clara (Spanish *Santa Clara*, launched 1780 at Havana), 36 guns.

Dimensions & tons: 144ft 6in, 120ft $2^{3}/_{8}$in x 38ft 8¼in x 11ft 8in. $956^{87}/_{94}$ bm.

Men: 284. Guns: UD 26 x 12pdrs; QD 10 x 32pdr carronades, Fc 2 x 9pdrs + 2 x 32pdr carronades.

Taken 5.10.1804 by *Indefatigable* and her squadron off Cadiz. Arrived Plymouth 19.10.1804.

Not Commissioned: Renamed *Leocadia* temporarily, but reverted to *Clara*. Fitted as a receiving ship at Plymouth 3.1811. Sold there (for £450) 23.11.1815.

Santa Gertruda (Spanish *Santa Gertruyda*, launched 1768 at Guarnizo, Santander), 32 guns.

Dimensions & tons: …, 106ft 115/8in x 36ft 8¼in x 10ft 6in. $765^{78}/_{94}$ bm.

Men: 200. Guns: UD 26 x 24pdr carronades; QD 2 x 9pdrs + 4 x 24pdr carronades; Fc 2 x 9pdrs.

Taken 7.12.1804 by *Polyphemus* and *Lively* off Cape St Mary.

Not Commissioned: Under Lieut. Alexander Gordon (prize master) for voyage to England. Arrived Plymouth 11.1.1805 and laid up. Fitted as receiving ship at Plymouth 11.1807. BU there 6.1811.

Cuba (Spanish *Pomona*, launched 1794 at Ferrol), 36 guns.

Dimensions & tons: 142ft 4in, 116ft 2in x 37ft 7in x 11ft 0in. $872^{75}/_{94}$ bm.

Men: 254. Guns: UD 26 x 12pdr; QD 6 x 24pdr carronades; Fc 2 x 6pdr + 2 x 24pdr carronades.

Taken 23.8.1806 by *Arethusa* off Havanna.

Commissioned: 11.1806 'abroad' under Capt. Frederick Langford. Arrived Portsmouth 28.8.1807 and laid up. Fitted as receiving ship at Portsmouth 5 – 6.1811. Sold to William Thomas (for £1,200) 3.4.1817.

Ex DANISH PRIZES (1807). In 1807 Denmark possessed one 12pdrarmed frigate of 36 guns – the *Frederichswærn* – which was added to the British Navy at Copenhagen; there were also two older 12pdr-armed frigates *St Thomas* and *Triton* (both reduced to 22 guns), which were found to be rotten and were burnt at Copenhagen on 7.9.1807. One of Denmark's

most recent 18pdr frigates – the *Venus* – was re-armed in British service with 12pdrs. Denmark also possessed a single 8pdr-armed frigate *Frederichsteen* (her original sister *Hvide Ørn* was lost in 1799), which was re-armed by the Danes with 20 x 36pdr carronades (plus 4 x 8pdrs and 2 x 12pdr carronades), then fitted with 12pdrs in British service.

Frederickscoarn (Danish *Frederichswærn*, K: 5.7.1783. C: 1784 at Copenhagen; design by Henrik Gerner), 32 guns.

Dimensions & tons: 130ft 2in, 107ft $9^{3}/_{8}$in x 36ft $9^{3}/_{8}$in x 9ft 10in. 776 bm.

Men: 226 (when taken). Guns: UD 26 x 12pdrs; QD/Fc 6 x 6pdrs, + 6 x 12pdr carronades (when taken).

Taken 16.8.1807 by *Comus* in the Baltic. Arrived Chatham 13.11.1807 and laid up.

Commissioned: 9.1807 under Cmdr. John Martin Hanchett. Fitted as a receiving ship at Chatham 3 – 6.1811. In Ordinary at Chatham 1812-14. Sold for £1,220 (at Chatham) 16.12.1814.

Frederickstein (Danish *Frederichsteen*, K: 22.5.1800. L: 11.11.1800 at Copenhagen; design by F.C.H. Hohlenberg), 32 guns.

Dimensions & tons: 128ft 8in, 108ft 10in x 34ft 3in (33ft 9in mld.) x 9ft 4in. $679^{17}/_{94}$ bm.

Men: 215. Guns: UD 26 x 12pdrs; QD 6 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Taken at Copenhagen 7.9.1807. Arrived Portsmouth 19.11.1807, and fitted 3.10.1808 - 27.2.1809.

Commissioned: 12.1808 under Capt. Joseph Nourse; sailed with convoy to the Mediterranean 18.6.1809. Under Capt. Thomas Searle, sailed for the Mediterranean again 6.11.1809. Intention to rename her *Teresa* was rescinded c.1809. In 1811 under Capt. Francis Beanford, on surveying duties in the Mediterranean. Paid off 11.1812 and BU at Woolwich 6.1813.

Venus (Danish *Venus*, K: 11.8.1804. L: 5.10.1805 at Copenhagen), 36 guns.

Dimensions & tons: 143ft 4¾in, 120ft 10½in x 38ft 3¼in x 10ft 8¾in. $941^{66}/_{94}$ bm.

Men: 254. Guns: 26 x 12pdrs; QD 12 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 32pdr carronades (refitted with 32pdr carronades on the UD in 1814-15).

Taken at Copenhagen 7.9.1807. Arrived Portsmouth 22.11.1807, and fitted 6 - 10.1808.

Commissioned: 9.1808 under Capt. Robert Henderson; sailed for Portugal 16.12.1808. In 1809 under Capt. John Crawford, sailed for America 9.7.1809. Intention to rename her *Levant* was rescinded *c.*1809. In 1811 under Capt. Kenneth Mackenzie (-1814); in North Sea 1811-12; sailed for the Leeward Islands 24.12.1812; to East Indies 1813. In 1814 under Capt. James Tait (temp.), in North Sea; paid off 1815 into Ordinary at Woolwich. Sold there (for £2,810) 9.8.1815.

Ex TURKISH PRIZE (1807). One of two Turkish frigates (plus a 16-gun sloop) captured in 3.1807.

Uri Nasard (Turkish *Uri Nasard*, building details unknown), 34 guns.

Men: … . Guns: (French) UD 26 x 12pdrs; QD/Fc 8 x 6pdrs.

Taken 21.3.1807 by Capt. Hallowell's squadron at the surrender of Alexandria.

Commissioned: ?1.1808 under Capt. George Hony; disposed of in 1809.

Frigates – 9pdr type

Few frigates of more than 28 guns mounted 9pdrs as their main battery, but four small prizes which did are listed below. One was a leftover from the previous war, and was reduced to harbour service by 1793; none of the other three saw active service as Fifth Rates, demonstrating that the Admiralty saw no operational use for such small, under-armed frigates.

Danae (French 8pdr frigate *La Danaé*, built 9.1762 – 5.1764 at Indret [Nantes]. L: 22.10.1763), 32 guns.

[An elderly French 8pdr-armed frigate built to a Antoine Groignard design, this ship was already obsolete when she was taken in 1779.]

Dimensions & tons: 129ft 3in, 107ft $2^{7}/_{8}$in x 34ft 9in x 10ft 6½in. $688^{77}/_{94}$ bm.

Men: 220. Guns: UD 26 x9pdrs; QD 4 x 6pdrs; Fc 2 x 6pdrs.

Taken 13.5.1779 by *Experiment* off St Malo. Registered and named 14.9.1779. Fitted & coppered at Plymouth (for £8,196.6.9d) 3.12.1779 – 16.3.1780.

Commissioned: 12.1779; sailed with convoy for Quebec 2.5.1780; paid off after wartime service 2.1783. Small Repair at Woolwich (for £5,619.16.9d) 3 – 7.1783, but never fitted for sea after this, and remained in harbour service. Sold at Woolwich 10.1797.

Mignonne (French 8pdr frigate *La Mignonne*, built 10.1765 – 7.1768 at Toulon. L: 26.4.1767), 32 guns.

[An equally obsolete 8pdr frigate, built to a design by Claude Saucillon.]

Dimensions & tons: dimensions not recorded (marginally smaller than *Danae*). 684 bm.

Men: 220. Guns: 26 x 9pdrs, QD/Fc 6 smaller.

Taken 10.8.1794 at the surrender of Calvi.

Commissioned: 1794 in the Mediterranean under Cmdr. Henry Hotham. Recommissioned 11.1795 under Cmdr. Ralph Miller (acting). In 6.1796 under Capt. D'Arcy Preston, then 9.1796 Capt. Charles Stuart and 10.1796 Capt. John Giffard. In 12.1796 under Capt. Philip Wodehouse; burnt as useless at Porto-Ferrajo 31.7.1797.

Barbadoes (French privateer *Le Brave*, built 1799 at Bordeaux), 32 guns.

Dimensions & tons: 139ft 8in, 117ft 6½in x 35ft $2^{5}/_{8}$in (34ft $8^{5}/_{8}$in mld.) x 10ft 3in. $775^{43}/_{94}$ bm.

Men: 195. Guns: UD 24 x 9pdrs; QD 8 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Taken 16.3.1804 by *Loire* in the West Indies. Purchased by the inhabitants of Barbados and presented to the Admiralty in 1804. Initially registered as 32 guns, later re-rated 28-gun Sixth Rate.

Commissioned: 10.1804 in the West Indies under Capt. Joseph Nourse; took 18-gun privateer *Le Napoléon* 17.10.1804; took 10-gun privateer *L'Heureux* 11.1804; escaped (with *Netley*) when Villeneuve attacked West Indian convoy 8.6.1805. Arrived Portsmouth 17.6.1805 and laid up. Large Repair there 5.1809 – 6.1810; recommissioned 5.1810 under Capt. Brian Hodgson; sailed for the East Indies 5.9.1810. In 7.1811 under Capt. Edward Rushworth; action with gunbrigs off Calvados 7 & 8.9.1811; sailed for Jamaica 23.11.1811. In 6.1812 under Capt. Thomas Huskisson; took USN 10-gun revenue schooner *James Madison* 22.8.1812; wrecked on Sable Island 27.9.1812 (1 man drowned).

Dover (Franco-Italian *Bellona*, built 4.1807 – 8.1808 at Venice. L: 14.6.1808), 32 guns.

[Built as a 'large corvette' to a design by Jean Tupinier, one of two sisters (the other, *Carolina*, was taken by the Austrians in 1814); built for the Navy of the puppet Kingdom of Italy.]

Dimensions & tons: 131ft 6in, 110ft $4^{1}/_{8}$in x 34ft 4in x 8ft 11in. 692 bm.

Men: 215 (115 as troopship). Guns: (as troopship) UD 12 x 9pdrs; QD 4 x 18pdr carronades; Fc 2 x 6pdr.

Taken 13.3.1811 by Hoste at Lissa. Arrived Deptford 9.1811.

Not Commissioned: Fitted at Deptford as a troopship 3 – 7.1812. Fitted as a guardship 9 – 11.1819, for Leith. Fitted at Deptford as a receiving ship 10.1824 - 2.1825. Fitted at Deptford for quarantine service 6 – 7.1831. Sold at Deptford (for £1,000) 21.1.1836.

6 Sixth Rates

The Sixth Rate, the lowest of the six formal ratings, comprised two distinct types of vessel. The 28-gun ships were the earliest and smallest type of true frigate, always carrying 24 x 9pdrs on the UD; by 1792 the 4 secondary guns carried on the QD/Fc had been increased from the original 3pdrs to more effective 6pdrs. The ships of 20, 22 or 24 guns were descended from the older Sixth Rates of the Establishment period, with 20 or 22 x 9pdrs on the UD, and usually 2 or 4 smaller guns on the upperworks.

Sixth Rate Frigates of 28 guns

At the start of 1793 the British Navy still had some twenty-seven frigates of 28 guns, of which ten were in commission, thirteen were in Ordinary (*ie* reserve) and four were reduced to harbour service. They were established with a complement of 200 men (176 officers, seamen and marines; 22 servants and boys; and 2 'widow's men'; this total was reduced by 5 servants and boys to 195 from 16.4.1794) and with ordnance of 24 x 9pdrs and 4 x 6pdrs, giving a broadside weight of 120 lbs on each side – to which 6 x 24pdr carronades were added on 19.11.1794, raising the broadside to 192 lbs. By the end of 1816 the last of the Sixth Rate frigates had been sold or BU, although the final vessel was only to be struck from the List during that year.

***LOWESTOFFE* Class**. Design by Thomas Slade, 1755, based on the prototypes *Lyme* and *Unicorn* of 1747-48, but with alterations to ease the 'stowing of men and carrying of guns'. Sistership *Lowestoffe* was wrecked in 1760.

Dimensions & tons: 117ft 10in, 96ft 8½in x 33ft 8in x 10ft 2in. $583^{13}/_{94}$ bm.

Men: 200. Guns: UD 24 x 9pdrs; QD 4 x 3pdrs. Originally also 12 swivels. By 1780 the QD armament was 4 x 6pdrs + 4 x 18pdr carronades, and 2 x 18pdr carronades were additionally on the Fc. The carronades were altered from 18pdr type to 24pdr type in 1794.

Tartar John Randall, Rotherhithe.

As built: 117ft 10in, 96ft 11in x 33ft 9in x 10ft 3in. $587^{19}/_{94}$ bm. Draught 6ft 6in / 13ft 11in.

Ord: 12.6.1755 (contract 30.6.1755). K: 4.7.1755. L: 3.4.1756. C: 2.5.1756 at Deptford Dyd.



A 28-gun frigate shown from two angles off the Needles. The print is a generalised representation of the Sixth Rates of around 1780, before the regular fitting of an enlarged boom-footed driver.

First cost: £5,131.12.4d (contract at £8.16.0d per ton); fitting £3,427.10.3d.

Commissioned: 3.1756; paid off 4.1763 after wartime service. Fitted at Deptford and coppered (for £4,024.3.9d) 8.1763 – 2.1764. Recommissioned 11.1763; paid off 6.1766. Great Repair and fitted at Deptford (for £7, 268.19.3d) 11.1769 – 11.1770. Recommissioned 10.1771; paid off 1775. Refitted at Portsmouth (for £4,558.6.1d) 2 – 4.1776; to North America 1776-78. Fitted and coppered at Portsmouth (for £7,018.6.8d) 5 – 10.1779. Recommissioned 7.1779; paid off 11.1783 after wartime service. Great Repair by Nicholson, Chatham (for £12,140) 8.1790 – 12.1792, then fitted at Chatham Dyd (for £3,935) 12.1792 – 4.1793. Recommissioned 1.1793 under Capt. Abraham Guyot; in 5.1793 under Capt. Thomas Fremantle (-1795); sailed for the Mediterranean 22.5.1793; took (with *Mermaid*) 20-gun privateer *Le Général Washington* 27.5.1793. In 10.1795 under Capt. Charles Fleeming (-1797). Refitted at Deptford (for £5,800) 10 – 12.1796; in 1797 under Capt. Charles Elphinstone; sailed for Jamaica 8.2.1797; took (with cutter *Sparrow*) 6-gun privateers *Le Résolu* and *La Revanche* at Puerto Plata (San Domingo) in 4.1797, then bilged at San Domingo 1.4.1797.

***COVENTRY* Class**. Design by Thomas Slade, approved 1756, modified from that for the *Tartar*. Of twelve vessels built to this draught in 1756-59 (not including five short-lived versions built of 'fir'), only the *Lizard* and *Maidstone* remained by 1786; the *Carysfort* was a late addition in 1764, while the *Hind* (and another, *Laurel*, cancelled before work commenced) formed a revival of this design in 1782 with slight modifications.

Dimensions & tons: 118ft 4in, 97ft 3½in x 33ft 8in x 10ft 6in. $586^{30}/_{94}$ bm.

Men: 200. Guns: UD 24 x 9pdrs; QD 4 x 3pdrs. Originally also 12 swivels. By 1780 the QD armament was 4 x 6pdrs + 4 x 18pdr carronades, and 2 x 18pdr carronades were additionally on the Fc; *Hind* was completed with this armament. The carronades were altered from 18pdr type to 24pdr type in 1794.

Lizard Henry Bird Jnr., Rotherhithe.

As built: 118ft 8½in, 97ft 2¾in x 33ft 11in x 10ft 6in. $594^{87}/_{94}$ bm.

Ord: 13.4.1756 (contract 28.4.1756). K: 5.5.1756. L: 7.4.1757. C: 1.6.1757 at Deptford.

First cost: £5,540.14.0d (contract at £9.9.0d per ton); fitting £3,879.2.11d.

Commissioned: 3.1757; paid off 6.1763 after wartime service. Great Repair and fitted at Portsmouth (for £8,211.16.8d) 8.1769 – 12.1770. Recommissioned 10.1770 for Falkland Islands dispute; paid off 1774/75. Fitted at Portsmouth (for £3,444.13.5d) 6 – 8.1775. Recommissioned 6.1775 for North America. Fitted at Plymouth (for £4,393.19.3d) 3 – 5.1777. Refitted and coppered at Chatham (for £4,439.19.5d) 2 – 5.1779. Refitted for Channel service at Chatham (for £2,886.2.11d) 2 – 4.1780. Paid off 9.1782 after wartime service. Large Repair by John & Wm. Wells 2.1783 – 6.1784. Fitted at Perry, Blackwall (for £4,154) 5 – 8.1790. Recommissioned 7.1790 under Capt. John Hutt; paid off 10.1791. Fitted at Portsmouth (for £5,275) 1.1793; recommissioned 12.1792 under Capt. Thomas Williams; took (with *Cleopatra*) privateer *Les Trois Amis* in the North Sea 24.3.1793; took 8-gun *Le Sans-Culotte* and *Le Vaillant Custine* also in 3.1793. Laid up at Portsmouth 5.1794. Fitted to sail to the Thames 10.1799. Under Lieut. John Buller in 1.1797, as hospital ship, then in 1798 under Lieut. James Macfarland. Fitted at Chatham as a hospital ship 11.1799 – 3.1800, for Stangate Creek. Sold at Sheerness to Mr. Carten (for £810) 22.9.1828.

Maidstone Thomas Seward, Rochester.

As built: 118ft 4in, 97ft 5in x 33ft 10in x 10ft 6in. $593^{16}/_{94}$ bm.

Ord: 3.9.1756 (contract 23.9.1756). K: 1.10.1756. L: 9.2.1758. C: 7.4.1758 at Chatham.

First cost: £5,276.17.5d (contract at £9.0.0d per ton); fitting £4,085.4.3d.

Commissioned: 1.1758; paid off 3.1763 after wartime service. Recommissioned 3.1763 for North America. Great Repair at Woolwich (for £7,064.17.8d) 6.1771 – 9.1773; fitted there (for £1,972.18.7d) 1 – 3.1774. Recommissioned 1.1774. Refitted and coppered at Sheerness (for £4,195.12.2d) 7 – 9.1777. Refitted and recoppered at Chatham (for £5,465.16.3d) 11.1779 – 2.1780. Paid off 1.1782 after wartime service. Great Repair by Perry & Co 1.1783 – 6.1783 (dyd expenses only £3,623.17.5d). Fitted at Sheerness (for £4,749.0.0d) 7 – 11.1786; recommissioned 8.1786 and sailed for Leeward Islands. BU at Sheerness (for £181) 7.1794.

Carysfort Sheerness Dyd (M/Shipwright John Williams to 6.1765, completed by William Gray).

As built: 118ft 4in, 97ft 3½in x 33ft 8in x 10ft 6in. $586^{30}/_{94}$ bm. Draught 7ft 6in / 14ft 0in.

Ord: 4 & 20.2.1764. K: 6.1764 (named 29.7.1765). L: 23.8.1766. C: 11.8.1767.

First cost: £11,101.14.11d to build, plus £1,614.13.3d fitting.

Commissioned: 6.1767, for service in Mediterranean and later Jamaica. Fitted for foreign service at Chatham (for £4,695.14.11d) 9.1775 – 2.1776. Sailed for North America 4.1776. Fitted for foreign service at Plymouth (for £2,735.5.7d) 4 – 5.1777, but home to pay off ?11.1778. Refitted for Channel service and coppered at Chatham (for £5,651.13.7d) 12.1779 – 3.1780. Sailed for North America 12.1780, but paid off 1.1783 after wartime service. Great Repair by Thomas Taylor & Co, Rotherhithe (for £15,255) 4 – 7.1785. Fitted at Deptford (for £1,697.0.0d) 11.1786 – 1.1787. Sailed for Mediterranean 4.1787, but paid off 5.1790. Fitted at Deptford (for £7,401) 4 – 9.1793; recommissioned 8.1793 under Capt. Francis Laforey; recapture of the *Castor* off Land's End 29.5.1794. Under Capt. John Murray in 1795; sailed for East Indies 24.2.1796. Under Capt. Thomas Alexander in 3.1796; captured 16-gun *L'Alerte* 19.8.1796. In 12.1796 under Capt. John Turnor, then Capt. William Hills in 1798, still in East Indies; under Capt. Volant Vashon Ballard in 12.1798, then Capt. Adam Drummond in 8.1800. Fitted at Portsmouth 4 – 6.1801. Under Capt. George Mundy in 5.1802, then 9.1802 under Capt. Robert Fanshawe (died 6.1804) and Capt. John Woolcombe; sailed for Jamaica in 3.1804. Under Capt. Kenneth McKenzie in 3.1806; took 18-gun *La Lutine* in the West Indies. Laid up at Deptford 8.1806. Sold at Deptford (for £1,800) 28.4.1813.

Hind Clayton & Wilson, Sandgate.

As built: 118ft 5in, 97ft 4in x 33ft 10in x 10ft 6in. $592^{60}/_{94}$ bm.

Ord: ?2.10.1782. K: 2.1783. L: 22.7.1785. C: 24.11.1787 at Deptford Dyd.

First cost: £? to builder, plus £3,885 dyd expenses, plus £486 fitting.

Commissioned: 5.1790 under Capt. Alexander Cochrane (-1793), for the Channel; fitted for sea by Wells, Rotherhithe (for £3,020) 5 – 6.1790. Recommissioned 10.1791, still under Cochrane, for North Sea fisheries; took privateer *La Custine* in the Channel 2.1793; took 10-gun privateer *L'Aimable Marie*, 3.1793; took privateers *Le Tarquin* (16-gun), *La Liberté* (12-gun) and *L'Egalité* (8-gun) in the Channel 4.1793; took 24-gun privateer *La Georgette* 5.1793; took (with others) 10-gun *Le Club de Cherbourg* 22.6.1793; took (with *Crescent*) 12-gun *L'Espoir*. In 1794 under Capt. Philip Durham, in 1.1795 Capt. Philip Lee, in 1796 Capt. John Bazely, and 6.1797 Capt. Joseph Larcom; Quebec convoy in 1797; took 6-gun Spanish privateer *L'Aimable Juana* on Halifax station 22.4.1797; sailed for Halifax 1.1798; took 2-gun *Reina Louisa* off Jamaica 6.1.1801; in the Mediterranean in 1802. Repaired by Brindley, Frindsbury (for £9,235) 10.1804 – 7.1805, then fitted at Chatham 7 – 8.1805; recommissioned 6.1805 under Capt. Francis Fane (-1807); sailed for the Mediterranean. In 4.1808 under Capt. Richard Vincent, in the Mediterranean, then Capt. John Lumley 1809-10; took 2-gun privateer *Le Téméraire* 29.9.1809. In 11.1810 under Capt. Spelman Swaine. BU at Deptford 7.1811.



Pegasus, 28 (centre foreground) acting as repeating ship for Lord Howe's flagship *Queen Charlotte* at the Glorious First of June. In fleet battles frigates were not usually expected to engage, one of their main functions being to stand outside the line of battle and repeat the admiral's signal flags so that they were more widely visible.

***MERMAID* Class**. Design by Thomas Slade, derived in 1760 from the scaled-down lines of the *Aurora* (French prize *L'Abénakise* of 1757). Three ships built to the original design in 1760-63 (*Mermaid*, *Hussar* and *Solebay*) were all wartime losses in 1778-82, but the design was revived with a slightly longer keel, as approved 3.1.1771, for three ships, of which one (*Greyhound*) was likewise lost in 1781. By 1793 the *Triton* was in dockyard service.

Dimensions & tons: 124ft 0in, 103ft 4¾in x 33ft 6in x 11ft 0in. $617^{22}/_{94}$ bm.

Men: 200. Guns: UD 24 x 9pdrs; QD 4 x 3pdrs. Originally also 12 swivels. By 1780 the QD armament was 4 x 6pdrs + 4 x 18pdr carronades, and 2 x 18pdr carronades were additionally on the Fc.

Triton Henry Adams, Bucklers Hard.

As built: 124ft 1in, 103ft $4^{5}/_{8}$in x 33ft 7in x 11ft 0in. $620^{22}/_{94}$ bm Ord: 25.12.1770. K: 2.1771. L: 1.10.1773. C: 15.10.1773 – 4.11.1775 at Portsmouth.

First cost: £9,623.17.10d to build, plus £2,132.14.11d fitting.

Commissioned: 8.1775; paid off 10.1782 after wartime service. Refitted and coppered at Chatham (for £3,557.16.2d) 2 – 4.1779. Great Repair by Thomas Greaves, Thames 3.1783 – 8.1784 (Deptford Dyd expenses £3,970). Fitted for sea by Barnard, Deptford (for £3,971) 5 – 7.1790; recommissioned 6.1790 under Capt. George Murray (-1793); sailed for Jamaica 6.9.1791. In 1794-95 under Capt. Scory Barker; sailed for Jamaica 8.3.1795; came home with 8.1795 convoy. BU at Deptford 1.1796.

Boreas Hugh Blaydes & Hodgson, Hull.

As built: 124ft 6in, 103ft 11in x 33ft 8in x 10ft 11½in. $626^{22}/_{94}$ bm. Draught 9ft 7in / 11ft 7in.

Ord: 25.12.1770. K: 5.1771. L: 23.8.1774. C: 13.9.1774 – 23.10.1775 at Chatham.

First cost: £9,999.2.7d to build, plus £118.19.9d dyd expenses, plus £4,243.3.9d fitting.

Commissioned: 8.1775; paid off 1.1781 after wartime service. Refitted and coppered at Plymouth (for £5,499.5.10d) 11.1777 – 1.1778. Large Repair and fitted at Woolwich (for £13,145.18.2d) 3 – 11.1782; recommissioned 9.1782; paid off 11.1783 but recommissioned in same month; in 3.1784 under Cmdr. Horatio Nelson (-1787); paid off at Portsmouth 11.1787. Fitted for Ordinary at Sheerness 2 - 6.1788. Fitted as a slop ship at Sheerness 3 – 9.1797. Sold at Sheerness 5.1802.

***ENTERPRISE* Class**. Design by John Williams, 1771. These were Williams's first frigates, and their sailing qualities did not match those of their Slade-designed equivalents. Nevertheless, more vessels were built to this design (27) than to any other Sixth Rate design. Five ships had been ordered to this design in 1770 and 1771, all coming into commission in 1775 or 1776; of these *Actaeon*, *Siren* and *Fox* were wartime losses in 1776-78 and *Surprise* sold in 1783, while the *Enterprise* remained in dockyard service. Fifteen further ships to this design were ordered from 1776 to 1778 (among which *Andromeda* and *Laurel* foundered in 1780, and *Crescent* was taken in 1781) and a further seven in 1782.

Dimensions & tons: 120ft 6in, 99ft 6in x 33ft 6in x 11ft 0in. $593^{89}/_{94}$ bm.

Men: 200. Guns: UD 24 x 9pdrs; QD 4 x 3pdrs. Originally also 12 swivels. By 1780 the QD armament was 4 x 6pdrs + 4 x 18pdr carronades, and 2 x 18pdr carronades were additionally on the Fc.

Batch 1

Enterprise Deptford Dyd (M/Shipwright Adam Hayes).

As built: 120ft 6in, 99ft 6in x 33ft 6in x 11ft 0in. $593^{89}/_{94}$ bm. Draught 7ft 6½in / 12ft 1½in.

Ord: 1.1771. K: 9.9.1771. L: 24.8.1774. C: 20.6.1775.

First cost: £11,168.11.6d, plus £3,564.17.0d fitting for foreign service.

Commissioned: 4.1775; paid off 8.1781 after wartime service. Refitted and coppered at Woolwich (for £5,185) 7 – 10.1781. Recommissioned: 8.1781 and sailed for Leeward Islands. Fitted at Deptford to receive impressed men 5.1790 and to the Tower as receiving ship until 5.1806. BU at Deptford 8.1807.

Batch 2

The contracts with Barnard and Hillhouse for the first two vessels were both signed on 23 May 1776, and these were named *Proserpine* and *Medea* respectively on 27 August. The contacts with Perry and Adams for the fourth and fifth vessels (the third was *Andromeda*, wrecked in 1780) were signed on 26 July and 6 August respectively, and these were named *Aurora* and *Sibyl* respectively on 27 August. *Sibyl* and *Pomona* were renamed in 7.1795 to avoid confusion with the recently-acquired French prizes *La Sibylle* and *La Pomone*.

Proserpine John Barnard, Harwich.

As built: 120ft 6in, 99ft 0on x 33ft 7½in x 11ft 0in. $595^{37}/_{94}$ bm.

Ord: 14.5.1776. K: 6.1776. L: 7.7.1777. C: 21.7 - 23.9.1777 at Sheerness.

First cost: £6,376.7.11d to build (contract at £10.13.0d per ton), plus £4,649.1.3d fitting & coppering.

Commissioned: 2.1777; paid off 9.1783 after wartime service. Great Repair at Deptford (for £10,220) 7.1784 – 12.1785. Fitted for sea by Randall & Co, 'near Deptford' (? Rotherhithe) (for £5,295 including Dyd expenditure) 5 – 8.1790; recommissioned 7.1790 under Capt. Edward Tryrel Smith, then 5.1791 again under Capt. James Almes (-1794); sailed for Jamaica 23.8.1791. In 7.1794 under Capt. Alexander Fraser, in North Sea, then 1.1796 under Capt. Willoughby Lake; took Dutch 10-gun privateer *Unity* off the Shetlands 3.8.1797. Under Capt. James Wallis from 1798; wrecked in Elbe Estuary 1.2.1799, crushed by ice, then wreck swept out to sea and driven ashore on Baltrum Island (14 died).

Medea James Martin Hillhouse, Bristol.

As built: 120ft 9½in, 99ft 4in x 33ft 10in x 11ft 0½in. $604^{77}/_{94}$ bm. Draught 7ft 8in / 12ft 10in.

Ord: 14.5.1776. K: 6.1776. L: 28.4.1778. C: 10.8 - 15.9.1778 at Plymouth.

First cost: £6,705.6.2 to build (contract at £10.13.0d per ton), plus £5,351.19.2d fitting & coppering.

Commissioned: 5.1778; paid off 1783 after wartime service. In 4.1798 under Capt. George Ryves (but no other record of service post 1783?). Damaged by grounding 1801, and fitted as a hospital ship at Portsmouth 8 – 10.1801. Sold 1805.

Aurora John Perry & Co, Blackwall.

As built: 120ft 6in, 99ft 4in x 33ft 7in x 11ft 0in. $595^{86}/_{94}$ bm. Draught 8ft 2½in / 12ft 4½in.

Ord: 3.7.1776. K: 7.1776. L: 7.6.1777. C: 24.6 - 9.8.1777 at Woolwich.

First cost: £6,595.17.4d to build (contract at £10.14.6d per ton), plus £4,283.7.5d fitting.

Commissioned: 1777; refitted and coppered at Chatham (for £3,706.10.11d) 11.1779 – 2.1780; paid off after wartime service 5.1783. Small Repair at Portsmouth (for £6,166.3.4d) 8 – 12.1784. Fitted at Portsmouth (for £2,023) 7 – 10.1787; recommissioned 9.1787; sailed for Jamaica 3.5.1788; paid off 1790. Great Repair at Portsmouth (for £12,632) 6.1792 – 12.1793; recommissioned 9.1793 under Capt. William Essington; took 14-gun cutter *La Narcisse* off the Shetlands 18.6.1794. In 1.1795 under Capt. Richard King, later under Capt. Charles Garnier (drowned 12.1796) then Capt. Philip Wodehouse in 12.1796; in Vandeput's squadron from 4.1796, then to Mediterranean. Under Capt. Henry Digby in 1.1797 (-1798); sailed for the Mediterranean 4.1.1797; took privateers 16-gun *Le Neptune* off Finisterre 27.3.1797, 14-gun *La Marie Anne* 13.8.1797, 12-gun *L'Aigle* 7.9.1797, and 14-gun *L'Espiègle* 15.9.1797 – last three all on Lisbon station. Recommissioned 7.1805 under Capt. George Elliott, for Mediterranean (-1807); from 6.1806 under Capt. George Seymour. In 1808 under Capt. John Duer (-1810); sailed for Jamaica 23.4.1808; in Dashwood's squadron at Samana; at San Domingo 11.11.1808 (took 5-gun privateers *Guerriere* and *Exchange*); capture of San Domingo 2/6.7.1809. Laid up at Chatham 12.1810, then sold there (for £1,620) 3.11.1814.

Sibyl Henry Adams, Bucklers Hard.

As built: 120ft 7in, 99ft $7^{5}/_{8}$in x 33ft 7½in x 11ft 0in. $599^{20}/_{94}$ bm.

Ord: 24.7.1776. K: 10.12.1776. L: 2.1.1779. C: 24.1 – 13.3.1779 at Portsmouth.

First cost: £6,421.8.7d to build (contract at £10.13.0d per ton), plus £7,049.18.4d fitting & coppering.

Commissioned: 10.1778 paid off 7.1783 after wartime service. Small Repair at Woolwich (for £7,990.2.2d) 10.1783 – 2.1784. Fitted for foreign service (for £4,635) 11.1786 – 2.1787; recommissioned 1.1787; sailed for the Leeward Islands 1.4.1787; paid off 1790. Recommissioned 1.1793 under Capt. Charles Jones, for North Sea? Repaired at Deptford (for £15,093) 6.1793 – 4.1794. Renamed *Garland* by AO 14.7.1795. In 1796 under Capt. John Erskine Douglas, for North Sea; 1797 under (acting) Capt. James Walker, for Baltic convoy. In 1798 under Capt. John Clarke Searle; sailed for Cape of Good Hope 2.1798; later under Capt. James Wood; wrecked on rock off Port Dauphine, Madagascar 26.7.1798.

Brilliant Henry Adams, Bucklers Hard.

As built: 120ft 6¼in, 99ft 6in x 33ft 8in x 11ft 0in. $599^{82}/_{94}$ bm. Draught 8ft 6½in / 12ft 3in.

Ord: 9.10.1776. K: 2.1777. L: 15.7.1779. C: 18.7 - 4.9.1779 at Portsmouth.

First cost: £6,414.14.0d to build, plus £5,989.17.2d fitting & coppering.

Commissioned: 7.1779; paid off 1.1784 after wartime service. Underwent Small Repair at Deptford (for £4,550) 1 – 10.1790. Fitted at Deptford (for £1,381) 3.1793; recommissioned 1.1793 under Capt. Mark Robinson, for the Downs. In 1.1795 under Capt. William Pierrepoint, then 7.1795 Capt. William Carthew and 11.1796 Capt. Henry Blackwood; at Nore mutiny 1798, employed in attempt to block the Thames; sailed for Newfoundland 6.3.1798; escape from 36-gun frigates *La Vertu* and *La Régénérée*, off Teneriffe. In 11.1798 under Capt. Charles Paget; to Bay of Biscay and Spanish coast 1799; in Warren's squadron at Ferrol 8.1800; took 10-gun privateer '*Sanlago*' (?*Santiago*) in the Channel 18.11.1800. In 4.1801 under Capt. Philip Wodehouse, then 10.1801 Capt. Adam Mackenzie. In operations against Dutch West Indies 1803. Fitted at Chatham 10.1803 – 1.1804; recommissioned 11.1803 under Capt. Francis Vesey, then 10.1804 under Capt. Robert Barrie; capture of 30-gun privateer *La Vaillante* 25.6.1805; on Irish station 1805-06; from 5.1806 under Capt. Richard Vincent, then 9.1806 Capt. Thomas Smyth (-1809); in Channel Islands 1808; took 3-gun lugger *Le Point du Jour* 20.10.1808; sailed for South America 2.3.1809. BU 11.1811 at Portsmouth.

Pomona Thomas Raymond, Chapel (Southampton).

As built: 120ft 6in, 99ft 6in x 33ft 6in x 11ft 0in. $593^{89}/_{94}$ bm.

Ord: 7.3.1777. K: 8.5.1777. L: 22.9.1778. C: 25.9 – 17.12.1778 at Portsmouth.

First cost: £6,445.0.0d to builder, plus £5,618.18.4d fitting and coppering.

Commissioned: 9.1778; paid off after wartime service 8.1782. Middling Repair at Deptford (for £7,816) 8.1783 – 7.1784. Fitted at Deptford (for £3,740) 10.1787 – 6.1788; recommissioned 5.1788, for the Channel.; paid off 10.1791. Fitted by Perry & Co, Rotherhithe (paid £1,309) 2 – 3.1793, then completed fitting at Woolwich (for £4,481) 3 – 5.1793; recommissioned 4.1793 under Capt. Henry d'Esterre Darby. In 1794 under Capt. Lord Augustus Fitzroy, on Downs station 1795. Renamed *Amphitrite* 14.7.1795. In 1796 under Capt. Charles Herbert. Refitted at Portsmouth (for £7,019) 6 – 9.1797; from 8.1797 under Capt. Charles Ekins (-1801); sailed for Jamaica 11.1797; took various privateers – 4-gun *La Balterie République* off St Lucia 2.2.1798, 6-gun *La Violetta* off Barbados 3.4.1798, 10-gun *La Guadaloupienne*, 8-gun *La Prize de Malta* and 6-gun *Le Bourdelais* at end of 1798; and 16-gun *Le Duquesne* off Antigua 26.6.1799. Under (acting) Lieut. Charles Gregory in 3.1801, then (acting) Cmdr. John Garnier, then ?J. Harrey in 6.1801 (for voyage home from West Indies), than Capt. Frederick Warren in 10.1801. Laid up at Portsmouth 2.1801 until BU there 8.1811.

Nemesis Jolly, Leathers & Barton, Liverpool (completed after launch & coppered by Smallshaw & Co, after business failure of Jolly & Co).

As built: 120ft 7in, 99ft 6in x 33ft 7½in x 11ft 0in. $598^{37}/_{94}$ bm.

Ord: 30.9.1777. K: 11.1777. L: 23.1.1780. C: 10.6 – 22.6.1780 at Plymouth.

First cost: £7,622.2.1 to builders; full first cost £12,120.8.5d including fitting.

Commissioned: 1.1780; paid off 5.1784 after wartime service. Great Repair at Deptford (for £11,568) 12.1787 – 11.1789. Fitted for sea by Batson, Limehouse (for £2,771 including Deptford Dyd expenses) 5 – 9.1790; commissioned 5.1790 under Capt. Alexander Ball; paid off 1791. Recommissioned 10.1792 under Capt. ?J. Woodey; sailed for the Mediterranean 26.4.1793. In 9.1793 under Capt. Lord Amelius Beauclerk, in the Mediterranean, then 3.1794 under Capt. Samuel Hood Linzee; taken by French *La Sensible* and *La Sardine* off Smyrna 9.12.1795; taken into French service as *La Nemesis*. Retaken by *Egmont* near Tunis 9.3.1796; under Cmdr. John Halliday from 4.1796; paid off 9.1796. Fitted at Portsmouth (for £10,665) 8.1797 – 3.1798; recommissioned 2.1798 under Capt. Robert Dudley Oliver; sailed for Halifax 17.4.1798. Under Capt. Thomas Baker from 1.1799 (-1800); took 14-gun privateer *Le Renard* in the Channel 12.1.1800, later another, *Le Modéré*; boats in fireship attack on frigates in Dunkirk roads 7.7.1800; took (with squadron) 40-gun *Freja* off Ostend 25.7.1800. Under Capt. Edward Owen 1.1801, on Irish station and the Channel. In 5.1802 under Capt. Philip Somerville (-1808); sailed with convoy for Newfoundland 29.8.1806; in Newfoundland 1807; sailed with convoy for North America 16.4.1808. Under Capt. William Ferris 3.1809; to Baltic 1809, then to Greenland Fishery 1810; her boats (with those of *Belvidera*) took 8-gun *Balder* and *Thor* at Studland (Norway) 22.7.1810, and destroyed another Danish vessel. Under Capt. William Bowles in 4.1811, for West coast of Africa. Fitted for troops at Sheerness 9.1811 – 5.1812; recommissioned 2.1812 as 16-gun troopship under Cmdr. James Maude (-1814); to North America 1813. Paid off 3.1814 and sold at Plymouth (for £1,610) 9.6.1814.

Resource Randall & Co, Rotherhithe.

As built: 120ft 8in, 99ft 7in x 33ft 9in x 11ft 0½in. $603^{34}/_{94}$ bm.

Ord: 30.9.1777. K: 11.1777. L: 10.8.1778. C: 11.8 – 2.10.1778 at Deptford.

First cost: £6,732.2.7d to build, plus £6,300.3.1d fitting & coppering.

Commissioned: 7.1778; paid off 1.1783 after wartime service. Small Repair at Woolwich (for £6,692.1.6d). Fitted at Woolwich (for £2,975) 12.1783 – 3.1784; recommissioned 12.1783 and sailed for Nova Scotia 12.5.1784; paid off 11.1788. Fitted at Plymouth (for £8,704) 6 – 11.1793; recommissioned 8.1793 under Capt. George Duff. From 2.1794 under Capt. Thomas Hamilton; sailed for the Leeward Islands 20.3.1794. Later, under (acting) Capt. Charles Herbert, with Jervis's fleet in the West Indies; under Capt. James Ross in 10.1794, then Capt. Henry Bayntun in 1795. In 1.1796 under Capt. Frederick Watkins; tool a privateer in the West Indies 4.1796; took (with *Mermaid*) 16-gun *Le Général Leveau* off San Domingo 10.12.1796; paid off 9.1797. Fitted for troops at Deptford (for £7,269) 7 – 8.1799; recommissioned 7.1799 under Cmdr. John Crispo; in Egypy operations 1801. Fitted for Trinity House at Deptford 9 – 10.1803. Fitted to lay off the Tower 3 – 5.1806; renamed *Enterprise* 17.4.1806. Sold at Deptford (for £1,420) 28.8.1816.

Mercury Peter Mestaer, Rotherhithe.

As built: 120ft 9¾in, 99ft 10½in x 33ft 9in x 11ft 0½in. $605^{12}/_{94}$ bm.

Ord: 22.1.1778. K: 25.3.1778. L: 9.12.1779. C: 24.2.1780 at Deptford Dyd.

First cost: £6,805.7.0d to builder, total including fitting & coppering £13,603.8.0d.

Commissioned: 10.1779; paid off 1782 but recommissioned 4.1783; paid off 7.1786. Small Repair at Woolwich (for £5,361) 8.1787 – 1.1788; fitted at Woolwich (for £3,463) 5 – 7.1788; recommissioned 5.1788; sailed for the Mediterranean 12.9.1888; paid off 1790. Fitted at Portsmouth (for £6,151) 7.1795 – 2.1796; recommissioned 10.1795 under Capt. George Byng, for Newfoundland. In 4.1797 under Capt. Thomas Rogers (-1801); took 3 privateers on Lisbon station – 16-gun *Le Benjamin* 5.1.1798, 16-gun *Les Trois Soeurs* 15.1.1798, and 12-gun *La Constance* 25.1.1798; to Newfoundland 6.1798. Refitted at Portsmouth (for £6,973) 2 – 5.1799; sailed for Newfoundland again 6.1799; took 15-gun privateer *L'Egyptienne* off the Isle of Wight 5.2.1800; sailed for the Mediterranean 5.5.1800; arrived Alexandria 31.7.1800 (via Warren's squadron off Cadiz); took 20-gun *La Sans Pareille* in the Mediterranean 20.1.1801; attempt to recapture the 18-gun *Bulldog* at Ancona 25.5.1801; then (with *Santa Dorotea*) retook *Bulldog* 16.9.1801. Fitted for coast defence (*ie* floating battery) at Deptford 5.1803; recommissioned 4.1803 under Capt. Duncombe Bouverie; took 4-gun *La Fuerte de Gibraltar* 4.2.1805. In 8.1805 under Capt. Charles Pelly; sailed for Newfoundland 12.5.1806. In 6.1807 under Capt. James A. Gordon; convoy to Newfoundland 9.1807; sailed for the Mediterranean 6.3.1808; action with gunboats off Cadiz 4.5.1808. Under Capt. Henry Duncan in 11.1808; cut out gunboat *Leda* from Rovigno 1.4.1809; with *Spartan* and *Amphim* at Pesaro 23.4.1809, and at Cesenatico 2.5.1809; cut out schooner *Pugliese* from Barletta 7.9.1809; paid off 2/3.1810. Fitted for troops at Woolwich 4 – 6.1810; recommissioned 5.1810 as 16-gun troopship under Lieut. William Webb; under Cmdr. John Tancock in ?6.1810; on Lisbon station 1811. In 11.1811 under Cmdr. Clement Milward, for Leeward Islands. In 8.1813 under Cmdr. Sir John Charles Richardson, still in Leewards. BU at Woolwich 1.1814.

Pegasus Deptford Dyd (M/Shipwright Adam Hayes).

As built: 120ft 6in, 99ft 6in x 33ft 6in x 11ft 0in. $593^{89}/_{94}$ bm.

Ord: 21.2.1778 (named 19.5.1778). K: 20.6.1778. L: 1.6.1779. C: 20.7.1779.

First cost: £14,782.1.8d including coppering & fitting.

Commissioned: 5.1779; paid off 4.1783 after wartime service. Fitted for Ordinary at Plymouth 10 – 11.1783. Small Repair at Plymouth (for £4,800.16.11d) 7 – 9.1784. Fitted at Plymouth (for £5,354.2.10d) 3 – 5.1786; recommissioned 3.1786; sailed 4.6.1786 for Newfoundland, then 1787 Nova Scotia. Fitted for Ordinary at Plymouth 1.1788; paid off 3.1788. Fitted for foreign service at Plymouth (for £1,856) 1 – 4.1789 and recommissioned 1.1789 under Capt. Herbert Sawyer; sailed for Newfoundland in 1789 and again on 21.6.1790. Under Capt. William Domett in 12.1790. Refitted for Channel service at Plymouth (for £2,459) 1 – 3.1791; sailed for Newfoundland 19.6.1791. Fitted at Plymouth (for £6,713) 4 – 6.1793; recommissioned 4.1793 under Cmdr. (Capt. 5.1793) Robert Barlow, for Howe's fleet; at Glorious First of June off Ushant 1.6.1794; later under Capt. George Countess. In 1795 under Capt. Ross Donnelly, in the Downs squadron; destroyed 12-gun *Gier* and *Echo* off the Dutch coast 12.5.1796; paid off 2.1797. Fitted for troops at Portsmouth (for £6,359) 2 – 3.1800; recommissioned 2.1800 as a troopship under Cmdr. John Pengelly (-1805); to Mediterranean (*en flûte*); home in 1804 and to North Sea 1805. Laid up at Chatham 1807. Converted to receiving ship at Chatham 10.1814. Sold at Deptford (for £1,100) 28.8.1816.

Cyclops James Menetone & Son, Limehouse.

As built: 120ft 6in, 99ft 6in x 33ft 9in x 11ft 0in. $602^{80}/_{94}$ bm. Draught 7ft 10½in / 12ft 2½in.

Ord: 6.3.1778. K: 3.4.1778. L: 31.7.1779. C: 26.9.1779 at Deptford.

First cost: £6,878.8.7d to builder, plus £6,937.10.4d fitting & coppering.

Commissioned: 7.1779; paid off 2.1784 after wartime service. Great Repair at Deptford (for £10,084) 12.1785 – 6.1787. Fitted for sea by Barnard & Co, Deptford (for £3,608 including Deptford Dyd expenses) 5 – 6.1790; recommissioned 5.1790 under Capt. James Cotes; paid off 10.1791. Recommissioned 6.1793 under Capt. Davidge Gould, for the Channel. In 7.1795 under Capt. William Hotham; paid off 5.1796. Fitted for troops at Portsmouth (for £6,408) 1 – 3.1800; recommissioned 2.1800 as a 16-gun troopship under Cmdr. John Fyffe (-1804); in Mediterranean 1801-03, including Egypt operations 1801; paid off 4.1804. In 9.1804 under Cmdr. Gilbert Heathcote, as guardship at Lymington, then under Cmdr. Francis Douglas in 1.1805. Fitted as a receiving ship at Portsmouth 3.1807; in Ordinary from 1812. Sold at Portsmouth (for £1,360) 1.9.1814.

Vestal Robert (and John) Batson, Limehouse.

As built: 120ft 6in, 99ft 6in x 33ft 8½in x 11ft 0½in. $601^{35}/_{94}$ bm.

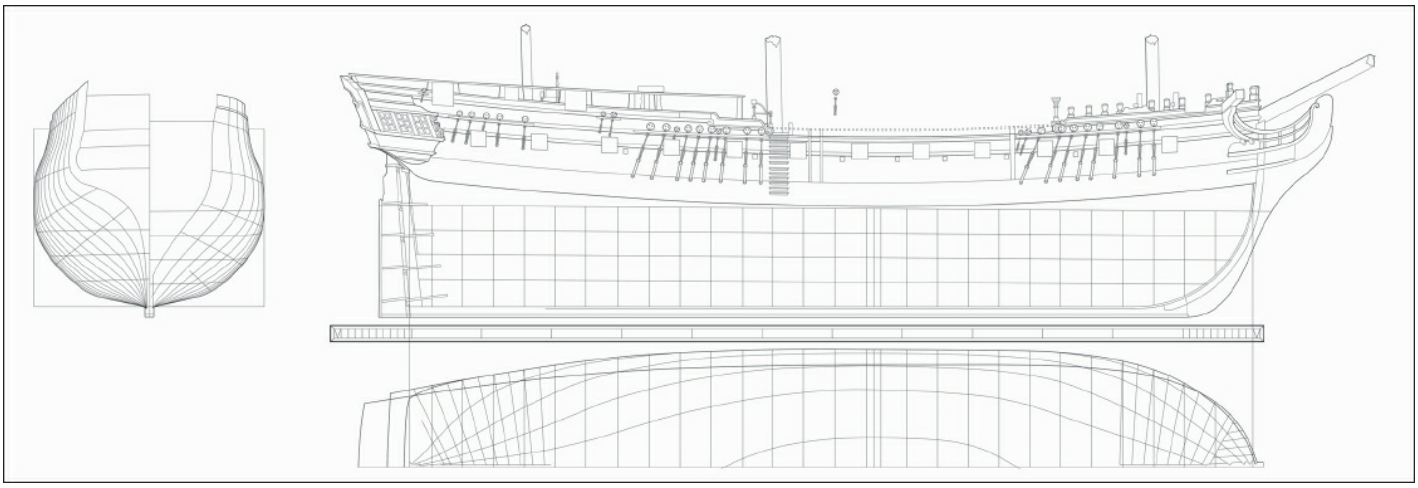
Ord: 18.3.1778. K: 1.5.1778. L: 24.12.1779. C: 25.2.1780 at Deptford Dyd.

First cost: £6,875.12.11d to build, total £14,116.8.2d including fitting & coppering.

Commissioned: 11.1779; sailed for Newfoundland 10.4.1780. Refitted at Portsmouth (for £3,617.15.11d) 2 – 4.1782; paid off 3.1784 after wartime service. Great Repair and fitted for sea at Deptford (for £10,016) 1.1786 – 9.1787; recommissioned 8.1787. Refitted at Portsmouth (for £3,019) 5.1789; sailed 29.8.1789 for the East Indies. Small Repair at Woolwich (for £7,531) 2 – 5.1793; recommissioned 6.1793 under Capt. John M'Dougall. In 10.1794 under Capt. James Newman. In 8.1795 under Capt. Charles White (-1799); took (with others) 36-gun Dutch *Alliantie* off the Norwegian coast 22.8.1795; under (temp.) Capt. Robert Plampin, took 2 privateers – 8-gun *Le Voltigeur* on 10.4.1797 and 18-gun *La Jalouse* 31.5.1797 – in the North Sea; in Popham's attack on Ostend 5.1798; paid off 12.1799. Fitted for troops at Chatham (for 4,140) 1 – 3.1800; recommissioned under Cmdr. Valentine Collard 2.1800; in Egyptian operations (*en flûte*) 1802; paid off 4.1802. Fitted for Trinity House at Woolwich 9 – 10.1803. Repaired by Joshua Young & William Wallis, Rotherhithe (for £8,791) 9.1804 – 2.1805; fitted at Woolwich 2 – 3.1805. In 1805 under Capt. Stephen Digby; took 14-gun privateer *Le Prospero* in the Channel 5.6.1805; in action with Van Huell's convoy 18.7.1805. In 7.1806 under Capt. Edwards Graham (-1809); on North Sea & Downs station in 1807; took 20-gun privateer brig *L'Intrépide* off Newfoundland 19.11.1809. Fitted for troops at Portsmouth 7 – 9.1810; recommissioned 7.1810 under Cmdr. John Houston (died 1810 or 1811). In 1811 under Cmdr. Maurice Berkeley, for Lisbon. In 11.1811 under Cmdr. Samuel Deckar, for the Leeward Islands; flagship of Rear-Adm. Sir Francis Laforey 6.1814. Converted to prison ship for Barbados by AO 7.4.1814; in 7.1815 under H. Curtis, Master (paid off 8/8.1815). Sold at Barbados 2.1816.

Batch 3

All contract-built at Dover or Sandgate, these were modified from the original design to include flush gangways and solid QD bulkheads. Building costs for the last four of these vessels are not available, only fitting costs.



Rose, 28 guns, as designed. This was one of the final batch of *Enterprise* Class ships, showing the wartime modifications, the most obvious being the berthed-up quarterdeck barricades.

Thisbe Thomas King, Dover.

As built: 120ft 6in, 99ft $5^{3}/_{8}$in x 33ft 7in x 11ft 0in. $596^{57}/_{94}$ bm.

Ord: 23.2.1782. K: 9.1782. L: 25.11.1783. C: 1.12.1783 – 19.4.1784 at Deptford.

First cost: £6,969.4.5d to build, plus £7,013.6.11d fitting & coppering.

Commissioned: 12.1783; sailed for Newfoundland 18.5.1784 and again 17.4.1785; paid off late 1785. Recommissioned 4.1786; sailed 2.9.1786 for Nova Scotia; paid off 12.1789. Refitted at Portsmouth (for £3,538) 1 – 3.1790; recommissioned 1.1790 under Capt. Rupert George; sailed for Nova Scotia 19.3.1790; paid off 1791. Fitted at Portsmouth (for £6,084) 5 – 8.1793; recommissioned 5.1793 under Capt. James Dickinson; in 1794-98 under Capt. John Oakes Hardy, on Halifax station; in 1798 under Capt. Charles Pater; paid off 10.1798. Reduced to 18 guns in 1799, and recommissioned (still under Pater); in 4.1799 under Cmdr. James O'Bryen. Fitted for troops at Plymouth (for £8,694) 1 – 5.1800; recommissioned 2.1800 under Cmdr. John Morrison; transport in Quiberon operations 1800, then Egypt operations (*en flûte*) 1801. Recommissioned 10.1802 under Cmdr. Lewis Shepheard (-1807), for the Channel; fitted for troops at Chatham 10 – 12.1803. Repaired at Portsmouth 2 – 3.1806; sailed for River Plate 9.3.1807 (home by end of 1807). Recommissioned 3.1808 as guardship at Woolwich under Cmdr. William Rogers (-1811), as flagship of Vice-Adm. Sir Henry Stanhope, then 1810 of Rear-Adm. Sir Charles Hamilton; in 7.1811 under Cmdr. Thomas Dick; in 6.1814 under Cmdr. Thomas Eyre, as flagship of Vice-Adm. Arthur Legge, still at Woolwich. Sold at Deptford (for £1,660) 9.8.1815.

Circe Henry Ladd, Dover.

As built: 120ft $6^{3}/_{8}$in, 99ft 5in x 33ft 7¾in x 11ft 0in. $599^{55}/_{94}$ bm.

Ord: 6.3.1782. K: 12.1782. L: 30.9.1785, then laid up 5.11.1785 at Deptford; 10.1788 to Woolwich, where fitted 8.1790 – 2.11.1790.

First cost: £2,628 fitting at Deptford + £3,489 at Woolwich.

Commissioned: 9.1790 under Capt. George Oakes; paid off 10.1791. Fitted at Woolwich (for £4,285) 4 – 5.1792; recommissioned 4.1792 under Capt. Alan Gardner; under Capt. Joseph Yorke in 1793; took (with *Nymphe*) 14-gun *L'Espiègle* off Ushant 20.11.1793. In 10.1794 under Capt. Peter Halkett (-1797), in Downs squadron; at Battle of Camperdown 11.10.1797. In 12.1797 under Capt. Robert Winthrop (-1799), in North Sea; at Popham's attack on Ostend 5.1798; with Mitchell's squadron in the Helder 8.1799 (in Nieuwe Diep 28.8.1799); boats took 12-gun *Lijnx* and 8-gun schooner *Perseus* in the Ems 9.10.1799. Under Capt. Isaac Wooley in 1.1800 (-1802); sailed for Jamaica 7.1800. In 7.1802 under Capt. John Hayes. Fitted at Chatham 9.1802 – 7.1803; in 6.1803 under Capt. Charles Fielding; wrecked on the Lemon & Ower Bank, off Norfolk 17.11.1803.

Rose (Joshua) Stewart & Hall, Sandgate.

As built: 120ft 5½in, 99ft 5in x 33ft 7¾in x 11ft 0in. $598^{55}/_{94}$ bm.

Ord: 15.3.1782. K: 6.1782. L: 1.7.1783. C: 7.7 – 23.10.1783 at Deptford Dyd.

First cost: £6,907.4.3d to build, plus £6,296.15.5d fitting.

Commissioned: 8.1783, to East Coast Scotland station; paid off 3.1786. Recommissioned 3.1786; for Newfoundland station; paid off again 12.1788. Recommissioned 1.1789 under Capt. Jacob Waller, for Newfoundland; paid off 12.1791. Repaired by Taylor?, Thames (for £2,922) 4 – 6.1793, then fitted at Woolwich (for £3,807) 6 – 7.1793; recommissioned 6.1793 under Capt. Edward Riou; sailed for the Leeward Islands 26.11.1793; took privateer *Le Vengeur* 18.2.1794. Under Capt. Robert Faulknor in 3.1794; later Capt. Matthew Scott; wrecked off Rocky Point, Jamaica 28.6.1794.

Hussar F.C. Wilson, Sandgate.

As built: 120ft 6in, 99ft 0in x 33ft 8in x 11ft 0in. $596^{79}/_{94}$ bm. Draught 9ft 0in / 11ft 9in.

Ord: 26.3.1782. K: 6.1782. L: 1.9.1784. C: 4.9.1784 – 7.4.1785 (for Ordinary), then 10 – 11.1787 at Deptford Dyd; then 5.1790 – 30.6.1790 by Wells, Deptford (for sea).
First costs: £2,406 fitting (1784-85) + £3.547 (1790).
Commissioned: 5.1790 under Capt. Eliab Harvey; sailed for the Mediterranean 28.2.1791 under Capt. Henry Trollope. Recommissioned 2.1792 under Capt. Rupert George (-1794); sailed for Newfoundland 6.4.1792. At Halifax 1794-95; from ?3.1795 under Capt. Charles Wemyss, later under Capt. John Poo Beresford; took (with *Thetis*) 40-gun *La Prévoyante* (*en flûte*, 24) and 24-gun *La Raison* (*en flûte*, 18), off Cape Henry 17.5.1795. In 1796 under Capt. Charles Rowley, then Capt. James Colnett in 10.1796; wrecked near Île Bas, north coast of Brittany 27.12.1796.

Alligator Philemon Jacobs, Sandgate.
As built: 120ft 6in, 99ft 5in x 33ft 7½in x 11ft 0in. $599^{42}/_{94}$ bm.
Ord: 7.5.1782. K: 12.1782. L: 18.4.1787. C: 20.4.1787 – 18.7.1790 at Deptford Dyd then Randall & Co, Rotherhithe.
First cost: £2,771 + £4,330 fitting costs including Deptford expenses.
Commissioned: 6.1790 under Capt. Isaac Coffin; sailed for Halifax 1.3.1791. Fitted at Deptford (for £2,895) 12.1792 – 1.1793; recommissioned 12.1792, from 2.1793 under Capt. William Afleck; took French privateer *Sans Peur* in the North Sea 12.2.1793 and *Prend Tout* 21.2.1793; sailed for the Leeward Islands 18.3.1793; at capture of St Pierre & Miquelon 14.5.1793; took French 14-gun *La Liberté* near Jamaica 28.3.1794. In 10.1794 under Capt. Thomas Surridge, then 1.1795 Capt. Thomas Afleck. Paid off and laid up at Portsmouth 2.1795. Fitted as 16-gun troopship at Portsmouth (for £7,198) 2 – 3.1800; recommissioned 2.1800 under Capt. George Bowen; in Egypt operations 1801. In 5.1802 under Capt. Philip Beaver. Recommissioned 5.1803 under Cmdr. Richardson, then to Leeward Islands; took (with consorts) 18-gun *Hippomenes* at Demerara 27.9.1803. In 1804-05 under Cmdr. Robert Henderson; took (with consorts) 32-gun *Proserpine* at Surinam 6.5.1804; home in 1804. In 1806 under Cmdr. ?Augustus Collier, and to Leeward Islands again; in 3.1806 under Capt. Hugh Pigot, then Capt. Robert Bell Campbell in 1807. Laid up at Plymouth 4.1807. Sold at ?Plymouth (for £1,760) 21.7.1814.

Dido (Joshua) Stewart & Hall, Sandgate.
As built: 120ft 5in, 99ft 3in x 33ft 7in x 11ft 0in. $595^{39}/_{94}$ bm.
Ord: 5.6.1782. K: 9.1782. L: 27.11.1784. C: 29.11.1784 – 15.3.1785 for Ordinary at Deptford Dyd; fitted & coppered there 11.1786 – 17.2.1787; then at Portsmouth to 10.1787.
First cost: £3,272 (1785) & £1,353 (1787) for fitting at Deptford, plus £4,258 at Portsmouth.
Commissioned: 9.1787 under Capt. Charles Sandys; sailed for Nova Scotia 5.4.1788; under Capt. Edward Buller 7.1790 at Halifax; paid off end 1790. Small Repair at Woolwich (for £11,612) 3.1792 – 5.1793; recommissioned 4.1793 under Capt. Sir Charles Hamilton; sailed for the Mediterranean 21.11.1793, for occupation of Toulon. In 1794 under Capt. George Towry; took 20-gun cutter *Le Téméraire* 3.1795; in action (with *Lowestoffe*) against 42-gun *La Minerve* (which was taken) and 36-gun *L'Artémise* 24.6.1795. Later under Capt. Henry Hotham. In 7.1797 under Capt. D'Arcy Preston in the Mediterranean, then Capt. Edward Marsh in 8.1797. Fitted as 16-gun troopship at Portsmouth (for £7,145) 2 – 3.1800; recommissioned 2.1800 under Cmdr. David Colby; in Egypt operations 1801. Fitted as Army Deserters' prison ship at Portsmouth 9 – 10.1804; stationed off Cowes 1807-15. Sold to Josiah Holmes at Portsmouth (for £1,320) 3.4.1817.

Lapwing Thomas King, Dover.
As built: 120ft 6in, 99ft 4½in x 33ft 8in x 11ft 0½in. $597^{82}/_{94}$ bm.
Ord: 22.10.1782. K: 2.1783. L: 21.9.1785. C: 1787 for Ordinary at Deptford Dyd; 8.1790 – 19.5.1791 for sea at Woolwich.
First cost: £2,672 for fitting at Deptford, £4,745 at Woolwich..
Commissioned: 10.1790 under Capt. Paget Bayley. Recommissioned 4.1791 under Capt. Henry Curzon; sailed for the Mediterranean 12.7.1791; home in 1793, paid off 2.1794. Fitted at Woolwich (for £7,247) 5 – 11.1794. Recommissioned 7.1794 under Capt. Robert Barton (-1797), for cruising; sailed for the Leeward Islands 10.1795. Captured 20-gun *Le Décius* (burnt next day to avoid recapture) and destroyed 10-gun *La Vaillante* at Anguilla 25.11.1796; captured series of privateers (10-gun *La Maria Topaze* off Montserrat 28.12.1796; 4-gun *L'Espoir* off Barbados 31.1.1797; 18-gun Spanish *San Christophe* off Bermuda 15.2.1797; 6-gun *L'Heureuse Catherine* off St Kitts 7.3.1797; schooner *Le Louis Bonfoi* off Barbuda 9.6.1797; 8-gun *Le Veteran* off Montserrat 6.7.1797; 4-gun *Le Dovad* off Montserrat 7.7.1797; 4-gun *Le Regulus* off Tortola 1.8.1797). Under Capt. Thomas Harvey from 1798 (-1800); captured further privateers (6-gun *L'Intrigue* off Martinique 9.1.1798; 8-gun *La Mutine* off Nevis 18.2.1798; 4-gun *Le Hardi* off St Bartholomew 31.3.1798; 10-gun *L'Intrépide* off St Barts 29.5.1798; 4-gun *L'Invariable* off St Barts 12.8.1798), then – with *Concord* – took more privateers: 8-gun *Le Buonaparte*, 10-gun *L'Amazone*, 4-gun *Le Saveur* and 2-gun *La Fortune* 8 – 9.1798; in Seymour's squadron at Surinam 8.1799. In 8.1800 under Capt. Edward Rotheram; went home and paid off 9.1800. Fitted at Sheerness 11.1802 – 2.1803; recommissioned 11.1802 under Capt. Alexander Skene, for Newfoundland. In 11.1803 under Capt. Francis Fane, at Cork, then 12.1804 under Capt. Clotworthy Upton; paid off 1806; in Ordinary at Plymouth to 1810. Fitted at Plymouth 1 – 3.1810, to raise the wreck of the *Britannia* in Cork Harbour. Fitted at Plymouth 6 – 7.1813, to be sent to Milford to lodge the clerks, etc. Receiving ship at Milford 1822. BU at Plymouth (or Pembroke?) 31.5.1828.

(B) Vessels acquired from 1 February 1793

No further Sixth Rate frigates were built for the RN after the last of the *Enterprise* Class were completed. A number of French corvettes and similar vessels, and two Dutch ships, were taken by the RN and added to the British Navy during 1793-1799.

***La COQUETTE* Class**. 'Corvettes de 20 x 8', designed by Joseph-Marie-Blaise Coulomb. Eight of these corvettes were built in 1779-81 at Toulon, of which two (*La Coquette* and *La Naïade*, both built 1779-80) were taken by the RN in 1783 and BU soon after, while three more (see below) were taken and added to the RN in 1793; of three sisterships, *La Sémillante* (built 1780) was BU in 1787, *La Badine* (built 1780) was BU in 1804 and *La Brune* (built 1780-81) was taken at Corfu by the Russians 3.3.1799. Records of these ships in RN service are ambiguous.

Poulette (French *La Poulette*; built 9.1780 – 6.1781 at Toulon. L: 22.3.1781).
Dimensions & tons: not measured; probably close to *Belette* below.
Handed over by Royalists at Toulon 29.8.1793.
In 1794 under Cmdr. Ralph Miller; in attempt to destroy ships in Golfe de Juan 1794; at Hotham's action off Genoa 13.3.1795. In 1796 under Cmdr. J(ohn or Jeremiah) Edwards; burnt as unserviceable 20.10.1796 at Ajaccio.

Belette (French *La Belette*; built 10.1780 – 6.1781 at Toulon. L: 5.3.1781).
Dimensions & tons (approx): 120ft 0in, 106ft 6in x 32ft 0in x 16ft 0in. 580 bm.
Handed over by Royalists at Toulon 29.8.1793.
In 9.1793 under Cmdr. Thomas Seccombe. Commissioned 8.1794 'as a 16-gun sloop'. In 1796 under Cmdr. John Temple; burnt as unserviceable 20.10.1796 at Ajaccio.

Blonde (French *La Blonde*; built 8.1780 – 2.1781 at Toulon. L: 5.1.1781).
Dimensions & tons: not measured; probably close to *Belette* above.
Taken 27.11.1793 off Ushant by *Latona* and *Phaeton*.
No record of service in RN. Sold 1794.

***UNDAUNTED*.** Design by Pierre-Alexandre Forfait.

Undaunted (French *flûte La Royaliste*, ex *La Bienvenue*, built 11.1787 – 6.1788 at Le Havre. L: 7.5.1788).
[Renamed *La Royaliste* from 10.1792 to 1.1793, this ship reverted to her original name and became a floating prison at Martinique 7.1793.]
Dimensions & tons: dimensions not recorded. 699 bm.
Men: 195. Guns: 28 (main battery 20 x French 8pdrs).
Taken 20.3.1794 at Fort Royal, Martinique. Arrived Sheerness 24.9.1794. Registered and re-named 30.3.1795.
Commissioned: at Martinique in 3.1794 under Capt. Robert Faulkner, then Capt. James Carpenter. In 5.1794 under Capt. Henry Bayntum. Sold at Deptford (for £600) 24.7.1795.

***MATILDA* (*JACOBINE*)**. 'Corvette de 22 x 12', a one-off design by Pierre Degay.

Matilda (French *La Jacobine*, ex *Le Bonheur* renamed 11.1793, built 8.1793 – 6.1794 at Basse-Indre. L: 30.3.1794).
Dimensions & tons: 129ft 2in, 105ft 7in x 32ft 10in x 9ft 10in. 573 bm.
Men: 180. Guns:
Allegedly the French intended to rename her *L'Inconstante* in 1794, but before this could be done…
Taken 30.10.1794 by *Ganges* & *Montagu* in the West Indies.
Commissioned: 7.1795 in the West Indies under Cmdr. (Capt. in 11.1795) George Vaughan; in 12.1795 under Capt. Robert Otway, then Capt. Henry Mitford in 5.1796 (-1799); took 2-gun schooner off Barbados 13.2.1797; took various privateers off Antigua (2-gun *Le Ceres* 19.1.1798, 10-gun *La Vantour* 29.3.1798, 12-gun *L'Aigle* 31.3.1798, 14-gun

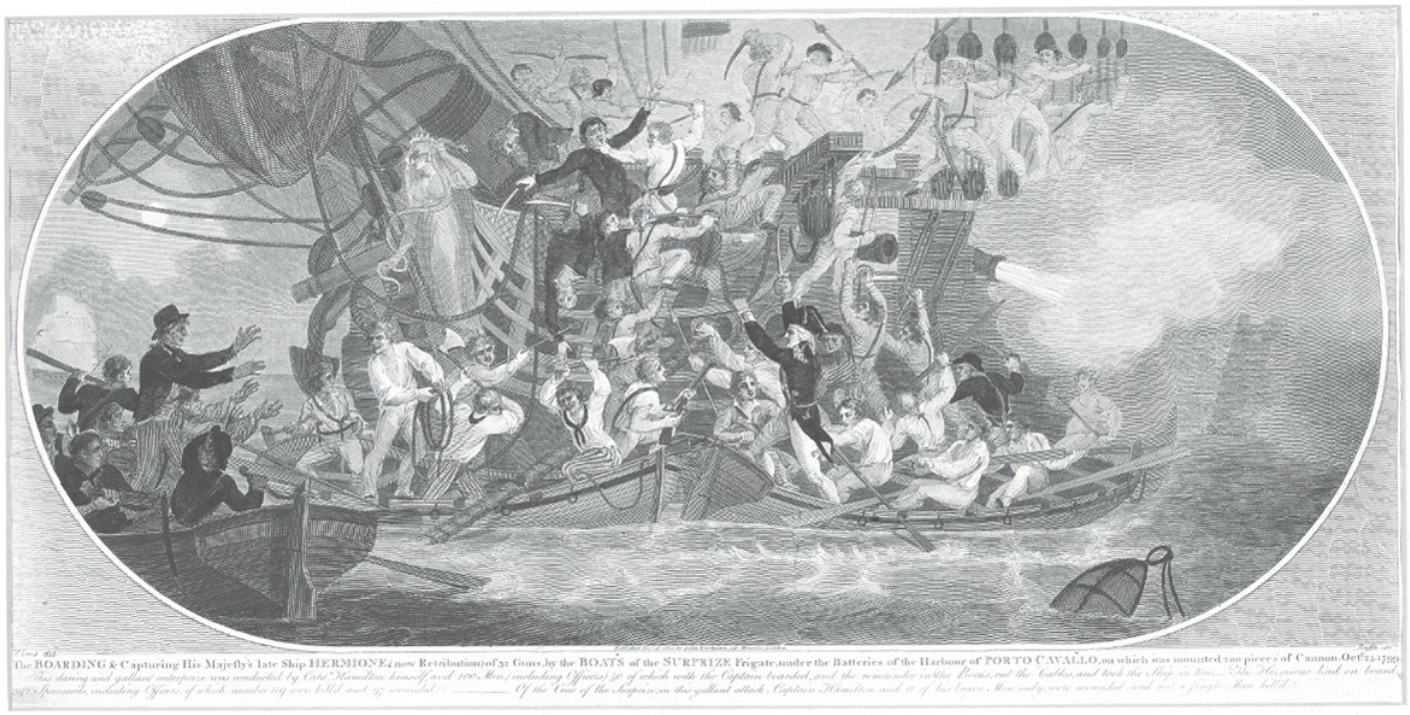
L'Annibale 29.5.1798, 6-gun *L'Etoile* 23.6.1798 and 14 gun *L'Intrépide* 5.10.1798) . Renamed and registered by AO 27.6.1798. Arrived 15.10.1799 at Woolwich. Recommissioned 12.1799 under Lieut. William Lanyon (-1801), as hospital ship at Woolwich. Recommissioned 5.1803 under Lieut. ?J. James, again as hospital ship at Woolwich; under Lieut. John S. Smith from 8.1804, then Lieut. Thomas D. Birchall in 11.1804 (-1807); flagship of Rear-Adm. Henry Stanhope 1805-07. BU at Woolwich 8.1810.

***L'UNITÉ* Class**. 'Corvettes de 24 x 8', designed by Pierre-Alexander Forfait. In 1793-94 France built four of these 580-ton ship-rigged corvettes, each armed with 24 x 8pdr guns on their UD; these were of conventional design with quarterdecks and forecastles. Two were taken by and added to the RN; of two sisterships, *La Calliope* (ex *La Cornélie*, built Honfleur 1793-94 and renamed 5.1795) was wrecked on the Penmarcks and then burnt by Warren's squadron 17.7.1797 off the French coast, and *La Républicaine* (built Le Havre 1793-94) was taken off the coast of Guiana 25.8.1799 by the *Tamar* (but not added to the RN).

Tourterelle (French *La Tourterelle*, ex *La Fidèle* renamed 2.1794; built 9.1793 - 5.1794 at Honfleur. L: 18.3.1794).

Dimensions & tons: 125ft 11in, 108ft 3¼in x 31ft $9^{1}/_{8}$in x 9ft 10in. $580^{90}/_{94}$ bm.

Men: 200. Guns: 24 x 9pdrs; QD 4 x 6pdrs + 4 x 24pdr carronades; Fc 2 x 24pdr carronades [at one period re-armed with 22 x 24pdr carronades].



Although the small ex French frigate *Surprise* enjoyed an extensive and dramatic career in the fiction of Patrick O'Brian, the real ship's most spectacular service was the cutting out of the ex British frigate *Hermione* from the heavily defended harbour of Puerto Cabello (in modern-day Venezuela) in October 1799. *Hermione* had been turned over to the Spanish by her mutinous crew, and was heavily manned when the boats of *Surprise* mounted a desperate, but ultimately successful night-time attack, as depicted in this vivid print.

Taken 13.3.1795 by *Lively* off Ushant; fitted at Plymouth (for £6,677) 14.3 – 18.12.1795.

Commissioned: 7.1795 by Capt. Richard Fellowes; sailed for Jamaica 24.2.1796. In 1797 under Capt. Thomas Boys, and 1798 Capt. John West. Fitted for sea at Deptford (for £6,963) 5 – 7.1799; recommissioned 6.1799 as 14-gun troopship under Cmdr. John Fergussone (-1801), for the Mediterranean. In 1803 under (acting) Cmdr. John Simpson, for passage to England. Made good defects at Plymouth 4.1804 – 6.1805. In 1805 under Cmdr. James Worth, then 1806 Cmdr. John W. Marshall, at Jamaica. In 1808 under Lieut. James Young, as prison ship at Bermuda. In 1811 under Lieut. Scott, as stationary ship at Halifax; later under Capt. Andrew Evans (-1815). By 1816 sunk as breakwater at Bermuda.

Surprise (French *L'Unité*, built 8.1793 - 4.1794 at Le Havre. L: 16.1.1794).

Dimensions & tons: 126ft 0in, 108ft $6^{1}/_{8}$in x 31ft 8in x 10ft 0½in. $578^{73}/_{94}$ bm.

Men: 200. Guns: UD 24 x 9pdrs; QD 8 x 4pdrs + 4 x 12pdr carronades; Fc 2 x 4pdrs + 2 x 12pdr carronades.

Taken 20.4.1796 by *Inconstant* at Bône in the Mediterranean.

Commissioned: 6.1796 under Cmdr. (Capt. 6.1797) Edward Hamilton; sailed for Jamaica 29.7.1796. Fitted at Plymouth (for £6,992) 1 – 5.1798; took 6-gun *La Lanvette* in 1798; took (with *Amaranthe*) 4-gun *La Petite Française* on the Jamaica station in ?2.1799; took 5-gun privateer *La Lionne* in Spring 1799; cut out *Hermione* from Puerto Cabello 25.10.1799. In 1.1800 under Capt. Christopher Laroche, then 8.1801 Capt. James Oswald. Sold at Deptford 2.1802.

Ex DUTCH PRIZES (1799).

Amaranthe (Dutch *Venus* 24, built Amsterdam 1768), 28 guns.

[A near sister to the *Dolphÿn* taken in the same year - see next section, but here reclassed as 28 guns *vice* 24.]

Dimensions & tons: 112ft 6in, 92ft 10½in x 31ft 9in x 10ft 6in. 498 (exact) bm.

Men: 195. Guns: UD 24 x 9pdrs; QD 2 x 6pdrs; Fc 2 x 6pdrs.

Taken 28.8.1799 in the Nieu Diep off Texel by Mitchell's squadron; arrived 12.9.1799 at Portsmouth.

To Sheerness 4.1800, then 5.1800 to Woolwich, where fitted 10.1801 – (suspended during Peace of Amiens) 5.1803 (at £12,831).

Commissioned: 3.1803 under Capt. Charles Boys, for North Sea. BU at Deptford 3.1804.

Helder (ex *Heldin*) (Dutch *Heldin* 32, built 1796 at Amsterdam Dyd), 28 guns.

[This entry is duplicated in Chapter 5 in view of carrying a main battery of 12pdrs.]

Dimensions & tons: 122ft 1in, 102ft $3^{5}/_{8}$in x 36ft 2¼in (33ft 6¾in mld.) x 11ft 4¾in. $635^{91}/_{94}$ bm.

Men: 190 (later 207). Guns: UD 24 x 12pdrs; QD 4 x 6pdrs.

Taken in the Helder 28.8.1799. First named *Alarm*, then *Heldin* in 4.1800, finally *Helder* 24.4.1800. Arrived Sheerness 28.4.1800. Fitted at Deptford (for £8,911) 7 – 11.1800.

Commissioned: 10.1800 under Capt. John Philips; her boats took 10-gun privateer *La Victoire* off Cape St Croix 14.2.1801. Subsequently under Cmdr. Bridges Taylor, then 12.1801 under Capt. William Parker. Sold 1802.

(C) Vessels acquired from 18 May 1803

Few additions were made to this obsolete category. The elderly former frigates *Niger* and *Vestal*, which had been re-rated as troopships in 1799 and 1800 respectively, were reinstated as Sixth Rates of 28 guns in 1804; the large former privateer *Le Brave* was gifted to the RN by the colony of Barbados in 1804 (but notably was not refitted and commissioned until 1810), while another prize added in 1806 (*Bellone*) was seemingly never employed. Two small merchant vessels purchased in 1804 (*Hyaena* and *Proselyte*), as well as the prizes *Princess* and *Grana*, were also officially rated as 28-gun, but their small size and low official complement indicate they should be better included with the 20/24-gun ships and I have

accordingly placed them in the latter part of this chapter.

Barbadoes (French privateer *Le Brave*, built ?Bordeaux 1799).

Dimensions & tons: 139ft 8in, 117ft 6½ x 35ft $2^{5}/_{8}$in (34ft $8^{5}/_{8}$in mld.) x 10ft 3in. $775^{43}/_{94}$ bm.

[Re-measured 7.8.1804 at $799^{62}/_{94}$ bm.]

Men: 195. Guns: UD 24 x 9pdrs; QD 8 x 24pdr carronades; Fc 2 x 6pdrs + 2 x 24pdr carronades.

Taken 5.1803 by *Loire* in the West Indies. Purchased by the inhabitants of Barbados in 1804 and presented to the Admiralty (possibly armed with - and rated as - 32 guns from capture until arrival in UK in 1805).

In 10.1805 under Capt. Joseph Nourse; took French privateers (18-gun *Le Napoléon* 17.10.1804, 10-gun *L'Heureux* 11.1804; 14-gun privateer *La Desirée* 8.4.1805); attacked (with *Netley*) by Villeneuve's fleet while escorting West Indian convoy 8.6.1805. Arrived Portsmouth 17.6.1805 and laid up until underwent Large Repair 5.1809 – 6.1810.

Commissioned: 5.1810 under Capt. Brian Hodgson; sailed for the East Indies 5.9.1810. In 7.1811 under Capt. Edward Rushworth; action with gun brigs off Calvados 7/8.9.1811; sailed for Jamaica 23.11.1811. In 6.1812 under Capt. Thomas Huskisson; took American 10-gun schooner *James Madison* 22.8.1812; wrecked on Sable Island 28.9.1812, while escorting convoy from Bermuda to Newfoundland (1 man drowned).

Bellona (French privateer *La Bellone*, built 1799 Bordeaux).

Dimensions & tons: 132ft 0in, 107ft 2in x 33ft 7in x 11ft 4in. $642^{85}/_{94}$ bm.

Men: ?200. Guns: unrecorded for RN. Probably never re-armed following her capture.

Taken 9.7.1806 off Ceylon by *Powerful*.

See Late Information (p.420) for subsequent history.

Sixth Rates of 20 to 24 guns

At the start of 1793 the British Navy had fourteen ships with from 20 to 24 carriage guns (of which only twelve were fit for active service). They were defined as 'Post Ships' because these were the smallest vessels that a posted captain (*ie* one with the substantive rank of Captain, rather than a Lieutenant-in-command) was required to command. While technically these ships were not classed as frigates, in practice they were usually described as such by sea officers. All of them were frigate-built Sixth Rates with traditional quarterdecks and forecastles (the flush-deck Sixth Rate had yet to arrive). Structurally their main difference in layout from the true (larger) frigates was the absence of an orlop platform amidships. Comparatively slow and unweatherly because of their high centre of gravity, they were nevertheless very seaworthy and in peacetime served as frigate substitutes around the globe, particularly on the more distant foreign stations.

Seven of them were established as 24-gun ships, and three of these were in commission and three in Ordinary at the start of 1793, with the seventh in harbour service; they were all established with a complement of 160 men (138 officers, seamen and marines; 20 servants and boys; and 2 'widow's men'; this total was reduced by 1 man, and by 5 servants and boys to 154 from 16.4.1794) and with ordnance of 22 x 9pdrs and 2 x 6pdrs, giving a broadside weight of 105 lbs on each side – to which 6 x 18pdr carronades were added on 19.11.1794, raising the broadside to 159 lbs.

The other seven were rated as 20-gun ships, of which two were in commission and four in Ordinary at the start of 1793, with the seventh in harbour service; they were all established with a complement of 140 men (119 officers, seamen and marines; 19 servants and boys; and 2 'widow's men'; this total was reduced by 1 man, and by 5 servants and boys to 134 from 16.4.1794) and with ordnance of 20 x 9pdrs only, giving a broadside weight of 90 lbs on each side – to which 6 x 12pdr carronades were added on 19.11.1794, raising the broadside to 126 lbs.

***SPHINX* Class**. John Williams design of 1773. Nearly two decades after the previous batch of 20-gun ships, this Williams design had finer lines but her layout showed little change from the earlier designs. The first six ships were built in the Dockyards, in accordance with standard peacetime practice (of which *Vestal* was lost in 1777 and *Galatea* was BU in 1783); but late 1775 saw the resumption in contracting out, and three of the last four vessels were commercially built (of which *Ariel* was taken by the French in 1779 and *Unicorn* in 1780 - the latter retaken in 1781 but BU in 1787). The last 20-gun ships to be built for the Navy until the (flush-decked) *Hermes* Class of 1810.

Dimensions & tons: 108ft 0in, 89ft 8in x 30ft 0in x 9ft 8in. $429^{24}/_{94}$ bm.

Men: 140 (134 from 1794). Guns: UD 20 x 9pdrs; QD (from 1794) 4 x 12pdr carronades; Fc (from 1794) 2 x 12pdr carronades. *Daphne* and *Ariadne* were re-established in early 1793 with 2 x 4pdrs on QD and 2 x 4pdrs on Fc in lieu of carronades, and re-rated as 24-gun ships (with 160 men, altered to 155 in late 1794).

Sphinx Portsmouth Dyd (M/Shipwright Edward Hunt).

As built: 108ft 0in, 89ft $7^{3}/_{8}$in x 30ft 1in x 9ft 8in. $431^{37}/_{94}$ bm.

Ord: 15.4.1773. K: 11.1773. L: 25.10.1775. C: 29.12.1775.

First cost: £7,494.5.1d to build, plus £2,704.0.5d fitting.

Commissioned: 10.1775; sailed 23.2.1776 for North America; captured by the French in 9.1779, but retaken 12.1779; paid off 1781 and underwent Middling Repair, coppered and fitted at Deptford 2.1781 – 4.1782; recommissioned 1.1782 for convoys in Home waters, and paid off 5.1783. Recommissioned 6.1783; sailed for the Mediterranean 16.10.1783; paid off 10.1786. Between Middling and Great Repair at Woolwich (for £6,979) 12.1788 – 5.1789; fitted at Woolwich (for £3,259) 7 – 9.1790; recommissioned 7.1790 under Capt. George Tripp; paid off 6.1792. Fitted by Dudman, Deptford (for £1,108) 2 – 3.1793; completed fitting by Woolwich (for £2,137) 3 – 5.1793; recommissioned 3.1793 under Capt. Richard Lucas (-1794); took French 18-gun *La Trompeuse* off Cape Clear 12.1.1794. Recommissioned 10.1794 under Capt. Charles Mansfield; sailed for the East Indies 3.4.1795; later under Capt. George Brisac, then in 3.1796 Capt. John Spranger, later in 1796 Cmdr. Andrew Todd: joined Elphinstone's squadron at the Cape of Good Hope, and at surrender of Dutch squadron at Saldanha Bay 17.8.1796. Under Cmdr. Francis Holmes Coffin by 11.1796; at capture of French settlement at Foul Point, Madagascar 2.12.1796. In 9.1797 under Capt. Thomas Alexander (-1798), at Cape of Good Hope. Under Capt. ?Charles Smith in 4.1799, then Capt. James Oughton in 6.1799. Later in Ordinary at Portsmouth until BU there began 24.6.1811.

Camilla Chatham Dyd (M/Shipwright William Gray to 2.1775, then Israel Pownoll).

As built: 108ft 1¼in, 89ft $10^{3}/_{8}$in x 30ft 1in x 9ft 8in. $432^{56}/_{94}$ bm. Draught 7ft 4in / 12ft 6in.

Ord: 15.4 & 1.12.1773. K: 5.1774. L: 20.4.1776. C: 9.7.1776.

First cost: £10,401.9.2d including fitting.

Commissioned: 5.1776; sailed 20.8.1776 for North America; paid off 3.1783 after wartime service. Refitted and coppered at Chatham (for £5,960.12.2d) 7.1782 – 1.1783. Recommissioned 3.1783; sailed for Jamaica 11.5.1783; paid off 12.1787. Great Repair and fitted at Plymouth (for £11,744) 7.1793 – 5.1794; recommissioned 3.1794 under Capt. Thomas Graves, for the Downs station. In 11.1795 under Capt. Richard Dacres, in Strachan's squadron; in 3.1797 under Capt. Stephen Poyntz, still with Strachan. In 9.1798 under Capt. Robert Larkan (-1801); took 3-gun privateer *La Vigoureuse* 29.1.1800; in Newfoundland 1800. In 12.1801 under Capt. Edward Brace, then Capt. Charles Wollaston in ?4.1802, later Capt. Henry Hill in 1802. Under Capt. Bridges Taylor in 4.1803 (-1805), sailed for Newfoundland 5.1803; took (with *Goliath*) 16-gun *La Faune* 16.8.1805. Under Capt. Clotworthy Upton in 12.1805, later Capt. John Tower. Under Capt. J(ohn or James) Bowen in 7.1806 (-1809); in Leeward Islands 1807-08; landing party joined in capture of *Marie Galante* 2.3.1808; in North Sea 1809, for Walcheren operations; paid off 12.1809. Laid up in Ordinary at Sheerness 12.1809, then used as floating breakwater, then receiving ship there from 1814 until 1825 when 'laid aground for the protection of the waters'. Sold to John Small Sedger (for £1,130) 13.4.1831.



Ariadne in a storm. Despite the precarious appearance, the ship was not lost. In fact, although the small Sixth Rates were not very fast or weatherly under sail, they were generally very seaworthy and could handle rough conditions. For these reasons they were often chosen to undertake long voyages of exploration.

Daphne Woolwich Dyd (M/Shipwright Nicholas Phillips).

As built: 108ft 0in, 89ft 8in x 30ft 0in x 9ft 8in. $429^{24}/_{94}$ bm. Draught 7ft 8in / 12ft 6in.

Ord: 15.4 & 1.12.1773. K: 8.1774. L: 21.3.1776. C: 25.5.1776.

First cost: £10,700.6.11d including fitting & coppering.

Commissioned: 3.1776; sailed with troops for North America 1776; refitted and re-coppered at Sheerness (for £3,666.0.8d) 4 – 6.1780; paid off ?1783 after wartime service. Recommissioned for southern Ireland 12.1783; fitted at Chatham (for £3,087.1.9d) 1 – 5.1784; paid off 1.1788. Small Repair (£3,853) and fitted at Plymouth (for £2,344) 8.1789 – 7.1790; recommissioned 5.1790 under Capt. James Kinneer; sailed 5.12.1790 for Jamaica. In 1791 under Capt. Alan Hyde Gardner. Fitted by Barnard, Deptford (for £1,472) 2 – 3.1793; completed fitting at Woolwich (for £3,364) 3 – 5.1793; recommissioned 3.1793 under Capt. Thomas Sotheby. In 8.1794 under Capt. William Cracraft; taken by French *La Tamise* and *La Méduse* 23.12.1794; added to French Navy as *La Daphné*. Retaken by *Anson* in the Bay of Biscay 28.12.1797. Fitted at Plymouth (for £5,228) 1 – 4.1798; re-registered under original name by AOs 16.2 & 22.2.1798 and recommissioned 2.1798 under Capt. Sir Charles Lindsay; sailed for Leeward Islands 1.11.1798. Under Capt. Richard Matson 3.1799 (when Lindsay drowned) to 1801; at capture of Surinam 8.1799; took 18-gun privateer *Le Risque Tout* 26.4.1800. Sold at Sheerness 5.1802.

Ariadne Chatham Dyd (M/Shipwright Israel Pownoll).

As built: 108ft 6in, 89ft 8in x 30ft 1in x 9ft 8in. $431^{60}/_{94}$ bm. Draught 7ft 4in / 11ft 8in.

Ord: 10.4.1775. K: 5.1775 (named 15.7.1775). L: 27.12.1776. C: 23.2.1777.

First cost: £11,179.4.4d including fitting & coppering.

Commissioned: 12.1776; sailed for the Leeward Islands 27.3.1777; refitted (for £3,418.18.3d) 2 – 3.1780; paid off 4.1783 after wartime service. Recommissioned 4.1783 for survey of fishing grounds north of Ireland; sailed for Nova Scotia 21.12.1783; paid off 1787. Great Repair by John Nowlan, Northam (for £12,286.12.5d – a cost so high it was raised in Parliament in 1806!); completed repair at Portsmouth (for £4,892) 8 – 9.1792; fitted at Portsmouth to 3.1793; recommissioned 1.1793 under Capt. Thomas Shivers, for convoy to Quebec; sailed for the Mediterranean 13.5.1793. In 1.1794 under Capt. Charles Wm. Paterson, then ?8.1794 Capt. Robert Middleton, and ?4.1795 Capt. Robert Plampin; in Hotham's Action off Hyères 13.7.1795; in Nelson's squadron off Genoa 7.1795 and off Vado 8.1795. In 3.1796 under H. Ball, in North Sea and the Downs. Under Capt. James Bradby in 4.1797 (-1800); in North Sea 1797-99; with Popham's squadron at Ostend 5.1798. Under Capt. Patrick Campbell in 8.1801 (-1802). Fitted for temporary service 10 – 12.1803; recommissioned 11.1803 under Capt. Charles Elphinstone (-1805); in 1805 under Capt. Edward King; in attack on Van Huell's convoy off Gravelines 17.7.1805. In 5.1806 under Capt. Arthur Farquhar (-1808), in the North Sea; took 2-gun *Le Chasseur* 10.2.1807; took privateers 16-gun *Le Trente-et-Quarante* 7.1.1808 and *L'Aglaë* 8.1.1808, off Flamborough; took Danish 4-gun *Hoevhesen* 4.10.1808. Laid up at Chatham 2.1810; sold there (for £1,400) 7.8.1814.

Perseus John Randall & Co (Randall, Gray & Brent), Rotherhithe.

As built: 108ft 1in, 89ft 6½in x 30ft $1^{3}/_{8}$in x 9ft 8in. $431^{88}/_{94}$ bm. Draught 7ft 9½in / 12ft 1in.

Ord: 30.10.1775 (contracted 3.11.1775). K: 11.1775. L: 20.3.1776. C: 26.5.1776 at Deptford Dyd.

First cost: £4,507.1.4d to build (contract at £10.10.0d per ton), plus £4,310.5.10 fitting & coppering.

Commissioned: 3.1776; sailed for North America 30.7.1776. Refitted at Chatham (for £4,187.9.11d) in 1780; recommissioned 9.1780; paid off 1782. Refitted at Sheerness 1782 (for £1,286.12.8d). Refitted for Channel service at Plymouth (for £2,305.16.1d) 1783; recommissioned 6.1783 for Irish Sea; refitted Plymouth in 1784 (for £1,731.3.10d) and 1785-86 (for £2,478.6.7d); paid off 2.1787. Refitted at Plymouth (for £4,166.12.3d), then recommissioned 5.1787 for Irish Sea. Made good defects at Plymouth (for £1,425) 1789; refitted at Plymouth 1790 (for £2,224) and 1791-92 (for £2,017). Recommissioned 12.1791 under Capt. George Palmer (-1794); sailed for Jamaica 18.3.1792; paid off 12.1794. Refitted at Plymouth 1794 (for £1,483). Converted to bomb vessel (10 guns, 90 men) and refitted by Perry, Blackwall (for £6,023, plus £4,411 dyd expenses) 1798; recommissioned as bomb vessel 5.1798 under Cmdr. James Oswald; took (with others) 16-gun *San Lion* 28.11.1798; operations at Alexandria 2 – 3.1799; operations in Naples Bay 5 – 6.1799. In 8.1799 (acting, confirmed 10.1799) under Cmdr. Henry Compton; paid off 1801. Recommissioned 3.1803 under Cmdr. John Melhuish; at bombardment of Dieppe 14.9.1803. Under Cmdr. Thomas Searle in 5.1804 (Melhuish died 4.1804). BU at Sheerness 9.1805.

Narcissus Plymouth Dyd (M/Shipwright John Henslow).

As built: 108ft 0in, 89ft 8in x 30ft 0¼in x 9ft 8½in. $429^{80}/_{94}$ bm.

Ord: 8.1.1777. K: 13.6.1777. L: 9.5.1781. C: 20.6.1781.

First cost: £15,330.5.8d including fitting & coppering.

Commissioned: 1781 under Capt. Edward Edwards; paid off 1783 after wartime service. Small Repair at Woolwich (for £4,215) 7 – 9.1784. Fitted for Channel service at Woolwich (for £2,244) 3 – 6.1787; recommissioned 4.1787 for Channel service under Capt. Philip d'Auvergne, Prince de Bouillon; paid off 1789. Refitted for Channel service at Plymouth (for £1,218) 3.1789 – 4.1790; refitted for Channel service at Plymouth 2 – 4.1790; recommissioned under Capt. John Salisbury, in 1791 under Capt. Paul Minchin; paid off 10.1791. Repaired and fitted at Deptford (for £45,661 – of this extraordinary total, £35,455 was accounted for by expenditure on the hull) 10.1793 – 3.1795; recommissioned 3.1795 under Capt. Percy Fraser, for cruising; wrecked off New Providence in the Bahamas 3.10.1796.

***PORCUPINE* Class**. John Williams design of 1776, to which ten ships were ordered over two years, enlarged from the lines of the *Sphinx* Class. The contract for the first ship was signed 25.6.1776 with Greaves (to launch in 7.1777) and she was named *Porcupine* by AO 27.8.1776. Four ships of this class were lost 1780-84 (*Penelope*, *Siren*, *Pelican* and *Crocodile*) and another in 1791 – this last being the *Pandora* while returning from the hunt for the *Bounty* mutineers.

Dimensions & tons: 114ft 3in, 94ft 3½in x 32ft 0in x 10ft 3in. $513^{55}/_{94}$ bm.

Men: 160. Guns: UD 22 x 9pdr; QD 2 x 6pdr. By 1815 *Eurydice* had UD 14 x 9pdrs + 8 x 18pdr carronades; QD 2 x 6pdrs; 140 men: *Champion* had 22 x 32pdr carronades; Fc 2 x 6pdrs; 115 men.

Porcupine Edward Greaves, Limehouse.

As built: 114ft 3in, 94ft 2in x 32ft 2½in x 10ft 3in. $519^{57}/_{94}$ bm. Draught 7ft 7in / 12 ft 6in.

Ord: 21.6.1776. K: 7.1776. L: 17.12.1777. C: 14.2.1778 at Deptford Dyd.

First cost: £5,443.0.11d to build (contract at £10.10.0d per ton), plus £4,604.13.8d fitting & coppering.

Commissioned: 12.1777; paid off 1783 after wartime service. Middling Repair at Deptford (for £10,039) 8.1884 – 12.1885; fitted (for £1,741) 4 – 6.1786; recommissioned for service off south-west Scotland. Refitted at Plymouth for Channel service (for £2,025) 5 – 6.1788, then off Scotland again. Fitted at Plymouth (for £2,922) 11.1791 – 1.1792. Recommissioned 8.1792 under Capt. Edward Buller; from 1793 under Capt. Manley Dixon, then 8.1795 Capt. John Draper; took 14-gun privateer *Le Coureur* 20.3.1796; on Irish station 1796. In 7.1797 under Capt. Charles Pater; sailed for Halifax 8.1797. In 10.1798 under Capt. Andrew Evans (-1802). BU at Woolwich 4.1805.

Eurydice Portsmouth Dyd (M/Shipwright Nicholas Phillips to 4.1779, then George White).

As built: 114ft 3in, 94ft 2¾in x 32ft 3in x 10ft 3in. $521^{28}/_{94}$ bm. Draught 7ft 0in / 11ft 10in.

Ord: 24.7.1776. K: 2.1777. L: 26.3.1781. C: 3.6.1781.

First cost: £12,391.4.0d including fitting & coppering.

Commissioned: 3.1781; paid off 1782/3 after wartime service; recommissioned 4.1783; sailed 10.4.1783 to East Indies; paid off 7.1785. Small Repair at Woolwich (for £2,290) 1 – 4.1786. Fitted for sea at Woolwich (for £3,386) 5 – 7.1788; recommissioned 6.1788; sailed for the Mediterranean 27.11.1788. Fitted by Wells & Co (for £1,856) 2 – 3.1793, then at Woolwich (for £3,507) 3 – 6.1793; recommissioned 4.1793 under Capt. Francis Cole; escaped from 50-gun *Le Sciavola* and *Le Brutus* 8.6.1794. In 1795 under Capt. Thomas Twysden, then 1796 Capt. Richard Bennet, in cruising and convoy duties. Recommissioned 8.1796 under Capt. John Talbot (-1800); took privateers in North Sea - *La Sphinx* on 15.12.1796, 14-gun *Le Flibustier* on 6.2.1797, *Le Voligeur* on 7.3.1797, and (with *Snake*, off Beachy Head) 14-gun *L'Hirondelle* 10.11.1799. Refitted at Portsmouth (for £4,440) 5 – 6.1798. Under Capt. Walter Bathurst in 1.1801 (-1802); took 14-gun privateer *Le Bougainville* in the Atlantic 8.5.1801; sailed for the East Indies 20.10.1801. Refitted at Portsmouth 6 – 10.1803; recommissioned 9.1803 under Capt. John Nicholas; with convoy to Quebec 16.5.1804. Under Capt. William Hoste 11.1804; in the Mediterranean 1805; took 6-gun privateer *El Mestuo La Solidade* 6.10.1805. Under Capt. Sir William Bolton 12.1805; in Channel 1806-07. In 8.1808 under (acting) Capt. David Ramsay, later under Capt. James Bradshaw; at capture of Martinique 2.1809; on North American station 1809-11; in Ordinary at Deptford 1812-14. Temporary Repair at Deptford 9.1813 – 6.1814; fitted for sea there 8 – 10.1814; recommissioned 8.1814 under Capt. Valentine Gardner; in 6.1815 under Capt. Robert Spencer on Irish station; in 4.1816 under Capt. Robert Wauchope (-1817), off St Helena. Laid up at Deptford 12.1819; in 1821 to Woolwich. Fitted as receiving ship at Woolwich 8.1823 – 1.1824. BU at Deptford 3.1834.



The small post ships were sometimes included in the independent frigate squadrons, where they were a liability, being too lightly armed to confront the larger French frigates and too slow to escape them. On 8 June 1794 a small force under Capt. Sir James Saumarez, comprising the frigates *Crescent* and *Druid* with the 24-gun *Eurydice*, encountered a French squadron made up of the razeed 74s (reduced to 50 guns) *Le Scévola* and *Le Brutus*, plus two 12pdr frigates and a brig, off the Channel Islands. Saumarez's two frigates had to fight off the French squadron to allow the *Eurydice* to escape (seen here to the right), then the skilful Guernseyman used his local knowledge to extricate the *Crescent* and *Druid* from their pursuers. *Eurydice* survived in service past 1817, when she was re-rated at 34 guns.

Hyaena John Fisher, Liverpool.

As built: 114ft 4in, 94ft 3in x 32ft 3in x 10ft 3¼in. $521^{39}/_{94}$ bm. Draught 7ft 6in / 12ft 3in.

Ord: 9.10.1776. K: 5.1777. L: 2.3.1778. C: 12.1778 – 1.1779 at Portsmouth.

First cost: £9,179.18.6d to builder (including fitting at Liverpool to 15.5.1778), plus £3,710.13.7d fitting & coppering at Portsmouth.

Commissioned: 1.1779 for Home waters; paid off 1781 after wartime service. Refitted at Woolwich (for £5,561.11.11d) 10.1782 – 4.1783; recommissioned 1.1783 for Irish Sea (-1788). Made good defects at Plymouth (for £4,439) 6 – 9.1788; recommissioned 1788 for Irish Sea (-1790). Refitted for Channel service at Plymouth (for £2,485) 4 – 6.1790; in 1791 impressment service at Bristol under Capt. James Kinneer. Made good defects (for £3,255) 7 – 8.1791; recommissioned 10.1791 under Capt. William Hargood; sailed for Jamaica 1792; captured by 40-gun *La Concorde* off Hispaniola 27.5.1793. Became privateer *L'Hyène*; retaken by *Indefatigable* off Teneriffe 25.10.1797. Re-registered under old

name 25.1.1798 (the *Hyaena* meanwhile built at Woolwich in 1799 was renamed *Hussar*); fitted at Plymouth (for £6,050) 3 – 5.1798, re-armed with 20 x 32pdr carronades; recommissioned 3.1798 under Capt. Courtnay Boyle, for cruising and convoy duties. Under Capt. David Lloyd in 3.1799; sailed for the Mediterranean 4.3.1799. In 1.1801 under Capt. William Granger, in the Baltic. Sold at Deptford 2.1801.

Amphitrite Deptford Dyd (M/Shipwright Adam Hayes).

As built: 114ft 3in, 94ft 3½in x 32ft 0in x 10ft 3in. $513^{55}/_{94}$ bm. Draught 7ft 10in / 12ft 7½in.

Ord: 8.1.1777. K: 2.7.1777. L: 28.5.1778. C: 22.7.1778.

First cost: £12,737.6.6d including fitting & coppering.

Commissioned: 5.1778; paid off 1.1784 after wartime service. Small Repair at Woolwich (for £6,072.0.2d) 10.1783 – 2.1784. Great Repair by Taylor, Thames (paid £6,639, plus dyd expenditure of £477) 8.1790 – 1.1793; fitted at Woolwich (for £2,299) 1 – 2.1793; recommissioned 2.1793 under Capt. John Child Purvis; in 4.1793 under Capt. James Dickinson, then 5.1793 Capt. Anthony Hunt; sailed for the Mediterranean 23.5.1793; wrecked on a shoal while entering Leghorn harbour 30.1.1794.

Champion John Barnard, Harwich.

As built: 114ft 5in, 94ft 3in x 32ft 2in x 10ft 4in. $518^{68}/_{94}$ bm.

Ord: 11.2.1778. K: 4.1778. L: 17.5.1779. C: 27.6 - 14.8.1779 at Sheerness.

First cost: £5,536.18.1d to builder, plus £3,613.16.8d at Chatham, plus fitting & coppering £1,369.19.5d.

Commissioned: 5.1779; paid off after wartime service at end of 1784. Middling Repair at Woolwich (for £5,251.0.0d) 9.1784 – 3.1785.

Fitted at Woolwich (for £3,068.0.0d) 4 – 8.1786; recommissioned 6.1786 for service on east coast of Scotland & Shetlands; paid off 1790. Middling Repair and fitted at Woolwich (for £17,329) 9.1794 - 4.–796; recommissioned 2.1796 under Capt. Henry Raper, for Duncan's fleet; with Popham's squadron at Ostend 8.1798. In 11.1798 under Capt. Graham Hamond; took 16-gun privateer *L'Anacreon* in the North Sea 22.6.1799; sailed for the Mediterranean 3.1800. Under Capt. Lord William Stuart 7.1800, in the Mediterranean; recapture of 18-gun *Bulldog* off Galipoli 16.9.1801. To Ordinary at Chatham 9.1802. Under Capt. Robert Bromley 1.1803 (-1805), for the Downs. Fitted for sea at Chatham 9 – 11.1803; in attack (with gun-brigs) on coastal convoy near St Valery-en-Caux 23.6.1805; sailed for Halifax 4.1806; with Quebec convoy during encounter with 74-gun *Le Vétéran* 10.8.1806. Under Capt. Kenneth McKenzie 11.1806, for Channel service; in 1808 under Capt. James Crawford, then 1809 Capt. Robert Henderson; sailed with convoy to Lisbon 18.3.1809. Paid off, became receiving ship at Sheerness 12.1809. Sold there (for £1,110) 28.8.1816.

MYRMIDON. The order to built this 22-gun ship (on the slip from which the *Pegasus* was launched) was for a ship 'in all respects similar to the *Amazon* which was taken from the French in the War preceding the last' (*ie* in 1745).

Dimensions & tons: 113ft 9½in, 94ft 2in x 31ft 0in x 10ft 2in. $481^{15}/_{94}$ bm.

Men: 160. Guns: UD 20 x 6pdrs; QD 2 x 3pdrs; Fc nil.

Myrmidon Deptford Dyd (M/Shipwright Adam Hayes).

As built: 113ft 9½in, 94ft 2in x 31ft 0in x 10ft 2in. $481^{15}/_{94}$ bm. Draught 6ft 10in / 10ft 11in.

Ord: 10.6.1779 (named 2.8.1779) K: 19.11.1779. L: 9.6.1781. C: 8.7.1781.

First cost: £13,289.19.5d (including fitting & coppering).

Commissioned: 6.1781 for the Channel station. Refitted and raised the coppering one foot higher at Sheerness (for £1,437.3.11d) 5 – 6.1782. Recommissioned 4.1783 for the North Sea station (based on St Abb's Head). Recommissioned 3.1786 for the Channel station; sailed for the Mediterranean 14.5.1786; laid up at Plymouth 6.1789. Recommissioned 12.1792 under Lieut. John Burrows as a slop ship at Plymouth; from 1800 under Lieut. Caleb Hill. BU at Plymouth 4.1811.

***SQUIRREL* Class**. Edward Hunt design, approved 14.12.1782 (only one ship built). One of the first rated ships to be re-armed with a main deck battery of (slide-mounted) carronades replacing carriage guns.

Dimensions & tons: 119ft 0in, 99ft 0in x 32ft 5in x 10ft 3in. $553^{34}/_{94}$ bm.

Men: 200 (155 when re-armed). Guns: UD 22 x 9pdr; QD 2 x 6pdr. By 1812 had UD 22 x 32pdr carronades; QD 2 x 6pdrs; Fc 2 x 6pdrs.

First cost:£7,411 (+ fitting £3,438).

Squirrel John Barton, Liverpool.

As built: 119ft 0in, 98ft 9¼in x 32ft 9in x 10ft 3in. $563^{46}/_{94}$ bm. Draught 8ft 10in / 12ft 3in.

Ord: 27.11.1782. K: 3.1783. L: 9.5.1785. C: 6 - 8.1785 at Plymouth for Ordinary.

First cost: £7,411 to build (including sailing to Plymouth), plus £3,438 at Plymouth.

Fitted at Plymouth for Channel service (for £1,984) 7 – 11.1787.

Commissioned: 9.1787 under Capt. John Drew for service in southern Ireland. Refitted for Channel service at Plymouth (for £2,651) 11.1789 – 2.1790; under Capt. William O'Bryen Drury (-1793), in southern Ireland. Fitted at Plymouth 11 – 12.1791; recommissioned 11.1791; took (with *Liberty*) French privateer *Le Patriot* 8.1793. Recommissioned 10.1793; in 1794 under Capt. Israel Pellew, then 6.1795 under Capt. George Parker, in the North Sea. In 1797 under Cmdr. Thomas Masterman Hardy (-1798), then 12.1798 Capt. John Hamstead (-1801), on the Jamaica station; took (with *Trent*) 14-gun Spanish privateer *Penada* and (with *Renomee*) 4-gun Spanish privateer *Neptuno* in early 1799. Refitted at Woolwich (for £10,829) 11.1799 – 5.1800. Recommissioned in 5.1803 under Capt. ?Ernest Brown (died 1804), on the African coast. In 1805 under Capt. John Shortland (-1808); on Halifax station 1806-07. In 1809 under Capt. Lord James Townsend, then 10.1809 Capt. Lord William Fitzroy. In 1812 under Capt. John Eveleigh – intended to command for passage to Cape of Good Hope, but presumably not effected. Fitted as a receiving ship at Portsmouth 6 – 7.1812. Sold to Joshua Crystall (for £1,110) to BU 6.3.1817.

Ex SPANISH PRIZE (1781). A quarterdeck type Spanish frigate carrying 22 x 6pdrs and 8 x 4pdrs when taken.

Grana (Spanish *Grana*, or *Nuestra Senora de la Paz*, built 1778 at Ferrol), 28 guns.

Dimensions & tons: 117ft 10in, 97ft 0in x 31ft 11¾in x 9ft 4in. $527^{60}/_{94}$ bm.

Men: 180. Guns: UD 22 x 6pdrs; QD 4 x 4pdrs; Fc 2 x 4pdrs.

Taken 25.2.1781 off Cape Finisterre by *Cerberus*. Arrived 3.4.1781 at Plymouth.

Commissioned: 7.1781; completed fitting & coppering at Plymouth (for £7,304.2.7d) 18.9.1781; sailed for North America 11.10.1781; paid off 1.1784 after wartime service. Fitted as a convalescent ship at Chatham (for £506) 2 – 3.1793; commissioned 3.1793 as a hospital ship at Sheerness under Lieut. Ambrose Warham (-1794). In 1795-97 under Lieut. Thomas Hutchinson, and in 1798 Lieut. John Dixon. Recommissioned 12.1799 in same role under Lieut. Daniel Gibson. Sold at Sheerness 9.1806.

(B) Vessels acquired from 1 February 1793

No new post ships were built by the RN during the French Revolutionary war, numbers being maintained by a fair stream of prizes taken from the French and Dutch (Batavian) navies.

***BABET* Class**. 'Corvettes de 20 x 6' (*Babet* carried 20 x 8pdrs in French service), designed by Joseph-Marie-Blaise Coulomb; to reduced lines of the Toulon-built corvettes included with 28-gun group above. Two of these corvettes were built in 1791-93 at Le Havre, both of which were taken and added to the RN in 1793-94.

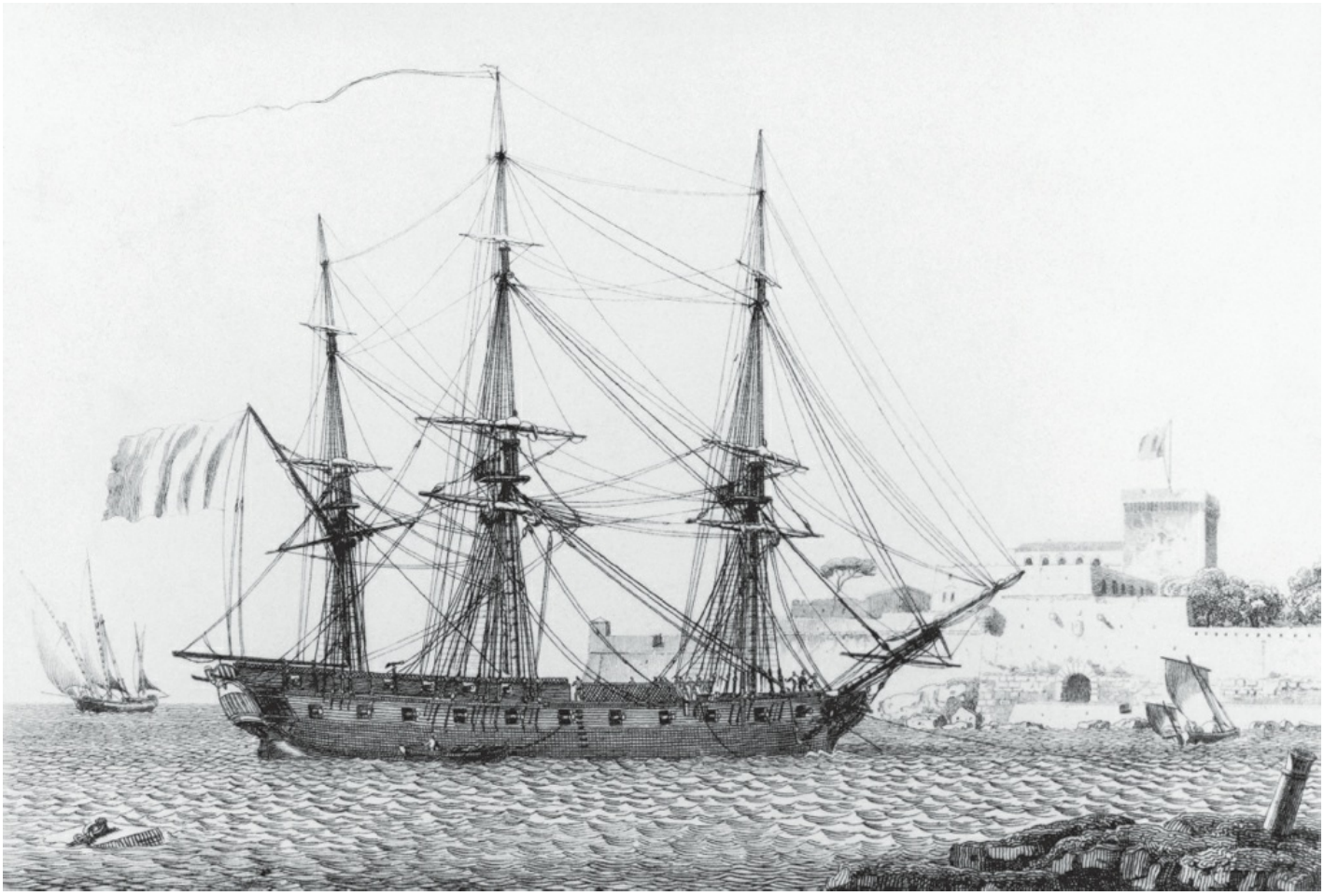
Prompte (French *La Prompte*, built 1.1792 – 2.1793 at Le Havre. L: 30.11.1792).

Dimensions & tons: 118ft 9in, 99ft 3¾in x 31ft 0½in x 9ft 5½in. $509^{1}/_{94}$ bm.

Men: 165. Guns: UD 20 x 9pdrs; QD 6 x 12pdr carronades; Fc 2 x 12pdr carronades. Later the 9pdrs were replaced by 6pdrs.

Taken 18.5.1793 by *Phaeton* in the Bay of Biscay. Arrived Portsmouth 6.6.1793 and registered 29.8.1793.

Commissioned: 11.1793 under Capt. William Taylor, for cruising; fitted at Portsmouth (for £5,159) 8.1793 – 16.4.1794. Under Capt. Edward Leveson Gower in 6.1795; sailed 11.1795 for the West Indies. In 1796 under Capt. George Eyre (-1798); sailed for the Leeward Islands 21.3.1796; at capture of St Lucia 5.1796; at Spithead 7.1797; sailed for Jamaica 4.10.1797. Under Capt. Thomas Dundas in 10.1798; burnt 12-gun *flûte Urca Cargadora* in the West Indies 3.1799. Later in 1799 under Cmdr. John Spread, at Jamaica. In 7.1800 under Capt. Robert Philpot; home with convoy and laid up 5.1801 in Ordinary at Portsmouth. BU there 7.1813.



A fine portrait of a French corvette by J.J. Baugean. Although no name is specified, it shows the general appearance of quarterdecked corvettes like the *Babet* Class. They were not very well thought of in the Royal Navy, suffering much the same shortcomings as their British equivalents.

Babet (French *La Babet*, built 9.1792 – 5.1793 at Le Havre. L: 12.2.1793).
Dimensions & tons: 119ft 1in, 99ft $5^{3}/_{8}$in x 31ft 1in x 9ft 4½in. $511^{1}/_{94}$ bm.
Men: 165 (later 170). Guns: UD 20 x 9pdrs; QD 6 x 12pdr carronades; Fc 2 x 12pdr carronades.
Taken 23.4.1794 off Île Bas by *Arethusa* and *Melampus* of Warren's squadron. Arrived Portsmouth 30.4.1794 and registered 19.6.1794.
Commissioned: 12.1794 under Capt. John Murray, for Howe's fleet. In 4.1795 under Capt. Joshua Mulock; completed fitting at Portsmouth (for £2,544) 10.5.1795. Under Capt. Edward Codrington in 5.1795; at Bridport's action off Île Groix 23.6.1795. Under Capt. William Lobb in 12.1795; sailed for the Leeward Islands 25.2.1796; at capture of Demerara 23.4.1796 and of Berbice 2.5.1796; destroyed (with Bellona) small privateer off Deaseada 10.1.1797. Under Capt. Jemmett Mainwaring 6.1797 (-1801); refitted at Portsmouth (for £5,194) 7 – 10.1798; flagship of Vice-Adm. Mitchell in Zuider Zee 7.10.1799; lost with all hands, presumed foundered in storm on passage from Martinique to Jamaica soon after 25.10.1801.

LAUREL. A former privateer.
Laurel (French *Le Jean Bart*, built 1786 Bayonne as privateer, requisitioned by French Navy 1.1794 at Nantes).
Dimensions & tons: 107ft 0in, 82ft 6½in x 30ft 0in (29ft 5in mld.) x 8ft 7in. $423^{81}/_{94}$ bm.
Men: 160. Guns: 22 x 9pdrs.
Taken 15.4.1795 by Warren's squadron off Rochefort. Named and registered 2.7.1795. Fitted at Portsmouth (for £5,811) 7.1795 – 8.12.1795; had been flush-decked, but 'small quarterdeck, forecastle and extra platforms added'.
Commissioned: 12.1795 under Capt. Robert Rolles; sailed 1796 for Leeward Islands. Sold at Jamaica 1797.

Ex FRENCH *FLÛTES* (1795).
Raison (French *flûte La Raison*, ex *Le Neckar* renamed 2.1794, built as French East Indiaman and requisitioned 3.1794 at Lorient), 26 guns.
Dimensions & tons: dimensions unrecorded. 472 bm.
Men: 195. Guns: UD 20 x 9pdrs + (bow) 2 x 18pdr carronades; QD 4 x 6pdrs + 2 x 12pdr carronades; Fc 2 x 6pdrs.
Taken 17.5.1795 by *Thetis* and *Hussar* in the Chesapeake.
Commissioned: 2(or 5).1796 at Halifax under Capt. John Poo Beresford; escaped from 40-gun *La Vengeance* 25.8.1796; arrived at Sheerness 14.9.1797 and paid off 10.1797. Completed fitting as a receiving ship at Sheerness 2.10.1801; recommissioned 8.1801 under Capt. Lord Thomas Cochrane. Sold at Sheerness 5.1802.
Superbe (French *flûte La Superbe*, built 1788 as mercantile and requisitioned 1.1794 at Rochefort), 22 guns.
Dimensions & tons: 121ft 0in, 95ft 0in x 35ft 0in x 12ft 6in. 619 bm.
Men: … . Guns: … .
Taken 10.10.1795 by *Vanguard* in the Windward Islands.
Not Commissioned in RN. Hulked as prison ship at Martinique. Sold 1798.
Utile (French gabare *L'Utile*, built 1783 – 8.1784 at Bayonne. L: 4.1784. Jean-Joseph de Boissieu design).
Dimensions & tons: … .
Men: 155. Guns: … .
Taken 8.1793 at the surrender of Toulon; retaken by French 12.1793. Taken 10.6.1796 by *Southampton* off Toulon.
Commissioned: 7.1796 in the Mediterranean under Cmdr. Charles Lydiard. Arrived Portsmouth 21.8.1797 and laid up. Sold at Portsmouth (for £610) 7.6.1798.

***La FAUVETTE* Class**. 'Corvettes de 20 x 6', designed by Charles-Étienne Bombelle. Four vessels were built to this plan in 1782-86, of which *La Fauvette* was deleted in 1798 (re-listed 1814-15), *La Favorite* taken by *Alfred* off Cap Finisterre 3.1796 but not added to the RN, and *L'Alouette* taken 5.1794 but retaken soon after, BU 1799 or later.
Perdrix (French *La Perdrix*, built 6.1782 – 9.1783 at Rochefort. L: 1784).
Dimensions & tons: 118ft 5½in, 98ft $7^{3}/_{8}$in x 31ft 4½in (31ft 9½ mld.) x 9ft 0in. $516^{31}/_{94}$ bm.
Men: 155. Guns: 24.

Taken by *Vanguard* off Antigua 6.1795. Registered and named 7.6.1798.

Commissioned: 2.1796 under Capt. William Fahie (-1798), in the Leewards Islands; took 18-gun privateer *L'Armée d'Italie* 12.12.1798. Arrived at Deptford 22.7.1799 and BU there 10.9.1799.

***Le BRULE GUELE* Class**. Flush-decked 'corvettes de 20 x 6', designed by Charles-Henri Tellier, to which two vessels were built (the name-ship, *Le Brule Guele*, was wrecked in 1800).

Constance (French *Le Constance*, built 8.1793 – 5.1794 at Le Havre. L: 1.5.1794).

Dimensions & tons: 121ft 8in, 103ft 4¾in x 31ft 1¼in x 9ft 8in. $532^{9}/_{94}$ bm.

Men: 170. Guns: UD 22 x 9pdrs. No record of QD/Fc armament.

Taken 9.3.1797 off Brest by *San Fiorenzo* and *Nymphe*. Arrived Plymouth ?same month and laid up.

Very Small Repair at Plymouth 2 – 12.1799.

Commissioned: 7.1799 under Capt. John Baker Hay; sailed for the Mediterranean 11.1799. In 1.1803 under Capt. Anselm Griffiths (-1803). In 7.1806 under Cmdr. Alexander Burrowes; took French 26-gun storeship *La Salamandre* near Cap Fréhel, near St Malo 12.10.1806, but ran aground and was herself taken by the French (9 killed including Burrowes, 16 wounded).

***L'ETNA* Class.** 'Corvettes de 16 x 18', designed by Pierre-Alexander Forfait and his pupil, Charles-Henri Tellier, to carry an 18pdr main battery. Six flush-decked vessels were built to this design, of which the name ship was taken and commissioned as a Sixth Rate in 1796. Two more to the same plans (*La Mignonne* and *La Torche*) were likewise taken in 1803 and 1805, but were commissioned by the RN as ship-sloops (see next chapter).

Cormorant (French *L'Etna*, built 6.1794 – 5.1795 Honfleur. L: 4.1795).

Dimensions & tons: 119ft 4in, 98ft 2½in x 32ft 10½in (32ft 3½in mld.) x 14ft 9½in. $564^{40}/_{94}$ bm.

Men: 155. Guns: 18 x 9pdrs + 2 x 32pdr carronades; later 2 x 9pdrs + 18 x 32pdr carronades.

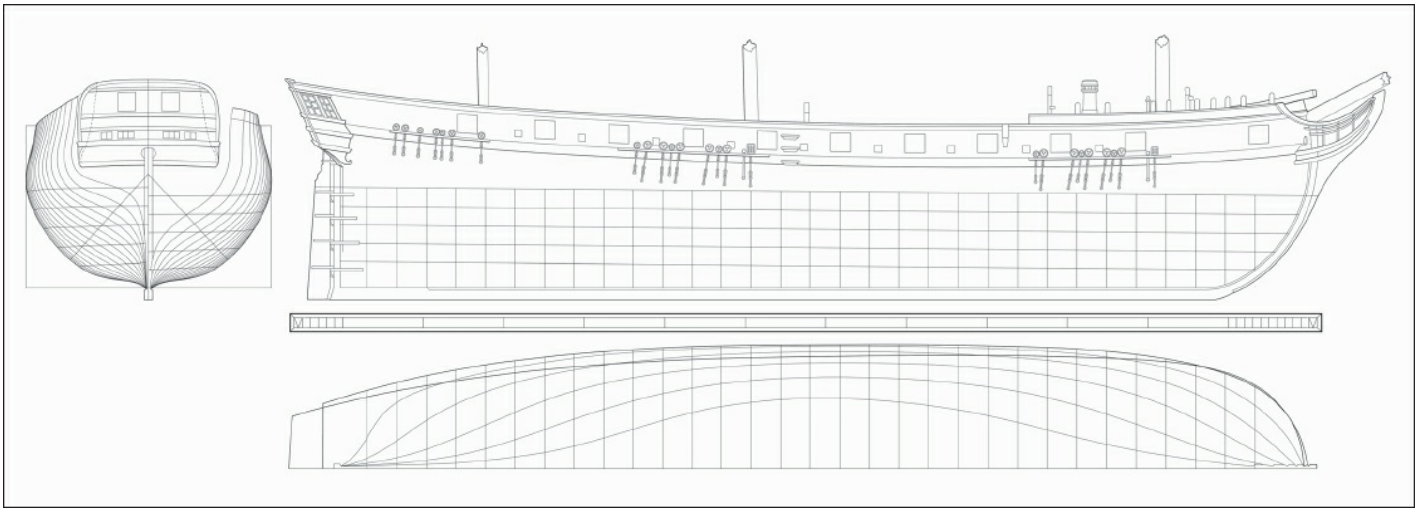
Taken 13.11.1796 by *Melampus* and *Childers* off the French coast. Arrived Portsmouth 16.11.1796, named and registered 27.12.1796. Completed fitting at Portsmouth (for £6,838) 25.7.1797.

Commissioned: 5.1797 under Capt. John Searle. In 1.1798 under Capt. Lord Mark Kerr, in Strachan's squadron. At recapture of Minorca 11.1798; took packet *El Valiente* off Malaga 2.1.1799; destroyed (with *Centaur*) Spanish 34-gun *Guadeloupe* 16.3.1799; took 18-gun *Vincejo* 19.3.1799. In 9.1799 under Capt. Courtnay Boyle; took privateer *Le Tartare* 27.10.1799; sailed for Mediterranean 18.1.1800; took 14-gun privateer *El Batador* 24.2.1800; wrecked Egypt 20.5.1800.

***La BONNE CITOYENNE* Class**. 'Corvettes de 20 x 8', designed by Raymond-Antoine Haran. Four vessels were built to this draught at Bayonne, all of which were taken by and added to the RN in 1796-98. In effect these were flush-decked vessels, but with a long topgallant forecastle which in some vessels was armed by the British; *Bonne Citoyenne* and *Gayette* were usually rated as sloops, while *Jamaica* and *Danae* seem to have been refitted with more substantial quarterdecks and forecastles.

Bonne Citoyenne (French *La Bonne Citoyenne*, built at Bayonne 7.1793 – 5.1795. L: 9.7.1794).

Dimensions & tons: 120ft 1in, 100ft 6¼in x 30ft 11in (30ft 6in mld.) x 8ft 7in. $511^{4}/_{94}$ bm.



Bonne Citoyenne, 20 guns, as captured 1796. The flush-decked layout was the way forward for ship-sloops and this French prize was highly regarded, eventually becoming the model for a later class of British ships. Note the French-style capstan on the long topgallant forecastle.



Bonne Citoyenne towing the captured 36-gun frigate *Furieuse*. Although a highly creditable achievement, this action in August 1809 was not quite the victory against massive odds that it looks, as *Furieuse* was armed *en flûte* (with only 20 guns mounted) as a storeship for the relief of Martinique. Perhaps more impressive than the engagement itself was the effort required to tow the dismasted frigate to Halifax, the nearest port. Nevertheless, when the Admiralty purchased the prize, the victorious commander of the *Bonne Citoyenne* was promoted to command the frigate.

Men: 125 (later 121). Guns: UD 18 x 6pdrs, QD 2 x 32pdr carronades; later 2 x 9pdrs + 18 x 32pdr carronades.
Taken 10.3.1796 by *Phaeton* off Cape Finisterre. Arrived Portsmouth 19.3.1796. Registered and named 20.5.1796. Completed fitting there (for £4,792) 14.8.1796.
Commissioned: 6.1796 under Cmdr. Sir Charles Lindsay; sailed for the Mediterranean 2.1797; at Battle of Cape St Vincent 14.2.1797; at Berkeley's encounter with 130-gun *Santissima Trinidad* 20.2.1797. From 3.1797 under Capt. Lord Mark Kerr, then Cmdr. Richard Retalick in 5.1797; took privateers 9-gun *Le Pluvier* and 10-gun *La Garnarde* in the Mediterranean 8.1797. In 5.1798 under Cmdr. (Capt. 12.1798) Josiah Nisbet; joined Nelson's squadron in the Mediterranean in 1798 (but missed Battle of the Nile). Under Cmdr. Thomas Maling 8.1799, then Lieut. Archibald Duff (acting) in 9.1800 and Cmdr. Robert Jackson in 10.1800; took 10-gun Spanish privateer *Vives* in the Mediterranean 31.12.1800; in Egypt operations 1801. Under Cmdr. Philip Carteret in 5.1802. Paid off 1803. Middling Repair at Chatham 8.1807 – 6.1808; recommissioned 3.1808 under Cmdr. John Thompson, for the Channel. In 5.1809 under Cmdr. (Capt. 7.1809) William Mounsey; captured 36-gun *La Furieuse* (*en flûte*) 8.1809. In 2.1810 under Cmdr. Richard J.L. O'Connor; sailed with convoy for Madeira 11.7.1810. In 11.1810 under Cmdr. (Capt. 3.1811) Pitt Greene (-1814); sailed for South America 12.3.1811; refused USS *Hornet*'s challenge to fight off San Salvador 13.12.1812; at Jamaica 1814. Under Capt. Augustus Clifford ?8.1814. Laid up in Ordinary at Portsmouth 1.1815. Sold to Joshua Crystall (for £1,550) 3.2.1819.

Jamaica (French *La Perçante*, built at Bayonne 9.1793 – 7.1795. L: 6.1795).
Dimensions & tons: 119ft 8½in, 100ft $6^{7}/_{8}$in x 31ft 0in x 8ft 5½in. $514^{8}/_{94}$ bm.
Men: 155. Guns: UD 20 x 9pdrs; QD 6 x 2pdrs (brass). Later UD 20 x 32pdr carronades; Fc 2 x 9pdrs + 2 x 12pdr carronades.
Taken 21.4.1796 by *Intrepid* off Port Plata (San Domingo). Named and established 26.4.1796.
Commissioned: 4.1796 at Jamaica, under Cmdr. (Capt. 7.1796) Samuel Brooking; took 9-gun privateer *La Fortunée* and another privateer 26.1.1798. Arrived Deptford 22.8.1799 and paid off 9.1799. Fitted at Deptford (for £15,904) to 10.1800; recommissioned 9.1800 under Capt. John Mackellar, for North Sea; in 1801 under Capt. James Brisbane, then Capt. Jonas Rose in 3.1801 (-1804). At Battle of Copenhagen 2.4.1801; boats in attack on invasion fleets near St Valery 20.8.1801; took 2-gun privateer *La Fanny* 13.8.1804. Under Capt. John Dick in 12.1804 (-1807); sailed for Newfoundland 19.1.1806. Under Capt. Arthur Lysaght in 1808-10; sailed for Newfoundland 12.6.1808, and again in 1909 and on 27.5.1810. Laid up in Ordinary at Portsmouth 11.1810. Sold at Portsmouth (for £1,300) 11.8.1814.

Gayette (French *La Gaîté*, built at Bayonne 10.1793 – 2.1797. L: 1796).
Dimensions & tons: 120ft 3½in, 100ft 0¾in x 31ft 1in (30ft 9in mld.) x 8ft 8in. $514^{20}/_{94}$ bm.
Men: 125. Guns: UD 2 x 9pdrs + 18 x 32pdr carronades.
Taken 20.8.1797 by *Arethusa* off Barbuda. Fitted at Portsmouth (for £7,762) 16.9.1797 – 16.8.1798.
Commissioned: 6.1798 under Cmdr. Edward Durnford King, for the North Sea; sailed for Jamaica 4.3.1799. In 12.1800 under Cmdr. Richard Peacocke, in the West Indies. Fitted at Sheerness 4 – 5.1804, then to Woolwich where laid up. Sold there 21.7.1808.

Danae (French *La Danaé*, ex *La Vaillante* renamed 8.1798, built at Bayonne 1794 – 8.1796. L: 1796).
Dimensions & tons: 119ft 2in, 99ft 7¼in x 30ft 11¼in x 8ft 11in. $507^{8}/_{94}$ bm.
Men: 155. Guns: UD 20 x 32pdr carronades; QD 6 x 12pdr carronades; Fc 6 x 12pdr carronades.
Taken 7.8.1798 by *Indefatigable* in the Bay of Biscay. Registered and renamed 11.10.1798. Arrived Plymouth 20.10.1798 and fitted there to 2.1799.
Commissioned: 12.1798 under Capt. Lord Proby; took 14-gun *Le Sans Quartier* 4.4.1799; took (with others) 38-gun *La Pallas* off St Malo 6.2.1800. Crew mutinied 17.3.1800 and handed ship over to the French at Brest. Restored to original name, but sold out of French service in 1801.

FRENCH PRIVATEERS (1798 – 1800). All of flush-deck type at time of capture, although some were fitted with QDs/forecastles before entering RN service.

Volage (French privateer *Le Volage*, built as French Navy corvette 6.1794 – 9.1795 Bordeaux. L: 7.1795), 22 guns.
Dimensions & tons: 118ft 10½in, 99ft 5½in x 31ft 5¼in x 8ft 4in. $522^{79}/_{94}$ bm.
Men: 155. Guns: 22 x 32pdr carronades.
Taken 23.1.1798 by *Melampus* off the Irish coast. Fitted at Plymouth 25.1 .1798 – 13.2.1799.
Commissioned: 10.1798 under Capt. Philip Wodehouse; sailed for Jamaica 3.1799. Under Capt. Francis Vesey in ?9.1799 (-1801), then Capt. (acting) William Parker in 1801, in the West Indies. BU 8.1804.

Arab (French privateer *Le Brave*, built ?1797 Nantes), 22 guns.
Dimensions & tons: 109ft 11in, 88ft 10in x 32ft 8½in x 14ft 3in. $505^{48}/_{94}$ bm.
Men: 155. Guns: 20 x 9pdrs + 2 x 32pdr carronades.

Taken 24.4.1798 by *Phoenix* off Cape Clear. Arrived 12.5.1798 at Plymouth. Named and registered 24.7.1798. Fitted at Plymouth 11.1798 – 4.1799 (lower deck, quarterdeck and forecastle added).

Commissioned: 12.1798 under Cmdr. Peter Spicer; in 2.1799 under Capt. Thomas Capel; sailed for Jamaica 23.4.1799. In 1.1801 under Capt. John Perkins; at occupation of St Eustatia and Saba (Dutch West Indies) 16.4.1801. In 1802 under Capt. Robert Fanshawe, in the Leeward Islands. Repaired and fitted at Plymouth 8 – 12.1803; recommissioned 10.1803 under Capt. Lord Thomas Cochrane, for North Sea and Downs. In 1805 under Capt. Keith Maxwell; in attack (with others) on large convoy off Griz Nez 18.7.1805. Sold at Deptford 20.9.1810.

Poulette (French privateer *Le Foudroyant*, built 1798 Bordeaux), 20 guns.

Dimensions & tons: 120ft 8in, 100ft 4½in x 31ft 0in x 13ft 4in. $513^{8}/_{94}$ bm.

Men: 155. Guns: 2 x 9pdrs + 16 x 18pdr carronades (later 9pdrs replaced by 2 more 32pdr carronades).

Taken 23.1.1799 by *Phoenix*. Arrived 18.2.1799 at Plymouth and laid up until fitted there 5 – 7.1803.

Commissioned: 6.1803 under Capt. James Dunbar, for Lisbon station. Laid up at Portsmouth 12.1805, and sold there (for £1,000) 2.4.1814.

Determinee (French privateer *La Déterminée*, built 1798 Bordeaux), 20 guns.

Dimensions & tons: 124ft 5in, 103ft 5in x 31ft $5^{5}/_{8}$in x 15ft 4in. $544^{67}/_{94}$ bm.

Men: 145. Guns: UD 2 x 9pdrs + 18 x 32pdr carronades.

Taken 29.6.1799 by *Revolutionaire* off the Irish coast. Arrived 14.7.1799 at Portsmouth. Fitted there 7 - 11.1800.

Commissioned: 8.1800 under Capt. John Clarke Searle; sailed for the Mediterranean 12.1800; took a corvette of 10 guns (with £10,000 in spices) off Alexandria 25.7.1801. Later in 1801 under Capt. Philip Beaver, then 8.1802 Capt. Alexander Skene, and finally 11.1802 Capt. Alexander Becher; wrecked on Jersey 26.3.1803 (19 drowned).

Bordelais (French privateer *Le Bordelais*, built 1799 Bordeaux), 24 guns.

Dimensions & tons: 138ft 6in, 116ft 6in x 31ft 9in x 15ft 1in. $624^{63}/_{94}$ bm.

Men: 195. Guns: 2 x 9pdrs + 22 x 32pdr carronades.

Taken 11.10.1799 by *Revolutionnaire* off the Irish coast. Arrived 24.10.1799 at Plymouth. Completed fitting there 4.1800.

Commissioned: 1.1800 under Capt. Thomas Manby; sailed for Jamaica 12.1800; took 18-gun gunbrig *La Curieuse* off Barbados 28.1.1801, with loss of 1 killed, 7 wounded (*Curieuse* foundered next day, with 2 more British seamen drowning). In ?10.1801 under Cmdr. Robert Barrie, then 4.1802 under Capt. John Hayes. BU at Chatham 8.1804.

Heureux (French privateer *L'Heureuse*, built ?), 22 guns.

Dimensions & tons: 127ft 8½in, 102ft 9in x 33ft 1in (32ft 7in mld.) x 16ft 2in. $598^{18}/_{94}$ bm.

Men: 155. Guns: UD 2 x 9pdrs (at bow) + 20 x 32pdr carronades.

Taken 19.10.1799 by *Stag* off Bordeaux. Arrived Plymouth 25.3.1800; completed fitting there 11.1800.

Commissioned: 8.1800 under Capt. Loftus Bland; sailed for the Leeward Islands 2.1801; took 16-gun schooner *L'Egypte* off Barbados 28.5.1801; took schooner *La Serpente* at Berbice 26.9.1803; took 6-gun privateer *Le Flibustier* 26.2.1804. In 1805 under Capt. George Younghusband; took 1-gun privateer *La Désirée* 31.5.1805; took Spanish privateer *Amelia* off Trinidad 14.1.1806; took privateers 14-gun *La Bellone* and 3-gun *La Bocune* off Barbados 16.2.1806; took 18-gun privateer *Le Huron* off Barbados 8.3.1806. In ? 3.1806 under Capt. John Morrison; lost, presumed foundered with all hands in the North Atlantic 6.1806.

Garland (French privateer *Le Mars*, built 1798 Bordeaux), 24 guns.

Dimensions & tons: 124ft 4in, 100ft $4^{5}/_{8}$in x 31ft 5¾in x 14ft 1in. $529^{11}/_{94}$ bm.

Men: 135. Guns: UD 2 x 9pdrs + 22 x 32pdr carronades.

Taken by *Amethyst* 1.4.1800 in the Channel. Fitted at Plymouth 10.6.1800 – 1.1801.

Commissioned: 9.1800 under Capt. John Acworth Ommanney; under Capt. Robert Honeyman in 10.1800, as flagship of Rear-Adm. Robert Montagu; sailed for Jamaica 21.6.1801. In 1802 under Capt. James Carthew, then 1.1803 Capt. John Serrell and finally in ?5.1803 Capt. Frederick Cotterell; wrecked off Cape François, San Domingo 10.11.1803.

Ex DUTCH PRIZES (1795 – 1799). The Amsterdam Admiralty built a series of 24-gun small frigates (quarterdeck type), mostly to a draught of $125^{7}/_{11}$ x 34 x $13^{2}/_{11}$ (Dutch) feet, comprising *Venus* and *Thetÿs* (i) (1768), *Waakzaamheid* (1769), *Valk* (1770), *Alarm* (1774), *Dolphÿn* (1780), *Zeepaard* (1781), *Thetÿs* (ii) (1785) and *Triton* (1788). Two sisterships were built by the Noorderkwartier Admiralty – *Hoorn* (1776) and *Medenblik* (1779), at the ports of those names. A number of these and similar 24-gun ships were taken from the Batavian forces from 1795 onwards.

Princess (Dutch East Indiaman *Willemstad en Boetzlaar* 26), 28 guns.

Dimensions & tons: 140ft 6in, 123ft 0in x 32ft 2in x … . $676^{90}/_{94}$ bm.

Men: … . Guns: UD 20 x 9pdrs; QD 6 x 18pdr carronades; Fc 2 x 9pdrs + 2 x 18pdr carronades.

Taken 14.9.1795 at Simons Bay by Elphinstone's squadron.

Commissioned: 11.1795 under Capt. John Spranger; in 1797 under Capt. Edward Ramage; paid off 8.1797. Fitted as a receiving ship at Plymouth (for £5,936) 16.6 – 27.11.1797; established and registered 11.7.1797 (with 80 men and 18 x 6pdrs); recommissioned 8.1797 as a receiving ship under Lieut. Richard Dorrill (-1799), for Waterford; guardship there 1801. In 6.1802 at Plymouth in Ordinary. Recommissioned 6.1803 under Cmdr. Samuel Colquitt (-1809) as floating battery at Liverpool, from 7.1809 under Cmdr. Edward Killwick, 6.1810 Cmdr. James Galloway, 12.1812 Capt. Donald M'Leod and 5.1814 Cmdr. William Simpson. Sold at Liverpool (for £740) 4.1816.

Vindictive (Dutch *Bellona* 24, built Rotterdam 1786), 28 guns.

Dimensions & tons: 112ft 0in, *c.*92ft 5in x 32ft 1in x 10ft 6in. 506 bm. (Dutch design: $121^{9}/_{11}$ x $33^{3}/_{11}$ x $12^{3}/_{11}$ feet.)

Men: 121. Guns:

Taken 17.8.1796 at Saldanha Bay by Elphinstone's squadron.

Commissioned: 12.1796 at the Cape of Good Hope under Capt. John Sprat Rainier. In 2.1798 under Capt. Samuel Osborn, then 3.1798 Cmdr. John Gardner and later Capt. Askew Hollis for the voyage home. Arrived 24.3.1798 at Sheerness, paid off 5.1798, defects made good and fitted for the Port Admiral at Sheerness 5.1798; named and registered 27.6.1798. Deleted from the Navy List 6.7.1810, and BU at Sheerness 1816.

Laurel (ex *Daphne*) (Dutch *Sirene* 24, built Friesland 1786), 24 guns.

Dimensions & tons: 117ft 10½in, 97ft 1in x 33ft 4½in (32ft 10¼in mld.) x 11ft 10in. $574^{45}/_{94}$ bm.

Men: 155. Guns: UD 22 x 9pdrs; QD 2 x 6pdrs + 6 x 18pdr carronades; Fc 2 x 18pdr carronades.

Surrendered to Elphinstone's squadron at Saldanha Bay 17.8.1796.

Commissioned: ?5.1797 under Cmdr. James Brisbane for passage to UK, later under Capt. Benjamin Page. Arrived 5.9.1797 at Portsmouth, renamed *Daphne* by AO 16.9.1797; paid off 11.1797. Renamed *Laurel* by AO 16.2.1798 (after *Daphne* of 1776 was retaken 12.1797). Fitted as a convict ship at Portsmouth 1798. Sold to Mr. Holmes of Portsea (for £610) 7.6.1821.

Waaksaamheidt (Dutch *Waakzaamheid* 24, built Enchuizen 1786), 24 guns.

[A slightly smaller 24-gun design than the Amsterdam Admiralty type.]

Dimensions & tons: 114ft 6in, 94ft $8^{5}/_{8}$in x 31ft 7½in x 10ft 6in. $503^{84}/_{94}$ bm. (Dutch: $124^{3}/_{11}$ x 33¾ x $12^{3}/_{11}$ feet.)

Men: 155. Guns: UD 20 x 9pdrs; QD 2 x 6pdrs + 4 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades.

Taken 24.10.1798 by *Sirius* off Texel. Arrived 17.11.1798 at Sheerness. Fitted 7.1799 – 5.1800 (for £5,990).

Commissioned: 1.1801 under Capt. Robert Hall, in the Downs. Sold at Deptford 9.1802.

Braak (Dutch *Minerva* 26, built Zeeland 1787), 24 guns.

Dimensions & tons: 116ft 6½in, 95ft $8^{1}/_{8}$in x 34ft 8½in x 10ft 6in. $613^{6}/_{94}$ bm. (Dutch: 126 x $36^{3}/_{11}$ x $13^{10}/_{11}$ feet.)

Men: 155. Guns: UD 22 x 32pdr carronades; QD 2 x 6pdrs.

Taken in the Nieu Diep off Texel 28.8.1799 by Mitchell's squadron. Arrived 3.5.1800 at Sheerness. Fitted at Deptford (for £12,815) 7.1800 – 9.1801.

Commissioned: 8.1801 under Capt. John Mason Lewis. Sold at Deptford 1802.

Dolphin (Dutch *Dolphÿn*, built Amsterdam 1780), 24 guns.

Dimensions & tons: dimensions not known. 505 bm.

Men: … . Guns: … .

Taken 15.9.1799 in the Vlie by *Arrow* and *Wolverine*.

Commissioned: 11.1799 under Lieut. R. M'Dougall. Became transport 1800, then storeship 1802. BU 1803.

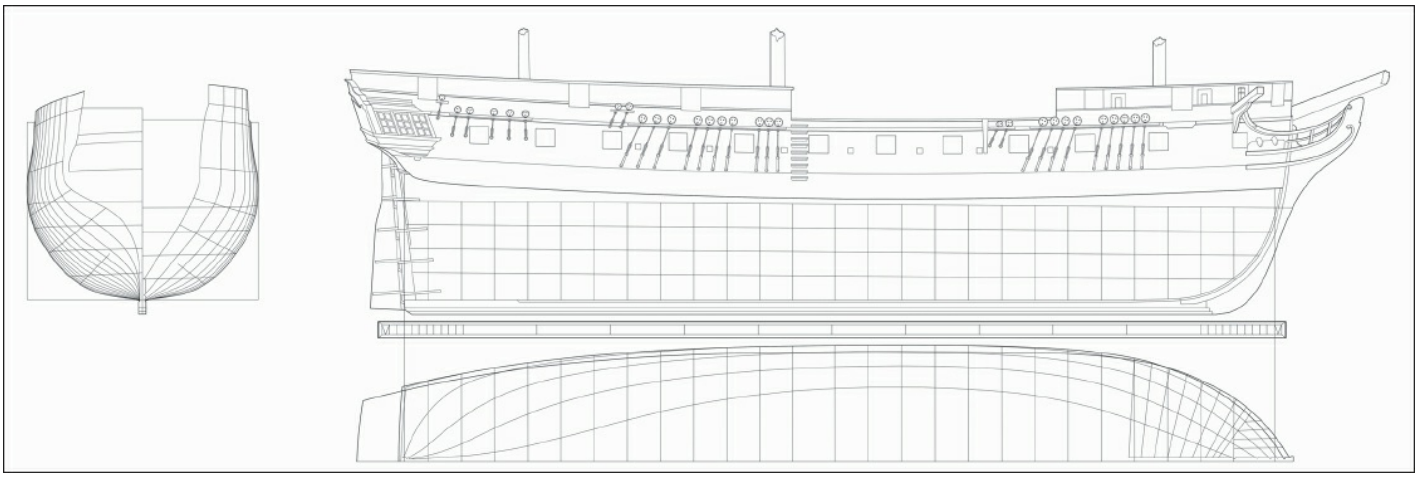
(C) Vessels acquired from 18 May 1803

The dozen Sixth Rates (with quarterdecks) of the 1805 Programme, classed as 22-gun Post Ships, were in effect wartime replacements for the old 24-gun ships. As usual, the Navy Board commissioned competitive draughts from the two Surveyors, and split the orders between the two designs. Although initially rated as 22s, they actually carried 24 carriage guns including two chase 6pdrs on the forecastle, identical to the *Porcupine* and *Squirrel* Classes above (plus eight carronades), and the survivors – all by 1815 carrying a main battery of 32pdr carronades on the UD – were rerated 32-gun Sixth Rate frigates in 2.1817.

***BANTERER* Class**. Sir William Rule design, approved 28.3.1805.

Dimensions & tons: 118ft 0in, 98ft $7^{1}/_{8}$in x 32ft 0in x 10ft 6in. $537^{2}/_{94}$ bm.

Men: 155. Guns: Designed UD 22 x 9pdr; QD 6 x 24pdr carronades; Fc 2 x 6pdr (chase) + 2 x 24pdr carronades. But all completed or were by 1815 re-armed with UD 22 x 32pdr carronades (*Cossack* retained 2 x 9pdrs, with 20 carronades); QD 2 x 6pdrs + 4 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades.



Banterer, 22 guns, as designed. Like the previous 24-gun post ships these vessels were effectively miniature frigates in layout, with a full quarterdeck and forecastle.

Crocodile Simon Temple, South Shields.

As built: 118ft 2in, 98ft $7^{3}/_{8}$in x 32ft 0½in x 10ft 7in. $538^{50}/_{94}$ bm. Draught 9ft 0in / 12ft 9in.

Ord: 30.1.1805. K: 6.1805. L: 19.4.1806. C: 18.6 – 10.8.1806 at Chatham.

Commissioned: 7.1806 under Capt. John Astley Bennet, then same month under Capt. George E.B. Bettesworth, in Channel Islands and then to Halifax. In 1808 under Capt. George Cadogan; sailed for Greenland fisheries 16.6.1809. In 1809 under Capt. Edward Columbine; sailed for coast of Africa 13.1.1810. In 1811 under Capt. John Lumley, and in 6.1812 Capt. William Elliott (-1815). In the Channel Islands; sailed for Portugal 9.11.1812. Paid off 6.1815 and BU 10.1816 at Portsmouth.

Daphne Robert Davy, Topsham.

As built: 118ft 2in, 98ft $9^{5}/_{8}$in x 32ft 0½in x 10ft 6in. $539^{52}/_{94}$ bm.

Ord: 30.1.1805. K: 7.1805. L: 2.7.1806. C: 27.7 - 4.10.1806 at Plymouth.

Commissioned: 7.1806 under Capt. Francis Mason; sailed for the River Plate 7.10.1806; home to UK in 12.1807; boats (with those of *Tartarus*) cut out convoy at Fladstrand 23.4.1808; took 8-gun *Acertif* in the Baltic 8.1808. In 8.1808 under Capt. William Roberts, then 9.1808 under Capt. Philip Pipon (-1812), in Channel Islands and the Baltic. In 3.1813 under Capt. James Green (-1815), as flagship of Rear-Adm. Sir George Hope in the Baltic. Sold at Deptford (for £2,300) 15.2.1816.

Cossack (ex *Pandour*, renamed 1806) Simon Temple, South Shields.

As built: 117ft 11½in, 98ft 4½in x 32ft 3½in x 10ft 6in. $545^{60}/_{94}$ bm. Draught 9ft 1in / 12ft 11in.

Ord: 30.1.1805. K: 7.1805. L: 24.12.1806. C: 16.1 - 2.7.1807 at Chatham.

Commissioned ?1.1807 under Capt. George Digby (-1810); boats (with those of *Comet*) destroyed forts at Santander 22.6.1808; took schooner *La Mouche* in the Channel 8/9.1808. In 11.1810 under Capt. Thomas Garth, in the Mediterranean; in ?4.1811 under Capt. Thomas Searle, then 2.1812 under Capt. William King; sailed for Portugal 7.6.1812. In 2.1813 under Capt. Francis Stanfell, in the Mediterranean, then Capt. Edward Sibly in 3.1814, Capt. James Wemyss in 7.1814, Capt. Robert Rodney in 8.1814, and Capt. Lord Algernon Percy in 8.1815. BU 6.1816 at Portsmouth.

Cyane (ex *Columbine*, renamed 6.12.1805) John Bass, Topsham.

As built: 118ft 2in, 98ft 7¼in x 32ft 0½in x 10ft 6in. $539^{39}/_{94}$ bm. Draught 10ft 7in / 13ft 9in.

Ord: 30.1.1805. K: 8.1805. L: 14.10.1806. C: 3.1 – 13.7.1807 at Plymouth.

Commissioned: 3.1807 under Capt. Thomas Staines; sailed for Baltic expedition. Sailed for the Mediterranean 23.2.1808; captured 12-gun Spanish privateer *Medusa* 22.5.1808. In Martin's squadron in the Bay of Naples 6.1809. Under Capt. (temp.) Valentine Collard from 10.1809. Sailed with convoy for South America 23.1.1810. Under Capt. Edward Brenton from ?5.1810, then Capt. Francis Collier from 9.1810; on Home station 1811 and Jamaica station 1812; under Capt. Thomas Forrest from 5.1812. After a 4-day chase, captured (with *Venerable*) the French 40-gun *L'Iphigenie* 20.1.1814. Under Capt. Gordon Falcon from 1814. Taken (with *Levant*) by USS *Constitution* off Madeira 20.2.1815; served in USN until BU in 1836.

Banterer (ex *Banter*, renamed 9.8.1805) Simon Temple, South Shields.

As built: 118ft 0in, 98ft 5¾in x 32ft 0½in x 10ft 6in. $537^{74}/_{94}$ bm. Draught 9ft 0in / 12ft 7in.

Ord: 30.1.1805. K: 8.1805. L: 24.2.1807. C: 16.4 – 12.7.1807 at Chatham.

Commissioned: 5.1807 under Capt. Alexander Shippard; in Baltic 1807; sailed with Halifax convoy 13.2.1808; wrecked in the St Lawrence River 29.10.1808, near Point Mille Vache.

Porcupine Thomas Owen, Topsham.

As built: 118ft $0^{5}/_{8}$in, 98ft 7¾in x 32ft 0¼in x 10ft 6in. 538 (exact) bm.

Ord: 30.1.1805. K: 9.1805. L: 26.1.1807. C: 20.2 - 22.6.1807 at Plymouth.

Commissioned: 3.1807 under Capt. Henry Duncan; sailed for the Mediterranean 10.7.1807; successful boat attack in the Adriatic 7.10.1807, capture of gunboat *Safo*; more successful attacks in Adriatic on 27.11 and 29.11.1807. Under Capt. Robert Elliott in 6.1808; further successful attacks in Adriatic on 23.6, 9.7, 10.7, 21.7 and 8.8.1808; sailed for South America 15.1.1810. To North America 1812. Under J. Goode in 1814, as flagship of Rear-Adm. Charles Penrose. Sold 18.4.1816 (for £1,600) at ?Woolwich.

***LAUREL* Class**. Sir John Henslow design, approved 28.3.1805.

Dimensions & tons: 118ft 0in, 98ft 7¼in x 31ft 6in x 10ft 3in. $526^{39}/_{94}$ bm.

Men: 155. Guns: Designed UD 22 x 9pdr; QD 6 x 24pdr carronades; Fc 2 x 6pdr (chase) + 2 x 24pdr carronades. But last three were completed, and *Comus* was re-armed, with 22 x 32pdr carronades on the UD, and 18pdr (*vice* 24pdr) carronades on QD/Fc.

First cost: *Perseus* £11,894 (to build only)

Boreas Stone, Gt. Yarmouth.

As built: 118ft 0in, 98ft 6¼in x 31ft 7¾in x 10ft 3in. $526^{26}/_{94}$ bm. Draught 9ft 0in / 11ft 11in.

Ord: 30.1.1805. K: 6.1805. L: 19.4.1806. C: 10.8.1806 at Chatham.

Commissioned: 7.1806 under Capt. Robert Scott; took 8-gun privateer *La Victoire* 12.10.1807; wrecked off Guernsey 28.11.1807 (*c.*120 drowned).

Laurel Nicholas Bools and Wm. Good, Bridport.

As built: 118ft 0in, 98ft 7in x 31ft 8in x 10ft 3in. $525^{79}/_{94}$ bm.

Ord: 30.1.1805. K: 6.1805. L: 2.6.1806. C: 16.11.1806 at Plymouth.

Commissioned: 7.1806 under Capt. John Woolcombe; in Stopford's squadron 1.1807; sailed with convoy for South America 18.8.1807 and thence to Cape of Good Hope. Taken off Mauritius by the French 40-gun *La Cannonière* 12.9.1808; became French *L'Espérance*. Retaken by the *Unicorn* off Île de Rhé 12.4.1810 and renamed *Laurestinus*. Fitted at Deptford 10.1810 – 6.1811; recommissioned 5.1811 under Capt. William Gordon; sailed for South America 27.7.1811. Under Capt. Thomas Graham from 7.1812; sailed for North America 20.9.1812. Wrecked in the Bahamas 21.8.1813.

Comus Custance & Co, Gt. Yarmouth.

As built: 120ft 10in, 98ft 7in x 31ft 6¾in x 10ft 3in. $522^{36}/_{94}$ bm. Draught 8ft 10in / 11ft 8in.

Ord: 30.1.1805. K: 8.1805. L. 28.8.1806. C: 19.11.1806 at Chatham.

Commissioned: 10.1806 under Capt. Conway Shipley; involved in boat operations in the Canaries 15.3.1807 and 8.5.1807. Under Capt. Edward Heywood from 7.1807; took the 32-gun *Fredericksscoan* off Marstrand 16.8.1807. Under Capt. Josceline Percy from 11.1807; sailed for Portugal 30.11.1807. Under Capt. Matthew Smith 1808-13, off Portuguese coast and in the Mediterranean. Under Capt. John Tailour 10.1814, off West Africa. In 1816 under Capt. Thomas Tucker, then Capt. James Gordon Bremer. Wrecked at St Mary's Bay (off Cape Pine), Newfoundland 24.10.1816; wreck abandoned 4.11.1816.

Garland Richard Chapman, Bideford.

As built: 118ft 1½, 98ft 8in x 31ft 8in x 10ft 3½in. $526^{26}/_{94}$ bm. Draught 8ft 4in / 12ft 4in.

Ord: 30.1.1805. K: 8.1805. L: 25.4.1807. C: 11.7 - 8.9.1807 at Plymouth.

Commissioned: 3.1807 under Capt. Header Whitter; sailed for the West Indies 11.11.1807. Based on Jamaica station for rest of the war, under a series of captains. Sold to Mr. Hill (for £1,550) to BU 9.5.1817.

Perseus Thomas Sutton & Co, Ringmore.

As built: 118ft 5in, 98ft 4¾in x 31ft 7in x 10ft 3¼in. $522^{7}/_{94}$ bm. Draught 10ft 3in / 12ft 3in.

Ord: 30.1.1805. K: 11.1805. L: 30.11.1812. C: 22.3.1813 at Plymouth.

First cost: £11,894 to builder (excludes fitting).

Commissioned: 2.1813 under Capt. Edward A'Court; sailed on mission to Barbary States 24.4.1813. To Newfoundland 1814. Under Capt. Thomas Toker 1815-17. Fitted as receiving ship for distressed seamen at Deptford in 12.1816. Fitted for the same purpose at Deptford 4 – 5.1818 for the Tower of London, where under Lieut. William Barker (5.1818), then James Crouch (7.1821). Paid off 1.1831, but remained stationed at the Tower. BU at Deptford 9.1850.

Volage Richard Chapman, Bideford.

As built: 118ft 2½in, 98ft 9in x 31ft 9in 10ft 3in. $529^{47}/_{94}$ bm. Draught 8ft 9in / 12ft 3in.

Ord: 30.1.1805. K: 1.1806. L: 23.3.1807. C: 11.7 - 8.9.1807 at Plymouth.

Commissioned: 5.1807 under Capt. Philip Rosenhagen; sailed for the Mediterranean 11.10.1807; took 10-gun cutter *Succes* in the Mediterranean 6.11.1807, then 16-gun *Le Requin* off Corsica 28.7.1808, 2-gun privateer *L'Annunciate* 6.9.1809, and 6-gun privateer *Le Jason* 20.9.1809. Under Capt. Phipps Hornby (from ?2.1810) participated in Hoste's action at Lissa 13.3.1811 (losing 13 killed, 33 wounded). Under Capt. Arthur Bingham from ?2.1812, later under Capt. Donald Mackay; sailed for East Indies where remained for rest of war under Capts. Samuel Leslie (?1813), Joseph Drury (?2.1814), Charles Biddulph (to death in 4.1815), John Allen (?1815) and John H.B. Curran (1816). Returned to UK to pay off, and sold to Mr. Lackland (for £1,600) 29.1.1818 for mercantile use, renamed *Rochester*.

***HERMES* Class** – built as post ships (Sixth Rates), reclassified in 2.1817 as 20-gun sloops. Flush-decked design 'similar to *Bonne Citoyenne*' (French corvette prize taken 1796 – see above, page 232). Note *Myrmidon* (and *Hermes*) were built at Milford (the former Jacobs site) on the north coast of the Haven; the other pair were built at Pater on the south coast (which later became Pembroke Dyd). The second pair differed slightly and were formally described as *Ariadne* Class; under AO 6.1.1820, *Ariadne* (in 1820) and *Valorous* (in 1820-21) were modified before their first commission as 'post ships' by adding quarterdecks and forecastles, and re-rated as 26-gun Sixth Rates.

Dimensions & tons: 119ft 0in, 99ft $10^{5}/_{8}$in x 30ft 11in x 8ft 7in. $507^{76}/_{94}$ bm.

Men: 135. Guns: 2 x 9pdrs + 18 x 32pdr carronades. Last pair as 26-gun had UD 18 x 32pdr carronades, QD 6 x 18pdr carronades, Fc 2 x 9pdrs (*Ariadne* later had a tenth pair of 32pdr carronades added on UD).

Hermes Milford Dyd (M/Shipwright William Stone).

As built: 120ft 1in, 100ft $2^{1}/_{8}$in x 31ft 0in x 8ft 7in. $512^{7}/_{94}$ bm. Draught 8ft 2in / 10ft 5in.

Ord: 18.1.1810. K: 5.1810. L: 22.7.1811. C: 7.9.1811.

Commissioned: 7.1811 under Capt. P. Braure(?); sunk 14-gun privateer *Le Monche* 24.9.1811; took (with *Elephant*) US privateer *Swordfish* 28.12.1811; to South America in 1813. In 1814 under Capt. William Percy; in attack on Fort Bowyer, near Mobile, grounded and burnt 15.9.1814 (25 killed, 24 wounded).

Myrmidon Milford Dyd (M/Shipwright William Stone to 9.6.1813; launched by Henry Canham).

As built: 119ft 10½in, 99ft 10¾in x 30ft 11½in x 8ft 7½in. $509^{25}/_{94}$ bm. Draught 9ft 9in / 10ft 3in.



Hermes sinking the privateer lugger *La Mouche* by ramming, 24 September 1811. Unlike the wars of the twentieth century where ramming was a common way of sinking submarine commerce-raiders, the tactic was by no means common in the age of sail – hence its celebration in this contemporary print.

Ord: 2.8.1811. K: 7.1812: L. 18.6.1813. C: 4.7.1813 – 6.2.1814 at Plymouth.

Commissioned: 8.1813 under Capt. Valentine Gardner; in 10.1813 under Capt. Henry Bourchier, then in 1814 Capt. William Paterson and 4.1815 Capt. Robert Gambier (-1817); paid off 10.1815 and recommissioned. In the Mediterranean 1817. In 3.1819 under Cmdr. Henry Leeke, on African station. BU completed 10.1.1823 at Portsmouth.

Ariadne Pater Dyd (Pembroke Dyd) (M/Shipwright Edward Churchill?).

As built: 121ft 7in, 100ft 5½in x 30ft 11¼in x 8ft 9in. $511^{42}/_{94}$ bm. Draught 9ft 1in / 10ft 0in.

Ord: 28.11.1812. K: 4.1815. L: 10.2.1816. C: 21.3.1816 (for Ordinary).

First cost: £11,936 to build, plus £3,579 fitting.

Converted into 26-gun post ship (under AO 6.1.1820) at Plymouth 1 - 5.1820. Fitted for sea 3.1822 – 1.8.1822; total conversion and fitting cost at Plymouth £12,468 (including remedying of defects).

Commissioned: 4.1823 under Capt. Robert Moorsom. In 12.1824 under Capt. Isaac Chapman (dismissed 6.1826), on Cape of Good Hope station; in 2.1826 under Capt. Adolphus Fitzclarence, for Mediterranean station. In 10.1827 under Capt. Charles Irby, later same month Capt. Lewis Davies; paid off 5.1828. Fitted for sea at Plymouth (for £11,692) 8.1828 – 2.1829; recommissioned 11.1828 under Capt. Frederick Marryat (-1830). Fitted for sea at Plymouth (for £5,820) 11.1830 – 1.1831; recommissioned 11.1830 under Capt. Charles Phillips (-1834), for North America and the West Indies; paid off 1835. Fitted as a coal depot at Portsmouth (for £1,775) 8.1836 – 2.1837, to lie at Alexandria. Sold at Alexandria (for £900) by AO 23.7.1841.

Valorous Pater Dyd (Pembroke Dyd) (M/Shipwright Edward Churchill?).

As built: 121ft 7¼in, 100ft 55/8in x 31ft 0in x 8ft 9in. $513^{53}/_{94}$ bm.

Ord: 28.11.1812. K: 3.1815. L: 10.2.1816. C: 11.3 – 26.3.1816 at Plymouth (for Ordinary).

First cost: £11,726 to build.

Converted into 26-gun post ship (under AO 6.1.1820) at Plymouth 3.1820 – 4.7.1821.

Commissioned: 2.1821 under Capt. James Murray (-1822), for Newfoundland station. Recommissioned 8.1824 under Capt. the Earl of Huntingdon (-1825), for Jamaica station. At Chatham 1826-29. BU completed 13.8.1829 at Chatham.

***CYRUS* Class** - built as post ships (Sixth Rates), reclassified in 2.1817 as 20-gun sloops. Sixteen vessels were built to this flush-decked design by Sir William Rule, approved 27.11.1812 and based on the slightly reduced lines of *Myrmidon* (*Hermes* Class, above) of 1810.

Dimensions & tons: 115ft 6in, 97ft 2in x 29ft 8in x 8ft 6in. $454^{80}/_{94}$ bm.

Men: 135. Guns: UD 20 x 32pdr carronades and 2-6pdrs (chase).

Medina Edward Adams, Bucklers Hard.

As built: 115ft 8½in, 97ft 2in x 29ft 10in x 8ft 6in. 460 bm. Draught 8ft 4in / 9ft 7in.

Ord: 18.11.1812. K: 1.1813. L: 13.8.1813. C: 14.8 – 20.12.1813 at Portsmouth.

Commissioned: 11.1813 under Capt. Henry Bourchier (-1815); sailed for Newfoundland 1814; laid up at Chatham 12.1815. Very Small Repair and fitted for sea at Chatham 8.1820 – 3.1821; recommissioned 12.1820 for Mediterranean station (-1826). Small Repair and fitted for sea at Plymouth 7.1827 – 5.1828; recommissioned 3.1828 for African station (-1831). Sold at Sheerness (for £1,610) to John Small Sedger, Rotherhithe 4.1.1832.

Cyrus William Courtney, Chester.

As built: 116ft 0in, 98ft 1¼in x 29ft 10in x 8ft 6in. $464^{42}/_{94}$ bm.

Ord: 18.11.1812. K: 1.1813. L: 26.8.1813. C: 7.10.1813 – 11.3.1814 at Plymouth.

Commissioned: 12.1813 under Capt. William Carroll (-1818); in Irish Sea. Sold to Bennet & Son (for £1,550) at Plymouth 23.5.1823.

Levant William Courtney, Chester.

As built: 116ft 0in, 98ft 1¼in x 29ft 10in x 8ft 6in. $464^{42}/_{94}$ bm. Draught 9ft 6in / 10ft 0in.

Ord: 18.11.1812. K: 1.1813. L: 8.12.1813. C: 17.1 – 22.4.1814 at Plymouth.

Commissioned: 1814 under Capt. Alexander Jones; later under Capt. George Douglas; taken (along with *Cyane*) by the *USS Constitution* off Madeira 20.2.1815: recaptured by HMS *Acasta* and others at Porto Praya 11.3.1815. In 6.1815 under Capt. John Sheridan (acting); laid up at Chatham 11.1815. Intended 8.1820 to be repaired, but instead BU at Chatham completed 9.10.1820.

Esk Jabez Bailey, Ipswich.

As built: 115ft $7^{5}/_{8}$in, 97ft $3^{5}/_{8}$in x 29ft 9in x 8ft 6in. $458^{7}/_{94}$ bm. Draught 8ft 6in / 9ft 8in.

Ord: 18.11.1812. K: 3.1813. L: 11.10.1813. C: 19.10.1813 – 14.6.1814 at Sheerness.

Commissioned: 1.1814 under Cmdr. (Capt. 6.1814) George Lennock; paid off 9.1815 and recommissioned; Jamaica station 1816-17. Small Repair and fitted for sea at Portsmouth 1 – 11.1820; recommissioned under Cmdr. Edward Lloyd; sailed for Leeward Islands 8.11.1820. In 11.1821 under Cmdr. Arthur Warner, still in Leeward Islands. Very Small Repair and fitted for sea at Chatham 5 – 7.1824; recommissioned 9.1824 under Cmdr. William Jardine Purchas, for the Africa station. Fitted for Ordinary at Chatham 5 – 6.1828. Sold at Chatham to William Wilson (for £1,530) 8.1.1829.

Carron Edward Adams, Bucklers Hard.

As built: 115ft 8½in, 97ft 2¾in x 29ft 9½in x 8ft $6^{1}/_{8}$in. $459^{2}/_{94}$ bm. Draught 7ft 11in / 9ft 3in.

Ord: 18.11.1812. K: 3.1813. L: 9.11.1813. C: 11.11.1813 – 22.3.1814 at Portsmouth.

Commissioned: 1.1814 under Capt. Robert Spencer; in unsuccessful attack on Fort Bowyer, near Mobile 15.9.1814. Under Capt. Nicholas Pateshall in 4.1815; paid off 8.1815. At Portsmouth in 1817. Recommissioned 5.1818 under Cmdr. John Furneaux, for East Indies; wrecked 6.7.1820 near Puri, India (19 men drowned).

Tay Balthazar Adams, Bucklers Hard.

As built: 115ft 8½in, 97ft $2^{5}/_{8}$in x 29ft 10in x 8ft 6¼in. 460 (by calc, $455^{12}/_{94}$) bm. Draught 8ft 0in / 9ft 4in.

Ord: 18.11.1812. K: 4.1813. L: 26.11.1813. C: 5 – 12.1813 at Portsmouth (for Ordinary), 10.1814 – 28.11.1814 (for sea).

Commissioned: 9.1814 under Capt. William Robilliard. 'Breadthened fore and main channels' at Portsmouth 1 – 2.1815; in 2.1815 under Capt. Robert Boyle. In 1.1816 under Capt. Samuel Roberts, on Jamaica station; wrecked 11.11.1816 on the Alacreanes Islands, Gulf of Mexico.

Slaney Josiah & Thomas Brindley, Frindsbury.

As built: 115ft 6½in, 96ft $10^{7}/_{8}$in x 29ft $10^{5}/_{8}$in x 8ft $6^{1}/_{8}$in. $460^{35}/_{94}$ bm. Draught 8ft 2in / 9ft 5in.

Ord: 18.11.1812. K: 4.1813. L: 9.12.1813. C: 9 – 21.12.1813 at Chatham (for Ordinary), 12.1814 – 23.1.1815 (for sea).

Commissioned: ?12.1814 under Capt. Charles Sotheby; in 5.1815 under Capt. George Sartorius. Fitted for sea at Plymouth 7 – 11.1818; recommissioned 8.1818 under Cmdr. Donat O'Brien (-1820), for South America. In 3.1821 under Cmdr. Henry Stanhope (-1822), still South America. Small Repair at Portsmouth 9.1822 – 7.1823; recommissioned 4.1823 under Cmdr. Charles Mitchell, for East Indies; at Cheduba 1824; in Burma War 1824-25. In 1.1826 under Cmdr. Samuel Thornton, still in East Indies. Fitted for sea at Woolwich 5 – 7.1827; recommissioned 5.1827 under Cmdr. James Campbell, for Jamaica station; under Cmdr. Henry Gossett in 6.1828, Cmdr. (Capt. 8.1829) Joseph O'Brien in 1.1829, and Cmdr. ?Charles Parker (acting) in 9.1829. Laid up 12.1830 at Bermuda, paid off 1.1831; receiving ship there 1832-38. BU 1838.

Erne Robert Newman, Dartmouth.

As built: 115ft 6in, 97ft 2in x 29ft 8in x 8ft 6in. 457 (by calc, $454^{80}/_{94}$) bm. Draught 9ft 6in / 10ft 0in.

Ord: 18.11.1812. K: 3.1813. L: 18.12.1813. C: 24.1 – 30.3.1814 at Portsmouth.

Commissioned: 3.1814 under Cmdr. (Capt. 6.1814) William John Napier, for the Channel. Defects made good and roundhouse added at Deptford 8 – 10.1815; recommissioned 9.1815 under Capt. Richard Spencer, for the Mediterranean. Fitted for sea at Plymouth 11.1817 – 2.1818; recommissioned 12.1817 under Cmdr. Timothy Scriven; wrecked 1.6.1819 on Sal Island in the Cape Verde Islands.

Leven Jabez Bailey, Ipswich.

As built: 115ft 8in, 97ft 4½in x 29ft $8^{3}/_{8}$in x 8ft 6¾in. $456^{77}/_{94}$ bm. Draught 8ft 6in / 9ft 6in.

Ord: 18.11.1812. K: 3.1813. L: 23.12.1813. C: 1.1 – 5.3.1814 at Sheerness (for Ordinary).

In 1814 under Capt. John Tailour. Fitted for sea at Sheerness 12.1814 – 22.1.1815.

Commissioned: 1.1815 under Capt. Buckland Bluett (-1817). Altered to a 24-gun Sixth Rate at Chatham 7 – 11.1818 (given a small quarterdeck and forecastle); recommissioned 8.1818 under Cmdr. David Bartholomew (died 2.1821) and subsequently Capt. William F. Owen, as survey ship for Cape Verde Islands, then African coast to 1825; fitted for sea at Woolwich 2 – 4.1820 and again 8.1821 – 1.1822. At Deptford 1826, then to Chatham 5.1827. Fitted as convict ship at Chatham 5 – 11.1833, to lie at Woolwich. Fitted as hulk 1841, to lie at Limehouse. BU at Deptford 7.1848.

Falmouth Richard Chapman, Bideford.

As built: 115ft 6¾in, 97ft 2¼in x 29ft 8in x 8ft 6in. $454^{92}/_{94}$ bm. Draught 8ft 6in / 9ft 10in.

Ord: 18.11.1812. K: 4.1813. L: 8.1.1814. C: 23.3.-3-.3.1814 at Plymouth (for Ordinary), then 12.1814 – 7.1815 (for sea).

Commissioned: 5.1815 under Capt. George Knight; in 9.1815 under Capt. Robert Festing, for St Helena. Fitted for foreign service at Woolwich 11.1815 – 1.1816. In 1.1817 under Cmdr. George Rich, still St Helena; then 3.1819 under Cmdr. Henry Collier, for the Leeward Islands; in 9.1820 under Cmdr. Edward Purcell (-1823), still Leeward Islands; paid off 7.1823. At Portsmouth in 1824. Sold to Timothy Hutchinson (for £2,260) 27.1.1825 for mercantile use, renamed *Protector*.

Cyrene Richard Chapman, Bideford.

As built: 115ft 6½in, 97ft 0¾in x 29ft $11^{5}/_{8}$in x 8ft 7½in. 457 (by calc, $463^{65}/_{94}$) bm. Draught 8ft 8in / 9ft 4in.

Ord: 18.11.1812. K: 4.1813. L: 4.6.1814. C: 10.7 – 30.7.1814 at Plymouth (for Ordinary); then 7.1818 – 12.10.1818 (for sea).

Commissioned: 7.1818 under Cmdr. Aaron Tozer, for Bermuda and Halifax. At Plymouth in 1820. Recommissioned 1.1822 under Cmdr. Percy Grace (-1825); to African coast in 2.1824, then to UK and to Mediterranean; paid off 8.1825. Fitted for sea at Deptford 9 – 10.1825; recommissioned 8.1825 under Cmdr. Alexander Campbell, for the East Indies. Sold (by AO 20.4.1827) at Bombay for 28,500 rupees (£2,731.5.0d) 4.1828.

Bann John King, Upnor.

As built: 115ft 11¾in, 97ft 3¼in x 30ft 8in x 8ft 6in. $465^{62}/_{94}$ bm. Draught 8ft 6in / 9ft 7in.

Ord: 18.11.1812. K: 5.1813. L: 8.1.1814 (not 8.6.1814 as some state). C: 17.2.1814 at Chatham (for Ordinary).

In 1814 under Capt. John Tancock. Doubled the bottom at line of floatation, and fitted for sea at Chatham 12.1814 – 23.1.1815.

Commissioned: 1.1815 under Capt. Thomas Whinyates; later that year under Capt. Lewis Shepheard, then Capt. Edward Scobell and finally Capt. William Fisher; fitted for foreign service at Woolwich 9 – 11.1815. Fitted for sea 6 – 11.1818; recommissioned under Cmdr. Andrew Mitchell; in 1820 under Cmdr. W. Bigland, for Jamaica station; paid off 6.1820 and recommissioned under Cmdr. Jodrell Leigh. Sold at Chatham (for £1,050) to H. Cropman 8.1.1829.

Spey James Warwick, Eling (Southampton).

As built: 115ft $8^{3}/_{8}$in, 97ft 4¼in x 29ft 11in x 8ft 6in. $463^{44}/_{94}$ bm. Draught 8ft 7in / 9ft 9in.

Ord: 18.11.1812. K: 5.1813. L: 8.1.1814. C: 6.2 – 24.2.1814 at Portsmouth (for Ordinary)

In 1814 under Capt. Hew Stewart. Doubled the bottom at line of floatation and fitted for sea at Portsmouth 12.1814 – 7.2.1815.

Commissioned: 12.1814 under Capt. George Fergusson. Fitted for foreign service at Woolwich 9 – 12.1815; recommissioned 10.1815 under Capt. John Lake, then 11.1816 under Capt. James Arthur Murray, for Cape of Good Hope and St Helena; in 1818 under Capt. James Kearney White, then 8.1819 Capt. Frederic Noel, for the Mediterranean. In 1820 under Cmdr. John Boswall, then 9.1821 Cmdr. Charles Phillips; paid off 28.9.1821. Sold at Chatham to Mr. Vincent (for £1,530) 18.4.1822.

Lee Josiah & Thomas Brindley, Frindsbury.

As built: 115ft 7in, 96ft 11¼in x 29ft 11½in x 8ft 6in. $462^{73}/_{94}$ bm.

Ord: 18.11.1812. K: 3.1813. L: 24.1.1814. C: 24.1 – 19.2.1814 at Chatham (for Ordinary); then 12.1814 – 1.1815 (for sea).

Commissioned: 1.1815 under Capt. James Bremer; fitted with additional 6in deep false keel at Plymouth 3 – 4.1815. In 8.1815 under Capt. John Pasco (-1817) at Plymouth, then (as sloop) under Cmdr. Stewart Blacker; paid off 9.1818. Fitted with Thomson's patent rudder at Plymouth 2.1820. BU completed at Plymouth 30.5.1822.

Hind (ex *Barbadoes*, renamed 1813) Robert Davy, Topsham.

As built: 115ft 3in, 96ft 10in x 29ft 10½in x 8ft 5¼in. $459^{67}/_{94}$ bm. Draught 8ft 4in / 9ft 6in.

Ord: 18.11.1812. K: 5.1813. L: 8.3.1814. C: 26.3 – 5.4.1814 at Plymouth (for Ordinary).

Small Repair and fitted for sea at Plymouth 3.1819 – 13.7.1819.

Commissioned: 4.1819 under Cmdr. Sir Charles Burrard (-1822). Fitted with additional 6in deep false keel (by AO 5.10.1820). Fitted for foreign service at Deptford 8.1825 – 2.1826; recommissioned 9.1825 for East Indies. Sold (by AO 20.4.1827) at Bombay for 23,750 rupees (£2,276) 6.4.1829.

Larne William Bottomley, King's Lynn.

As built: 115ft 6in, 97ft 2in x 29ft 9½in x 8ft 6in. $458^{68}/_{94}$ bm.

Ord: 18.11.1812. K: 7.1813. L: 8.3.1814. C: 9.4 – 5.5.1814 at Sheerness (for Ordinary); then 12.1814 – 12.1.1815 (for sea).

Commissioned: ?9.1814 under Capt. John Andrew; from 1.1815 under (acting) Capt. John Maples, then in 5.1815 Capt. Sir John Sinclair. Fitted for Channel service at Woolwich 8 – 11.1815; in 8.1815 under Capt. Abraham Lowe (-1818); on Jamaica station 1817; paid off 1.1819. Fitted for sea at Portsmouth 5 – 8.1819; in 5.1819 under Capt. Henry Forbes, then 12.1819 under Cmdr. Robert Tait, for the Mediterranean. Small Repair and fitted for sea at Portsmouth 11.1822 – 6.1823; recommissioned 3.1823 under Cmdr.

Frederick Marryat (-1824), in the East Indies; occupation of Rangoon 11.5.1824; Irrawaddy operations 5 – 9.1824; under (acting) Lieut. John Kingcombe, Bassein River operations 3.1825; under Cmdr. William Dobson 7.1825 (-1826). Sold to G. Bayley (for £1,440) 26.3.1828 to BU.

CONWAY Class. Designed by Sir William Rule (originally designated as 'sloops'). Class of ten vessels, the last of which (*Tees*) was delayed and not launched until after 1815, but is included here for convenience. Built as 20-gun post ships, re-rated as 28-gun Sixth Rates in February 1817, then 26-gun later in 1817 when Fc carronades removed. *Eden* was deliberately scuttled in the Hamoaze on 9.11.1816 and raised 12.3.1817 as an experiment 'to ascertain the efficacy of sea water in curing dry rot'; *Mersey* was proposed to be similarly sunk and raised by AO 30.3.1818, but this was never done.

Dimensions & tons: 108ft 0in, 89ft $9^{5}/_{8}$in x 30ft 6in x 9ft 0in. $444^{33}/_{94}$ bm.

Men 155. Guns: UD 18 x 32pdr carronades; QD 6 x 12pdr carronades; Fc 2 x 6pdrs + 2 x 12pdr carronades.

Mersey William Courtney, Chester.

As built: 108ft 6in, 90ft 1¼in x 30ft 8in x 9ft 0in. $450^{69}/_{94}$ bm. Draught 9ft 0in / 11ft 10in.

Ord: 18.1.1813. K: 3.1813. L: 3.1814. C: 13 – 26.4.1814 at Plymouth (for Ordinary).

First cost: £9,720 to build.

Middling Repair at Plymouth 5.1818 – 3.12.1818 (under AO 7.4.1818).

Commissioned: 9.1818 under Capt. Edward Collier, for Halifax station; paid off 11.1821 at Portsmouth. Fitted for sea at Portsmouth 3 – 8.1823; recommissioned 4.1823 under Capt. John Ferguson (-1825), for South America. Recommissioned 12.1827 under Capt. Alexander Branch, for Jamaica station; under Capt. George Courtnay from 1.1829; paid off and laid up 7.1831 at Portsmouth. Receiving ship there 1834-50. BU at Portsmouth 7.1852.

Eden William Courtney, Chester.

As built: 108ft 6in, 90ft 1¼in x 30ft 8in x 9ft 0in. $450^{69}/_{94}$ bm. Draught 10ft 3in / 11ft 1in.

Ord: 18.1.1813. K: 3.1813. L: 19.5.1814. C: 5 – 20.6.1814 at Plymouth (for Ordinary).

Fitted at Plymouth 2.1818 – 30.5.1818.

Commissioned: 3.1818 under Capt. Francis Loch, for the East Indies; at Ras-al-Khaimah in 1819; made good defects at Bombay 10.1820. Very Small Repair at Deptford 8.1821 – 11.1822; recommissioned 8.1822 under Capt. John Lawrence, for the West Indies. Fitted at Woolwich for service in Africa 9.1826 – 7.1827; recommissioned 2.1827 under Capt. J.F.W. Owen for the African station; to South America 1830. BU at Portsmouth 5.1833.

Conway John Pelham, Frindsbury.

As built: 108ft 2in, 89ft 9¼in x 30ft 9in x 9ft 1in. $451^{48}/_{94}$ bm. Draught 8ft 4in / 11ft 3in.

Ord: 18.1.1813. K: 5.1813. L: 10.3.1814. C: 10 – 22.3.1814 at Chatham (for Ordinary); 7.11.1814 (for sea).

Commissioned: 10.1814 under Capt. John Tancock; sailed 1815 for East Indies. In 1816 under Capt. John Reynolds, then 12.1816 under Capt. William Hill and 7.1817 Capt. Edward Barnard. Fitted for sea 4 – 7.1820; recommissioned 5.1820 under Capt. Basil Hall; sailed for South America 10.8.1820; in Pacific 1821-22; paid off 1823 at Chatham. Sold to Edward Cohen (for £2,210) 13.10.1825.

Tamar Josiah & Thomas Brindley, Frindsbury.

As built: 108ft 0½in, 89ft 7¾in x 30ft 9in x 9ft 0¾in. $450^{83}/_{94}$ bm. Draught 8ft 1in / 11ft 5in.

Ord: 18.1.1813. K: 5.1813. L: 23.3.1814. C: 23.3 – 4.4.1814 at Chatham (for Ordinary); 5.11.1814 (for sea).

First cost: £9,571 to build, plus fitting £2,955 (for Ordinary) + £5,301 (for sea) in 1814.

Commissioned: 10.1814 under Capt. Charles Sotheby. Fitted for sea at Chatham again (for £5,633) 2 – 4.1817; recommissioned 2.1817 under Capt. Thomas Toker, for Newfoundland station. In 12.1818 under Capt. John Gordon, 12.1819 under Capt. Arthur Stow (died 9.1820) at Jamaica, then Cmdr. George Pechell (acting); in 11.1820 under Capt. Sir William Wiseman, in the West Indies, then Cmdr. John Theed in 9.1822 and Capt. Thomas Herbert in 11.1822. In 9.1823 under Capt. James Bremer (-1827), for East Indies and Northern Australia. In Ordinary at Plymouth by 1828. Coal hulk at Plymouth 3.1831 (or as early as 12.1827). Sold 3.1837.

Dee Jabez Bailey, Ipswich.

As built: 108ft $1^{3}/_{8}$in, 89ft 11in x 30ft 7in x 9ft 1in. $447^{33}/_{94}$ bm. Draught 8ft 8in / 11ft 8in.

Ord: 18.1.1813. K: 5.1813. L: 5.5.1814. C: 10.5 – 29.10.1814 at Sheerness (for sea).

Commissioned: 10.1814 under Capt. John Andrew, for North Sea. In 1816 under Capt. George Sartorius. In 9.1816 under Capt. Samuel Chambers, for Halifax station. Sold to Thomas Pitman (for £1,320) 22.7.1819.

Towey Balthazar Adams, Bucklers Hard.

As built: 108ft 2in, 90ft 0in x 30ft 7in x 9ft 0in. $447^{72}/_{94}$ bm. Draught 7ft 7in / 12ft 5in.

Ord: 18.1.1813. K: 5.1813. L: 6.5.1814 (AO was mistakenly under the name of *Fowey*). C: 8.5 – 1.6.1814 at Portsmouth (for Ordinary); 9.1814 – 6.12.1814 (for sea).

Commissioned: 10.1814 under Capt. Hew Stewart (-1816), for the East Indies. In 12.1816 under Capt. William Hill (-1817). Laid up at Plymouth 4.1819. BU completed at Plymouth 11.11.1822.

Menai Josiah & Thomas Brindley, Frindsbury.

As built: 108ft 1in, 89ft $8^{7}/_{8}$in x 30ft 8in x 9ft 0½in. $448^{86}/_{94}$ bm. Draught 7ft 11in / 11ft 4in.

Ord: 18.1.1813. K: 6.1813. L: 5.4.1814. C: 5.4 – 4.5.1814 at Chatham (for Ordinary), then 10.1814 – 8.12.1814 (for sea).

First cost: £9,572 to build, plus fitting £3,156 (for Ordinary) + £5,589 (for sea) in 1814.

Commissioned: 10.1814 under Capt. Watkin Pell (-1815), for North America. Middling Repair and fitted for sea at Chatham (for £17,001) 7.1817 – 7.1819; recommissioned 4.1819 under Capt. Fairfax Moresby, for guard at St Helena; paid off 9.1823? In 10.1823 under Capt. Houston Stewart (-1826), for Halifax station; in Ordinary at Woolwich 1826. Fitted for sea at Woolwich (for £4,428) 1 – 4.1827; recommissioned 1.1827 under Capt. Sir Michael Seymour, for South America; in 9.1827 under Capt. Thomas Bourchier (-1829); paid off into Ordinary at Portsmouth 9.1829. Receiving ship at Portsmouth 1829-50; target ship for HMS *Excellent* 11.1852. BU at Portsmouth 4.1853.

Tyne Robert Davy, Topsham.

As built: 108ft 0in, 89ft 9¼in x 30ft $6^{5}/_{8}$in x 9ft 0¼in. $445^{67}/_{94}$ bm. Draught 7ft 7in / 11ft 3in.

Ord: 18.1.1813. K: 8.1813. L: 20.5.1814. C: 19.6 – 16.7.1814 at Portsmouth (for Ordinary): 9.11.1814 (for sea).

Commissioned: 11.1814 under Capt. John Harper; sailed for the East Indies 12.11.1814. In 1815 under Capts. C. Allen, R. Campbell and (11.1816) J. Curran, then paid off. In 6.1817 under G. Falcon (-1820). Small Repair and fitted for sea at Portsmouth 1 – 5.1821; recommissioned 2.1821 under Capt. James White, for the West Indies. In 1822 under W. Godfrey, then 5.1822 J. Walcott; boats (with those of *Thracian*) took pirate schooner *Zaragozana* at Malta 31.3.1823. In 6.1823 under J. Roberts. Sold at Portsmouth to Thomas Pitman (for £1,820) 27.1.1825.

Wye (Benjamin) Hobbs & (George) Hellyer, Redbridge (Southampton).

As built: 108ft $1^{7}/_{8}$in, 89ft 11½in x 30ft 6¾in x 9ft 0in. $446^{89}/_{94}$ bm. Draught 8ft 6in / 11ft 6in.

Ord: 18.1.1813. K: 9.1813. L: 17.8.1814. C: 18 - 23.8.1814 at Portsmouth (for Ordinary); 10.7.1815 (for sea).

First cost: £9,720 to build.

Commissioned: 5.1815 under Capt. Andrew Green, as flagship of Rear-Adm. Sir Thomas Fremantle, in the Channel Islands. In 1816 under Capt. James Lillicrap, then 2.1816 Capt. John Harper, on Halifax station; in 1818 under Capt. George Willes, then 5.1820 Capt. Peter Fisher; paid off 1823. Fitted as convict hospital ship and floating breakwater at Sheerness 9.1825; to Chatham 4.1834; by 1850 convict hospital ship at Chatham. BU at Deptford 10.1852.

Tees William Taylor, Bideford.

As built: 108ft 0in, 90ft 1in x 30ft 8½in x 9ft 0in. $451^{80}/_{94}$ bm.

Ord: 18.1.1813. K: 10.1813. L: 17.5.1817. C: 6 – 7.1817 at Plymouth (for Ordinary); 30.5.1818 (for sea).

First cost: £9,720 to build.

Commissioned: 2.1818 under Capt. George Rennie (-1821), for St Helena; sailed for the East Indies 6.1.1821. In 7.1821 under Capt. Thomas Coe; in Burma War 1824-25. In 4.1825 under Cmdr. Frederick Marryat; paid off 1826. Fitted as a church ship at Chatham 8 – 10.1826, and lent to the Church Society at Liverpool. Sank at her moorings 1872, and sold at Liverpool to Henry Robinson (for £265) 28.6.1872.

PURCHASED VESSELS (1804)

Hyaena (ex mercantile *Hope*, launched 1800 in India), rated 28 guns, teak-built.

Dimensions & tons: 122ft 4in, 102ft $1^{1}/_{8}$in x 30ft 11in x … . $519^{6}/_{94}$ bm.

Men: 165. Guns: UD 20 x 9pdrs; QD 12 x 18pdr carronades; Fc 2 x 9pdrs.

Purchased 6.1804. Fitted by Perry & Co, Thames 7.1804 – 6.9.1804, completed at Woolwich to 28.10.1804.

Commissioned: 9.1804 under Capt. William Fahie; sailed for the Leeward Islands. In 6.1805 under Cmdr. Edward Woolcombe. Laid up in 11.1805 in Ordinary at Plymouth. Fitted as storeship at Plymouth 3 - 6.1809 (retaining just QD and Fc guns, but now mounted on flush deck); recommissioned 4.1809; in 9.1810 under J. Foxton (Master) – killed in accident 1817, then under R. Hicks (Master). In 10.1817 under Lieut. James Thorne, at Cape of Good Hope. Laid up at Deptford 12.1819. Sold to Job Cockshott (for £1,530) 18.4.1822.

Proselyte (mercantile *Ramillies*, built 1804 at North Shields), rated 28 guns.

Dimensions & tons: 107ft 6in, 87ft 3¼in x 29ft 6in x … . $403^{92}/_{94}$ bm.

Men: 155 (70 as bomb vessel). Guns: UD 24 x 9pdrs; QD 2 x 6pdrs; Fc 2 x 6pdrs.

Purchased 6.1804. Fitted by John Brent, Rotherhithe 7.1804 – 25.8.1804, completed at Deptford Dyd to 31.10.1804.

Commissioned: 9.1804 under Capt. George Hardinge. In 1.1805 under Capt. George Sayer; sailed for West Indies 9.1.1805. Later in 1805 under Capt. John Woolcombe. Laid up at Portsmouth in Ordinary 11.1805. Fitted as bomb vessel at Portsmouth 12.1806 – 4.1808; recommissioned 2.1808 under Cmdr. Henry Lyford, for the Baltic. Caught in the ice 5.12.1808 and wrecked on Anholt Reef.

Ex SPANISH Prizes (1804 – 1807). Quarterdeck type.

Ligaera (Spanish *Diligentia*, built Ferrol 1796), 22 guns.

Dimensions & tons: 106ft 0in, 100ft 0in x 28ft 9in x 7ft 7in. $439^{62}/_{94}$ bm.

Men: 155. Guns: UD 20 x 9pdrs; QD 10 x 12pdr carronades; Fc 2 x 6pdrs + 6 x 12pdr carronades.

Taken 7.12.1804 by *Diana* and *Pique* of Moore's squadron off Altraveda in the West Indies.

Commissioned: 5.1805 under Capt. James Alexander Gordon. Arrived 18.9.1805 at Portsmouth and laid up in Ordinary there 1807 - 1814. Sold at ?Portsmouth (for £740) 1.9.1814.

Fuerte (Spanish *Fuerte*, built Ferrol 1801), 22 guns.

Dimensions & tons: no record of dimensions. 490 bm.

Men: … . Guns: … .

Taken 3.2.1807 by Stirling's squadron at Montevideo.

Commissioned: 1807 under Cmdr. John Thompson. Arrived 6.1.1808 at Portsmouth and laid up. BU there 1.1812.

Ex DANISH PRIZES (1807). Flush-deck type. While their establishments varied (*Little Belt* was given the complement of a sloop, *Fylla* that of a 20-gun ship) it would appear that both these ships were registered as Sixth Rates of 20 guns.

Little Belt (Danish *Lille Belt*, built at Copenhagen. L: 31.8.1801. C: 2.1802. F.C. Hohlenberg design).

Dimensions & tons: 116ft 4in, 94ft 0in x 30ft 4in x 12ft 5½in. $460^{5}/_{94}$ bm.

Men: 121. Guns: UD 18 x 32pdr carronades, + 2 x 9pdrs.

Taken at surrender of Copenhagen 7.9.1807. Arrived 24.10.1807 at Woolwich. Fitted there to 14.5.1809.

Commissioned: 4.1808 under Cmdr. John Crispo; sailed for North America 23.6.1809; intention to rename her *Espion* was rescinded. Under Cmdr. Arthur Bingham from 11.1810; attacked 16.5.1811 by USS *President* (in peacetime, as reprisal for the *Chesapeake* affair), losing 32 men killed or wounded; sold 11.1811 at Deptford.

Fylla (Danish *Fylla*, built at Copenhagen. L: 1802. C: 1804. F.C. Hohlenberg design).

Dimensions & tons: 115ft 11in, 94ft $4^{7}/_{8}$in x 30ft 3½in (29ft 8½in mld.) x 7ft 2in. $460^{72}/_{94}$ bm.

Men: 140. Guns: 18 x 32pdr carronades, + 2 x 6pdrs.

Taken at surrender of Copenhagen 7.9.1807. Arrived 8.11.1807 at Chatham. Fitted there 4 – 7.1808.

Commissioned: 3.1808 under Capt. Edward Rodney (-1811); sailed with convoy for Jamaica 21.1.1809; intention to rename her *Liffey* was rescinded; in Channel Islands 1810-13. From 1812 under Capt. Henry Prescott, then 5.1813 Capt. William Shepheard, as flagship of Rear-Adm. William Hargood; took 15-gun privateer *L'Inconnu* 30.1.1814. Sold (for £1,360) 30.6.1814.

Ex FRENCH PRIZES (1803 – 1809) – all quarterdeck type.

***La SERPENTE* Class**. One of two ship-corvettes built to a design by Charles-Henri Tellier (the name-ship, *La Serpente*, was deleted in 1815).

Bacchante (French 'corvette de 20 x 18' *La Bacchante*, built 10.1794 – 1796 Honfleur. L: 29.12.1795), 20 guns.

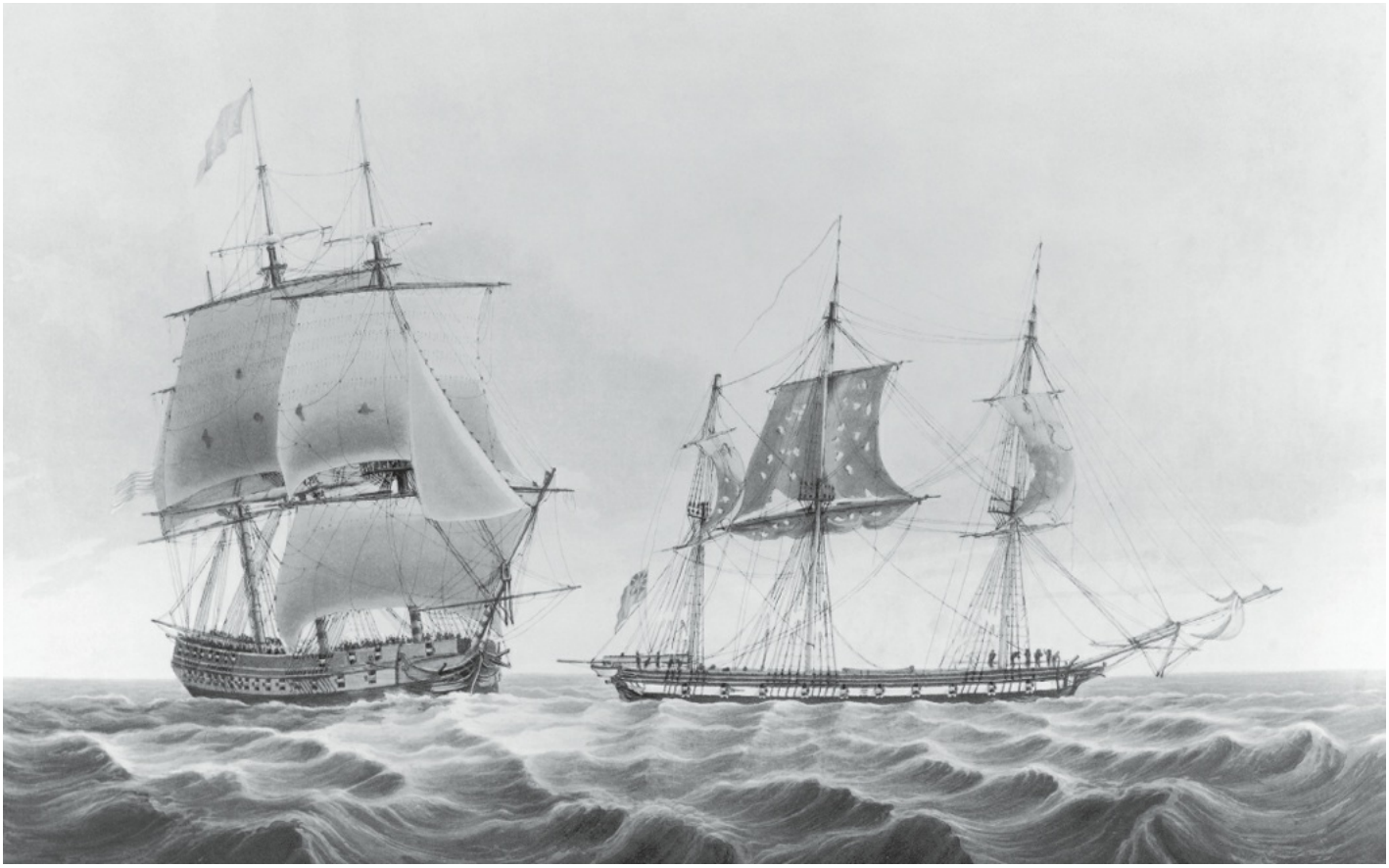
Dimensions & tons: 131ft 6in, 111ft $8^{1}/_{8}$in x 32ft 10½in x 14ft 8¾in. 642 (exact) bm.

Men: 175. Guns: UD 2 x 12pdrs + 18 x 32pdr carronades.

Taken 25.6.1803 by *Endymion* near the Azores. Arrived Plymouth 23.7.1803, fitted there 10.1803 – 2.1804.

Commissioned: 11.1803 under Capt. Charles Dashwood; sailed for Jamaica 6.1804; took 10-gun *Elizabeth* off Havana 3.4.1805; boats in attack on Marieb, Cuba 5.4.1805; took 6-gun Spanish privateer *Felix* off Havana 14.5.1805. Under Capt. Randall M'Donnell in ?7.1805; took 2-gun Spanish privateer *Los Dos Azares* 18.11.1805. In 8.1806 under Capt. James Dacres; cut out three Spanish armed vessels at Santa Marta (Colombia) 29.8.1806; took 3 Spanish privateers 29.10.1806, and another 2 later in 1806; took 3-gun schooner *Dauphin* off San Domingo 14.2.1807; capture (with *Mediator* and *Dauphin*) of privateers' base at Samana. In ?10.1807 under Capt. Samuel Inglefield; took 3-gun Spanish privateer *L'Amor de la Patria* 13.9.1807; took 16-gun *Le Griffon* off Cap Antonio 11.5.1808. Sold 2.7.1809.

SAGESSE. A one-off design of 1793 by Raymond-Antoine Haran, probably a forerunner to his *Bonne Citoyenne* design which was slightly enlarged from this vessel.



The principal claim to fame of the ex Danish sloop *Little Belt* was her clash with the overwhelmingly superior US frigate *President* in 1811. Although relations were strained, the two nations were still at peace and each party blamed the other for firing first. The casualties were almost exclusively confined to the British ship, which was also so badly damaged that she saw little further service.

Sagesse (French 'corvette de 20 x 8' *La Sagesse*, built 8.1793 – 9.1794 at Bayonne. L: 15.5.1794), 20 guns.
Dimensions & tons: 112ft 4in, 91ft $0^{3}/_{8}$in x 31ft 9in x 9ft 0in. $480^{61}/_{94}$ bm.
Men: ?155. Guns: 20 x ?9pdrs or 32pdr carronades.
Taken 8.9.1803 by *Theseus* at Port Dauphine, San Domingo.
Commissioned: 5.1804 in Jamaica under Capt. Conway Shipley. Arrived 8.2.1805 at Portsmouth and paid off. Fitted as convict hospital ship at Portsmouth 3 – 5.1805. Sold to John Holmes (for £510) 7.6.1821.

***La VICTORIEUSE* Class**. Two 'corvettes de 20 x 8' out of eight ships (the others were *La Victorieuse*, *La Diane*, *La Sapho*, *La Bayadère*, *L'Égérie* and *L'Espérance*) built to an 1804 design by François Poncet, amended by Jacques-Noël Sané. Excellent sea-keeping qualities, but not fast ships.
Rainbow (French corvette *L'Iris*, built 2.1805 – 6.1808 at Dunkirk. L: 11.10.1806), 24 guns.
Dimensions & tons: 123ft 9in, 105ft $0^{5}/_{8}$in x 32ft 5in x 10ft 1½in. $587^{17}/_{94}$ bm.
Men: 155. Guns: UD 20 x 9pdrs (later 32pdr carronades); QD 6 x 18pdr carronades; Fc 2 x 6pdrs.
Taken 3.1.1809 by *Aimable* off Dieppe. Arrived 14.3.1809 at Woolwich, where fitted to 23.8.1809.
Commissioned: 8.1809 under Capt. James Woolridge; sailed for Jamaica 4.11.1809; in action (with *Avon*) against 40-gun *La Néréide* 14.2.1810; sailed for the Mediterranean 12.5.1811. In 1812 under Capt. Andrew King, then ?9.1812 Capt. Gardiner Guion. In 1813 under Capt. Gawen Hamilton, in the Mediterranean. In 1814 under Capt. Edward Sibly, then Capt. James Black, and finally Capt. James Wemyss in 7.1814. Paid off 12.1814 and sold at Deptford (for £860) 25.3.1815.
Ganymede (French *L'Hébé*, built 6.1807 – 12.1808 at Bordeaux. L: 20.9.1808), 24 guns actual, but rated 20 guns.
Dimensions & tons: 126ft 7in, 105ft $5^{1}/_{8}$in x 32ft $8^{7}/_{8}$in x 10ft 4in. $601^{17}/_{94}$ bm.
Men: 175. Guns: UD 20 x 9pdr; QD 2 x 6pdr; Fc 2 x 6pdr + 2 x 18pdr carronades.
Taken 5.1.1809 by *Loire* in the Bay of Biscay. Arrived Portsmouth 15.2.1809. Fitted there 4 – 9.1809.
Commissioned: 5.1809 under Capt. Alexander Kerr. In 9.1809 under Capt. Robert Cathcart; sailed with convoy for the Mediterranean 23.5.1810; sailed for the Leeward Islands 20.11.1810. In 1811 under Capt. Benjamin Walker, then Capt. Charles Dilkes, and then Capt. Robert Preston, in the Leeward Islands; finally 10.1811 under Capt. John Brett Purvis (-1815); sailed for the Mediterranean 15.5.1812. In 1813 under (temp.) Capt. John Strutt Peyton; took 7-gun privateer *La Vauteur* off Cape Tinoso 18.8.1813. In 8.1815 under Capt. William M'Culloch, in the Downs. Re-classed as 34-gun in 2.1817 (later amended to 26-gun). In 5.1817 under Capt. Robert Spencer, in the Mediterranean. Fitted at Portsmouth as a convict ship 10 – 11.1819; at Chatham in 1822, then Woolwich in 1824. Capsized at Woolwich 1838, raised and began BU there 2.1840.

Ex FRENCH PRIVATEERS (1805 – 1806)
Confiance (French privateer *La Confiance*, built 1796 Bordeaux), 22 guns.
Dimensions & tons: 117ft 0in, 94ft 8½in x 31ft $2^{7}/_{8}$in (30ft $9^{7}/_{8}$in mld.) x 14ft 0in. $491^{59}/_{94}$ bm.
Men: 140. Guns: UD 2 x 6pdrs + 22 x 18pdr carronades.
Taken 3.6.1805 by *Loire* at Muros (north-west Spain). Rated 18-gun sloop until 1807.
Commissioned: 6.1805 under Cmdr. James Yeo (-1810), for Channel service. Fitted at Plymouth 19.6.1805 – 14.3.1806. Boats took 3-gun privateer *La Reitrada* at La Guardia 18.8.1807; sailed for Portugal 16.1.1808 and thence to Rio de Janeiro; boats took a French gunboat off the Tagus 13.2.1808; with Portuguese brigs *Volador* and *Infante*, seized Oyepok 8.12.1808 and Appruagoc 15.12.1808; capture of Cayenne 14.1.1809. Sold at Woolwich 22.12.1810.
Barbette (French privateer *La Vaillante*, built 1801 Bordeaux), 22 guns.
Dimensions & tons: 124ft 0in, 101ft 5¾in x 33ft 6¾in x 16ft 6in. $606^{26}/_{94}$ bm.
Men: 170. Guns: UD 22 x 9pdrs; QD 8 x 18pdr carronades.
Taken 1805. Arrived 3.7.1805 at Plymouth and laid up. Renamed *Barbette* 1806.
Not Commissioned or fitted for sea by the RN. BU at Plymouth 5.1811.
Muros (French privateer *L'Alcide*, built ?1804 Bordeaux), 22 guns.
Dimensions & tons: 107ft 11in, 89ft $8^{7}/_{8}$in x 30ft 6in (30ft 0½in mld.) x 14ft 5¾in. $444^{4}/_{94}$ bm.
Men: 140. Guns: UD 2 x 12pdrs + 20 x 32pdr carronades; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.
Taken 8.3.1806 by *Egyptienne* at Muros (north-west Spain). Arrived 4.1806 at Plymouth where fitted 4 - 7.1807.

Commissioned: 3.1807 under Capt. Archibald Duff; sailed for Halifax 12.10.1807; wrecked in Honda Bay, Cuba 24.3.1808.

Ex AMERICAN PRIZES (1812 – 1814). Both of these were flush-decked vessels.

Andromeda (American mercantile *Hannibal*, built 1810 by William Price at Baltimore, Maryland), 24 guns.

Dimensions & tons: 135ft 6in, 108ft 6¼in x 37ft 5½in x 10ft 11in. $809^{4}/_{94}$ bm.

Men: 195. Guns: 2 x 12pdr + 22 x 32pdr carronades.

Taken 31.1.1812. Arrived 3.2.1812 at Plymouth. Completed Small Repair & fitted at Plymouth 10.12.1812.

Commissioned: 10.1812 under Capt. Richard Arthur; sailed for Portugal 12.3.1813. In 1815 under Capt. Thomas Tudor Tucker. Sold at Woolwich (for £1,200) 18.4.1816.

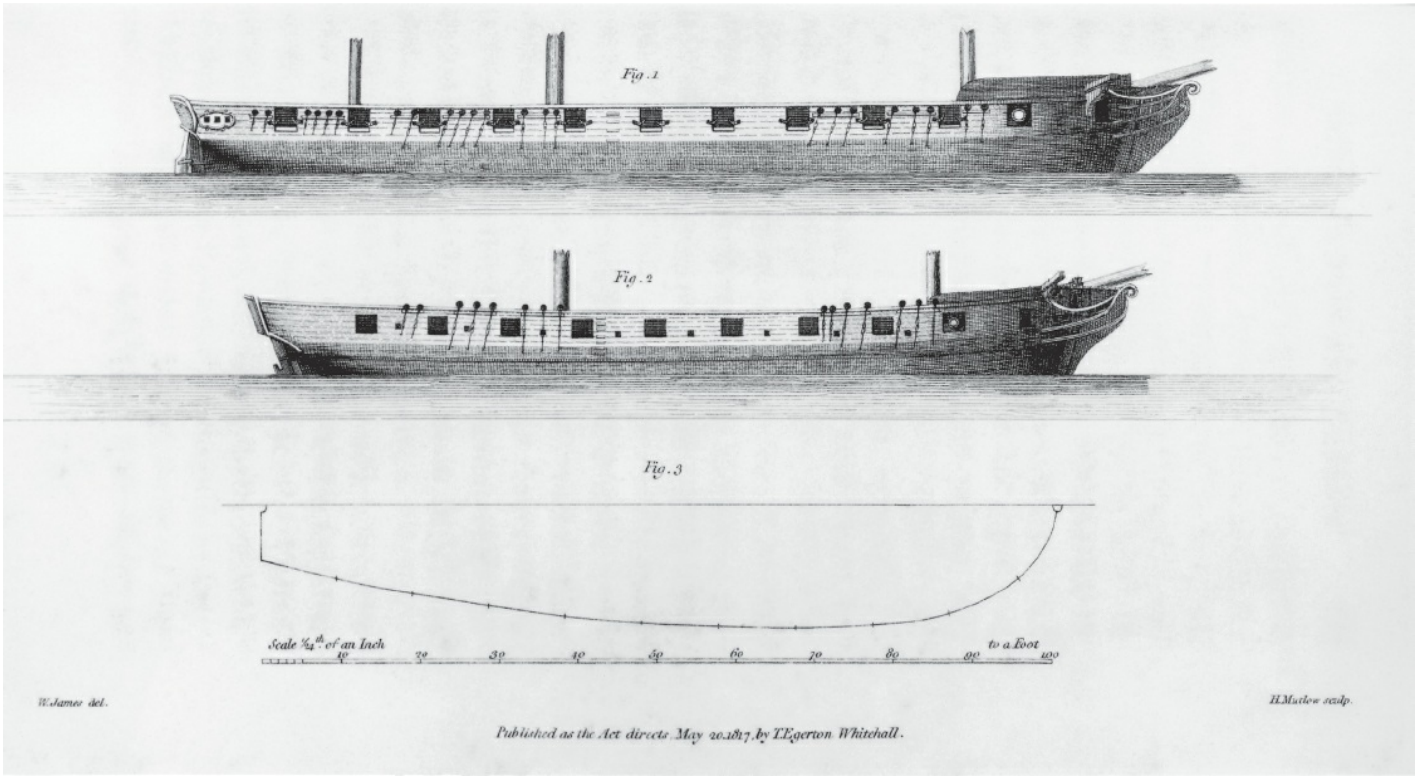
Florida (American *Frolic*, launched 11.9.1813 by Josiah Barker at Charlestown, Massachussetts), 20 guns.

Dimensions & tons: 119ft 5½in, 98ft 11¾in x 32ft 0in x 14ft 2in. $539^{11}/_{94}$ bm.

Men: 135. Guns: 2 x 9pdr + 18 x 32pdr carronades.

Taken 20.4.1814 off Cuba by *Orpheus* and *Shelburne*. Purchase (for £8,211.1.7d) reported 24.8.1814.

Commissioned: 6.1814 at Halifax under Capt. Nathaniel Mitchell. Arrived Woolwich 30.8.1815 and fitted for Channel service to 2.12.1815; recommissioned 9.1815 under Capt. William Elliott. In 4.1816 under Capt. Charles Hawtayne (-1819), for the North Sea. Rerated 22-gun sloop from 2.1817. BU at Chatham 5.1819.



The War of 1812 continued to be fought in print long after the peace treaty, the most potent attack on the American propagandists' view coming from William James, who in 1817 published a detailed enquiry into the naval actions of the war. This illustration from his *Full and Correct Account of the Chief Naval Occurrences of the late war…* compares the ship-sloop *Florida* (ex US *Frolic*) with a standard British brig of the *Cruizer* Class. It is intended to show how much bigger were the ships that had beaten so many of the brigs during the war; but this was not entirely candid, as the early victories had been won by smaller ships than the *Florida*.

7 Ship-sloops

From the 1750s sloops – previously all two-masted vessels – were built as three-masted ships. By the 1770s building had concentrated on the larger craft, and these all mounted a main armament of 6pdr guns. Until the advent of the carronade, they also carried a number of swivel guns (½pdr projectiles) mounted on their quarterdecks. It is worth noting that in practice the purpose-built fireships (see Chapter 11) served as additional sloops until such time as they were needed for their intended (but obviously one-time!) role.

Ship-sloops with Quarterdecks

(A) Vessels in service at 1 February 1793 – the 6pdr armed ship-sloops

At the start of 1793 the British Navy had exactly thirty ship-rigged small cruisers with fewer than 20 carriage guns, of which all – except one flushdecked vessel of 18 guns (see next section) – were frigate-built vessels of 14 or 16 guns with traditional quarterdecks and forecastles.

Nineteen of them were established as 16-gun ships, and thirteen of these were in commission and three in Ordinary at the start of 1793, with the other three in harbour service (another two new vessels were building); they were all established with a complement of 125 men (107 officers, seamen and marines; 17 servants and boys; and a 'widow's man'; this total was increased by one lieutenant, and simultaneously decreased by 5 servants and boys to 121 from 16.4.1794). They mounted 16 x 6pdrs only, giving a broadside weight of 48 lbs on each side – to which 6 x 12pdr carronades were added on 19.11.1794, raising the broadside to 84 lbs.

The other ten were rated as 14-gun ships, of which seven were in commission and one in Ordinary at the start of 1793, with the other two in harbour service; all of the 1766-designed *Swan* Class, they were established with exactly the same establishment as the 16-gun type. They originally carried 14 x 6pdrs only, giving a broadside weight of 42 lbs on each side; but in practice an extra pair of 6pdrs had been carried since 1779, giving an identical ordnance to the 'official' 16-gun type – to which 6 x 12pdr carronades were added on 19.11.1794, raising the broadside to 84 lbs.

***SWAN* Class.** 16 guns (originally 14, and still rated as such). Design by John Williams, approved 8.5.1766. The 'standard' ship-sloop of the American Revolutionary War, to which design twenty-five vessels were built. Of these, twelve had been lost in 1777-83 (*Pegasus*, *Spy*, *Kingfisher*, *Zebra*, *Swift*, *Dispatch*, *Fortune*, *Chameleon*, *Delight*, *Cormorant*, *Alligator*, *Nymph*), while *Hound* was BU in 11.1784 and *Fury* in 10.1787, and *Hornet* sold 7.1791. *Cygnet* and *Vulture* had been relegated to harbour service, while of the remaining eight fit for service, all except the *Thorn* (in Ordinary) were in commission. The *Vulture* was the first of the class to be built by contract, which was signed 14.11.1776 and provided for a launching by 31.3.1776.

Dimensions & tons: 96ft 7in, 78ft 10in x 26ft 9in x 12ft 10in. $300^{4}/_{94}$ bm.

Men: 125 (121 from 1794). Guns: UD 14 x 6pdrs (2 more added by AO 30.10.1779 and AO 4.3.1780). From 1794 they also carried QD 4 x 12pdr carronades, Fc 2 x 12pdr carronades.

Swan Plymouth Dyd (M/Shipwright Israel Pownoll).

As built: 96ft 5in, 78ft 10in x 26ft 9in x 12ft 9in. $300^{4}/_{94}$ bm. Draught 7ft 8in / 9ft 11in.

Ord: 18.1.1766. K: 6.1766. L: 21.11.1767. C: 14.4.1768.

First cost: £5,986.16.4d to build, plus £1,227.10.2d fitting.

Commissioned: 2.1768. Great Repair and coppered at Portsmouth, converted to fireship and renamed *Explosion*; then reconstructed as sloop and resumed original name, all (for £8,584.18.10d) 10.1879 – 9.1783; recommissioned as sloop 6.1783 and sailed for Jamaica 6.11.1783. Great Repair and fitted at Portsmouth (for £6,301 + £1,076) 7.1789 – 8.1790; recommissioned 5.1790 under Cmdr. Richard Willis. In 9.1790 under Cmdr. John Elphinston; sailed for the East Indies 25.9.1791; in 1793 under Cmdr. George Burdon, in 1794 under Cmdr. ?L. Cunningham then 2.1794 Cmdr. Hugh Pigot; sailed for Jamaica 8.3.1794. In 2.1795 under Cmdr. Thomas Pearse, on Jamaica station; took privateer *La Société* 1.2.1795; in North Sea 1796. Under Cmdr. William Stap in 1.1797; in Nore mutiny, then under Cmdr. Henry Carew in 8.1797 (-1800); took 8-gun privateer *Goede Verwagting* in the North Sea 12.8.1797; to West Indies and back in 1798; sailed for Halifax 6.11.1798. In 12.1800 under Cmdr. George Mundy, then Cmdr. Samuel Pym in 2.1801. Laid up at Portsmouth 3.1801 and sold there (for £800) 1.9.1814

Cygnet Portsmouth Dyd (M/Shipwright Edward Hunt).

As built: 96ft 7in, 78ft 8¾in x 26ft 10in x 12ft 10in. $301^{49}/_{94}$ bm. Draught 7ft 7in / 11ft 0in.

Ord: 15.4.1773. K: 11.1773. L: 24.1.1776. C: 14.3.1796.

First cost: £7,651.4.3d including fitting.

Commissioned: 12.1775; paid off 1776. Recommissioned 2.1777; refitted and coppered at Sheerness (for £2,408.10.3d) 2 – 4.1779; paid off 5.1783. Repaired and refitted at Sheerness (for £2,883.5.7d) 4 – 11.1783; recommissioned 6.1783 and sailed for East Indies; paid off late 1786. Fitted at Woolwich (for £4,928) 8.1786 – 2.1787; recommissioned 1.1787 and sailed for Jamaica; paid off and laid up at Portsmouth 6.1791. In 10.1797 under Lieut. David Hamline, as receiving ship at Portsmouth; in 1799 under Lieut. ? Thompson (-1800), then sold at Portsmouth 8.1802.

Atalanta Sheerness Dyd (M/Shipwright George White).

As built: dimensions as design. Draught 7ft 1in / 10ft 8in.

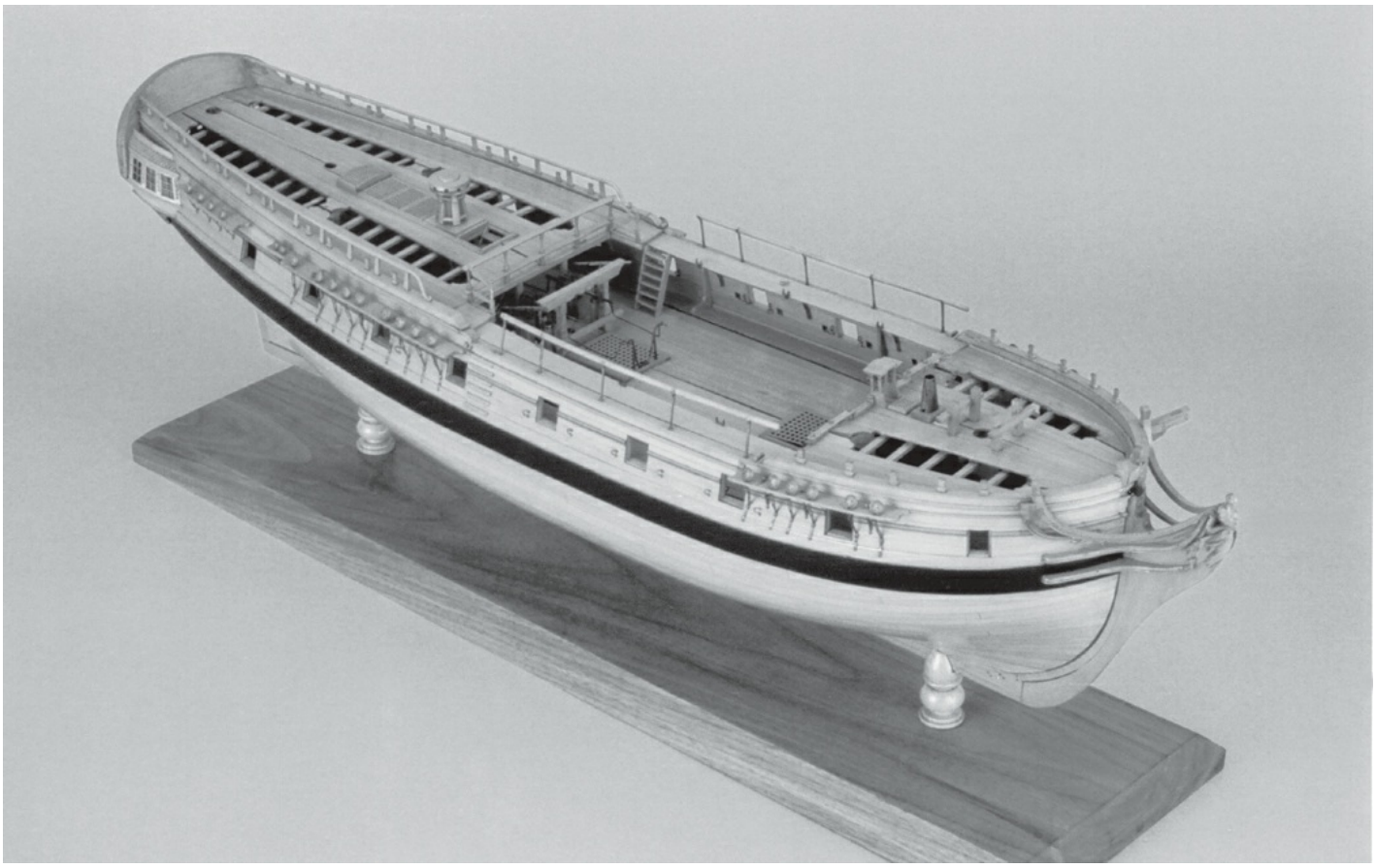
Ord: 1.12.1773. K: 9.4.1774. L: 12.8.1775. C: 2.10.1775.

First cost: £6,811.9.2d to build, plus £835.7.3d fitting.

Commissioned: 8.1775; sailed for Jamaica 22.10.1775; refitted and coppered (for £3,069.19.0d) at Sheerness 7 – 9.1778; 'taken by the *Alliance* Rebel Frigate of 40 guns' off Nova Scotia 28.5.1781; retaken in Boston Bay 7.7.1781; paid off 2.1785. Great Repair at Deptford (for £7,042) 6.1787 – 1.1788; to Woolwich 9.1788; fitted at Woolwich (for £778) 9 – 10.1788; recommissioned 9.1788 under Cmdr. Maurice Delgarno (-1790); sailed for the East Indies 11.2.1789; in ?10.1791 under Cmdr. Edward Foote, then Cmdr. Lawrence Hastead, both in East Indies. Laid up at Portsmouth 3.1793. Renamed *Helena* 3.1797. Sold at Portsmouth 8.1802.

Fly Sheerness Dyd (M/Shipwright George White).

As built: 96ft 7in, 78ft 11½in x 26ft 10in x 12ft 10in. $302^{38}/_{94}$ bm. Draught 6ft 9in / 10ft 9in.



This unidentified model from the US Naval Academy represents a *Swan* Class shipsloop of the late 1770s. Further identification is impossible, as the model's figurehead and stern carvings are the work of someone other than the original builder(s). The quarter galleries, too, were a later – and incorrect – addition. Fibre optic examination of the model's interior spaces reveals that it was originally designed with quarter badges rather than galleries, which accords with the design draught of the *Swan* Class sloops. Why less skilled hands put the finishing touches on this otherwise fine dockyard model remains a mystery.

Ord: 1.8.1775 (named 25.8.1775). K: 1.1776. L: 14.9.1776. C: 19.10.1776.

First cost: £8,694.8.4d including fitting.

Commissioned: Refitted and coppered at Portsmouth (for £1,998.11.0d) 7 – 9.1778. Extra 2 guns added by AO 22.7.1780. Small Repair at Chatham (for £3,111) 11.1788 – 2.1789. Fitted at Chatham (for £1,589) 5 – 6.1790. Fitted at Plymouth (for £2,798) 10 – 12.1792. Cmdr. Thomas Duvall; lost, presumed foundered with all hands, off Newfoundland 1.1802.

Vulture John & William Wells, Deptford.

As built: 96ft 9½in, 79ft 2in x 26ft 10¾in x 12ft 11in. $304^{58}/_{94}$ bm. Draught 7ft 4in / 11ft 0in.

Ord: 30.10.1775 (named 17.11.1775). K: 11.1775. L: 18.3.1776. C: 27.3 – 26.7.1776 at Deptford Dyd.

First cost: £2,850.8.1d to build (contract at £9.10.0d per ton), plus £154.4.6d sheathing & £2,627.2.2d fitting.

Commissioned: 4.1776; sailed for North America 9.9.1776; paid off 11.1783 after wartime service. Coppered at Portsmouth 11.1783, then laid up there. Commissioned 5.1790 as a storeship under Lieut. Timothy Bird. Recommissioned 4.1791 under Lieut. Samuel Short, as a slop ship at Portsmouth; fitted there for this role (for £1,859) 12.1792; recommissioned 12.1792 under Lieut. William Crosbe (-1798), then 1799 under Lieut. Jeffery Gawen. Sold there 8.1802.

Fairy Sheerness Dyd (M/Shipwright George White to 3.1778, completed by John Jenner).

As built: 96ft 7in, 78ft 10in x 26ft 9in x 12ft 10in. $300^{4}/_{94}$ bm. Draught 6ft 10in / 10ft 9in.

Ord: 8.1.1777. K: 9.6.1777. L: 24.10.1778. C: 19.12.1778.

First cost: £8,754.17.4d including fitting & coppering.

Commissioned: 10.1778; in North Sea and Downs squadrons; taken by French privateer *La Madame* off Scilly 9.1.1781, but retaken 13.1.1781 by *Valiant*; paid off 1782 after wartime service. Recommissioned 5.1783 for the Western Channel; paid off 1786 but recommissioned 5.1786 for east coast of Scotland and Shetlands; fitted at Woolwich (for £2,793) 6 – 8.1788; paid off 1790. Recommissioned 6.1791 under Cmdr. Francis Laforey (-1792); sailed for the Leeward Islands 24.8.1791. In 1793-94 under Cmdr. Richard Bridges; sailed for west coast of Africa 5.3.1794. In 4.1795 under Cmdr. John Irwin; took (with others) privateer *Le Hazard* in the Channel 22.5.1796. In 1.1797 under Cmdr. ?J. Baker, then 7.1797 under Cmdr. Joshua Horton (-1800); sank privateer lugger off Boulogne 5.10.1797; took (with *Fox*) 2-gun privateer lugger *L'Epervier* 13.11.1797; took 8-gun *Nuestra Señora del Port St Bonaventa* 11.1.1799; action (with *Harpy*) against *Le Pallas* off St Malo 5.2.1800; took (with others) *Le Pallas* 6.2.1800. In 3.1800 under Cmdr. Frederick Warren; sailed for the Leeward Islands 12.1800. In 1801 under Cmdr. Richard Dunn and 1802 under Cmdr. John Impey. Recommissioned 1.1803 under Cmdr. Lord William Fitzroy. In 3.1804 under Cmdr. Charles Powys (died 8.1804), on Jamaica station. In 8.1804 under Cmdr. George Creyke; returned home 8/9.1805. In Ordinary at Plymouth until BU there 7.1811.

Savage John Barnard, Ipswich.

As built: 96ft 7¾in, 78ft 10in x 26ft 10in x 12ft 10½in. $301^{87}/_{94}$ bm.

Ord: 12.3.1777. K: 1.6.1777. L: 28.4.1778. C: 6.6 – 29.7.1778 at Sheerness.

First cost: £5,594.4.9d to build, plus £653.11.9d fitting & coppering.

Commissioned: 4.1778; sailed for North America 18.8.1779. Taken by American privateer *Congress* 6.9.1781 off Charlestown, but retaken 12.9.1781 by *Solebay*; paid off 4.1783 after wartime service. Middling Repair at Woolwich (for £4,852) 2 – 7.1784. Fitted at Woolwich (for £1,366) 5 – 8.1786; recommissioned 1.1786 for the Galloway coast (-1790); recommissioned 11.1791 under Cmdr. Alexander Fraser; took privateer *Le Custine* in the North Sea 24.2.1793. Fitted at Woolwich (for £1,412) 8 – 9.1793. In 1794 under Cmdr. Grosvenor Winkworth, in the Downs squadron; flagship of Adm. Joseph Peyton 1796. In 3.1797 under Cmdr. Norburn Thompson; in Popham's operations at Ostend 5.1798. In 10.1798 under Cmdr. W.H. Welbey, in the Downs and Channel. In ?4.1802 under Cmdr. John Tower. Fitted as a hospital ship for convicts at Woolwich 1.1803. Sold at Woolwich (for £880) 31.8.1815.

Thorn James Betts, Mistleythorn.

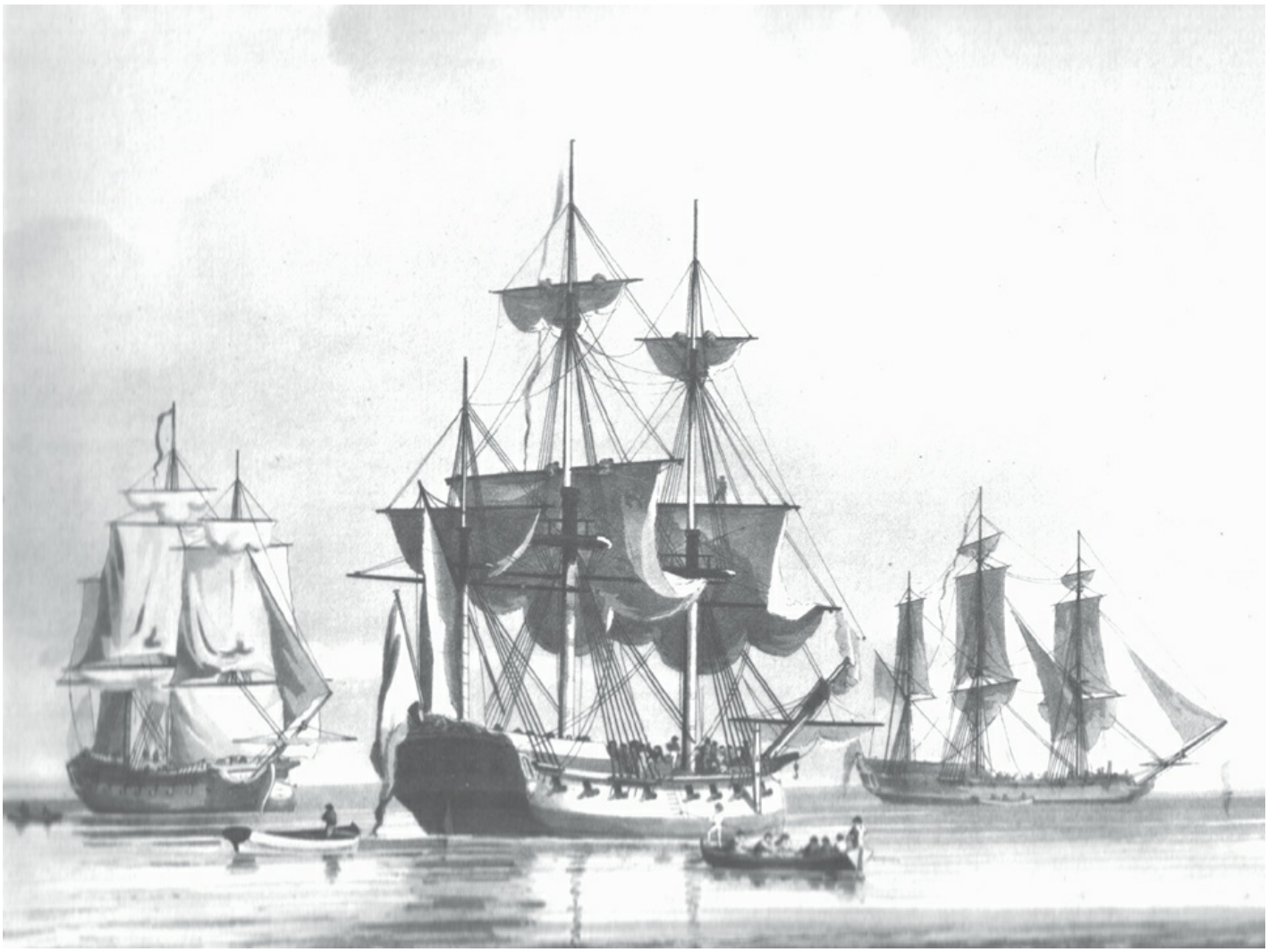
As built: 96ft 7in, 79ft 3in x 26ft 11in x 12ft 10in. $305^{37}/_{94}$ bm.

Ord: 30.9.1777. K: 12.1777. L: 17.2.1779. C: 15.3 - 15.5.1779 at Sheerness.

First cost: £x,890.14.0d to builder, plus £1,893.18.4d Chatham Dyd expenses, plus £855.14.8d fitting & coppering.

Commissioned: 2.1779. Taken 25.8.1779 by two American frigates; retaken from the French by *Arethusa* 20.8.1782; recommissioned 9.1782; paid off 2.1783. Small Repair and fitted at Sheerness (for £3,481.4.6d) 2 – 6.1783; recommissioned 4.1783 and sailed for Newfoundland 18.5.1784 and again 17.4.1785; paid off 11.1785. Small Repair and fitted at Sheerness (for £3,552) 8.1787 – 2.1788; recommissioned 1.1788 for the Shetlands (-1790). Fitted at Woolwich (for £1,468) 3 – 4.1791. Middling Repair and fitted at Sheerness

(for £830) 12.1792 – 8.1793; recommissioned 6.1793 under Cmdr. Edward Foote; in 6.1794 under Cmdr. William Cracraft, later Lieut. George Tilson (died 3.1795); sailed for the Leeward Islands 2.1795. In 3.1795 under Cmdr. Robert Otway; took schooner *Le Belle Créole* 4.1795, and 18-gun *Le Courrier National* in the West Indies 28.5.1795; later under Cmdr. Henry Mitford. In 6.1796 under Cmdr. John Hamstead; joined Harvey's squadron at Trinidad 2.1797. In 1.1798 under Cmdr. John Gascoyne; paid off early 1798. Fitted at Deptford (for £2,227) as a training ship 3 – 8.1799 and lent to the Marine Society 10.1799. Returned 7.1815 at Deptford and sold there (for £400) 28.8.1816 to BU.



A typical ship-sloop of around 1780, shown in three positions. The rig is in transition from the era of the long mizzen yard (seen on the foreground vessel); in the 1770s ships began to set a loose-footed spanker from a shortened version of the mizzen yard (as seen on the ship in the left background), which was itself eventually replaced by the gaff-and-boom driver 'in the form of a brig's mainsail'. This engraving is from *Liber Nauticus* by D. and J. Serres, published 1805.

Bonetta Perry & Hankey, Blackwall.

As built: 96ft 9in, 79ft 3in x 27ft 0in x 12ft 10½in. $307^{28}/_{94}$ bm.

Ord: 16.4.1778. K: 6.1778. L: 29.4.1779. C: 30.4 – 13.7.1779 at Woolwich.

First cost: £x,019.10.2d to build, plus £25.17.1d for extra works, plus £3,423.1.11d fitting & coppering.

Commissioned: 4.1779 for Hardy's fleet in Summer 1779; handed over to Americans at Yorktown surrender 19.10.1781, but retaken 3.1.1782 by *Amphion* in the Chesapeake; paid off 1786 after wartime service. Small Repair and fitted for foreign service at Woolwich (for £4,135) 10.1786 – 5.1787; recommissioned 3.1787; sailed for Leeward Islands 4.7.1787. Refitted at Portsmouth (for £3,318) 1 – 5.1791; recommissioned 6.1791 under Cmdr. William Elliot. Fitted at Portsmouth (for £1,083) 2 – 3.1792. In 1792 under Cmdr. Graham Moore; sailed for Newfoundland 14.4.1793. In 4.1794 under Cmdr. Charles Wemyss, for Labrador. In 3.1795 under Cmdr. John Rodd, on Halifax station. In 1796 under Cmdr. John Temple; paid off 12.1796. BU (by AO 9.9.1797) at Sheerness 10.1797.

Shark Thomas & Nicholas Walton, Hull.

As built: 96ft 11½in, 79ft 2½in x 26ft 10½in x 12ft 9½in. $304^{29}/_{94}$ bm.

Ord: 20.11.1778. K: 26.12.1778. L: 26.11.1779. C: 19.4 – 9.6.1780 at Chatham.

First cost: £x,106.11.2d to build, plus £848.15.8d fitting & coppering.

Commissioned: 10.1779; sailed 13.3.1781; paid off 1782 after wartime service. Refitted at Sheerness (for £2,170.4.6d) 4 – 5.1782; recommissioned 5.1783 for east coast of Scotland; paid off 1787. Middling Repair at Sheerness (for £5,931) 6.1789 – 2.1790; fitted (for £510) 8.1790; recommissioned 7.1790 under Cmdr. John Dilkes, later N. Ingram; in 11.1790 under Cmdr. Arthur Legge, for Scilly Isles; paid off 9.1791. Recommissioned under Cmdr. Scory Barker; sailed for Newfoundland 10.4.1793. In 1794 under Cmdr. John O'Bryen; sailed again for Newfoundland 18.5.1795. In 1798 under Cmdr. Frederick Warren. Fitted at Sheerness (for £3,663) 7 – 11.1799; recommissioned 8.1799 under Cmdr. Philip Broke. In 2.1801 under Cmdr. William Roberts; sailed for Jamaica 21.6.1801. In 11.1801 under Cmdr. Robert Barrie, then 1802 under Cmdr. Charles James Johnston. Hulked as receiving ship at Jamaica 1803, under a succession of ?19 commanders until 1816. Foundered 13.1.1818 in Port Royal harbour - remains sold by A.O. 10.4.1818.

***ZEBRA* Class**, 16 guns. Three vessels were built to this Edward Hunt design. *Ariel* was in harbour service by 1792; *Zebra* and *Bulldog* were converted into bomb vessels in 1798. A fourth vessel (*Serpent*) had been ordered from Phineas Jacobs, Sandgate on 5.11.1782 and laid down in 2.1783, but was cancelled 10.1783.

Dimensions and tons: 98ft 0in, 80ft 1¼in x 27ft 2in x 13ft 4in. $314^{42}/_{94}$ bm.

Men: 125 as sloop (67 as bomb vessels). Guns: 16 x 6pdrs + 12 x ½pdr swivels (as sloop); 8 x 6pdrs (as bomb vessels). *Zebra* had 2 x 4pdrs added on Fc by AO 29.9.1790.

Zebra William Cleverley, Gravesend.

As built: 98ft 0½in, 80ft 1¾in x 27ft 5¼in x 13ft 4in. $320^{?}/_{94}$ bm.

Ord: 16.9.1779 (named 16.9.1779). K: 10.1779. L: 31.8.1780. C: 1.9 – 11.11.1780 at Woolwich.

First cost: £7,917.12.11d (including fitting and coppering).

Commissioned: 8.1780 under Cmdr. John Bourchier. Small Repair at Woolwich (for £2,005) 1 – 10.1886; re-coppered and fitted for foreign service at Woolwich (for £3,676) 1 – 5.1787; recommissioned 3.1787 under Cmdr. Charles Boyles. Refitted for Channel service at Plymouth (for £1,066) 4 – 5.1789; recommissioned 8.1789 under Cmdr. Robert

Forbes; sailed for the Mediterranean 22.11.1790; in 11.1790 under Cmdr. William Brown. Small Repair at Woolwich (for £4,817) 4 – 7.1793; recommissioned 6.1793 under Cmdr. Robert Faulknor; sailed for Leeward Islands 26.11.1793; in attack on Fort Louis, Martinique 20.3.1794. In 3.1794 under Cmdr. Richard Bowen, then Lieut. Lancelot Skynner in 4.1794, then Cmdr. George Vaughan in same month; took 10-gun schooner *La Carmagnole* off St Lucia 30.11.1794. In ?3.1795 under Cmdr. Norborn Thompson; took (with *Mermaid*) 10-gun *Brutus* 10.10.1795 and 18-gun schooner *Le Republicain* 14.10.1795. In 1.1796 under Cmdr. David M'Iver; took (with *Alarm*) privateer off Trinidad 2.1796. In 11.1796 under Cmdr. John Hurst (died 3.1797); took 6-gun privateer *La Victoire* off Tobago 12.9.1796. Fitted by Wells & Co as a bomb vessel (for £4,319) 3 – 4.1798; completed fitting at Deptford Dyd (full conversion cost £7,392) 4 – 6.1798; recommissioned 4.1798 under Cmdr. Thomas Sparke. In 12.1799 under Cmdr. Edward Clay, in North Sea; at Battle of Copenhagen 2.4.1801. Fitted at Woolwich 3 – 5.1803; in 1803 under Cmdr. William Proctor; at Bombardment of Le Havre 23.7.1804 and 1.8.1804. Recommissioned 8.1804 under Cmdr. William Parkinson, then 1805 Lieut. George Harris. In 3.1806 under Cmdr. Thomas Whinyates, in North Sea, then Cmdr. William Bowles in 1807, Cmdr. Thomas Toker in 1808, in Baltic, and Cmdr. George Trollope in 1.1809. Laid up at Deptford 5.1809 and sold there 13.8.1812.

Ariel Peter Baker, Liverpool.

As built: 98ft 1in, 80ft 3in x 27ft 4in x 13ft 4in. $318^{7}/_{94}$ bm. Draught 6ft 11in / 11ft 11in.

Ord: 14.4.1780. K: 6.1780. L: 18.10.1781. C: 5.2.1782 at builder.

First cost: £6,951.8.7d (including fitting and coppering).

Commissioned: 8.1781 under Cmdr. Lewis Fabian. In 1.1783 under Cmdr. John Smith; paid off 4.1783. Recommissioned 4/5.1783 under Cmdr. James Norman; sailed for Jamaica 22.6.1783. Fitted for Ordinary at Sheerness 11.1785. Underwent Middling Repair and fitted at Sheerness (for £5,881) 4 – 11.1787; re-armed (probably at this date) with 16 carronades replacing her 6pdr long guns; recommissioned 9.1787. In 1789 under Cmdr. Robert Moorsom; sailed for the East Indies 11.2.1789; in 10.1790 under Cmdr. Charles Cunningham. Laid up at Portsmouth 8.1792 and sold there 8.1802.

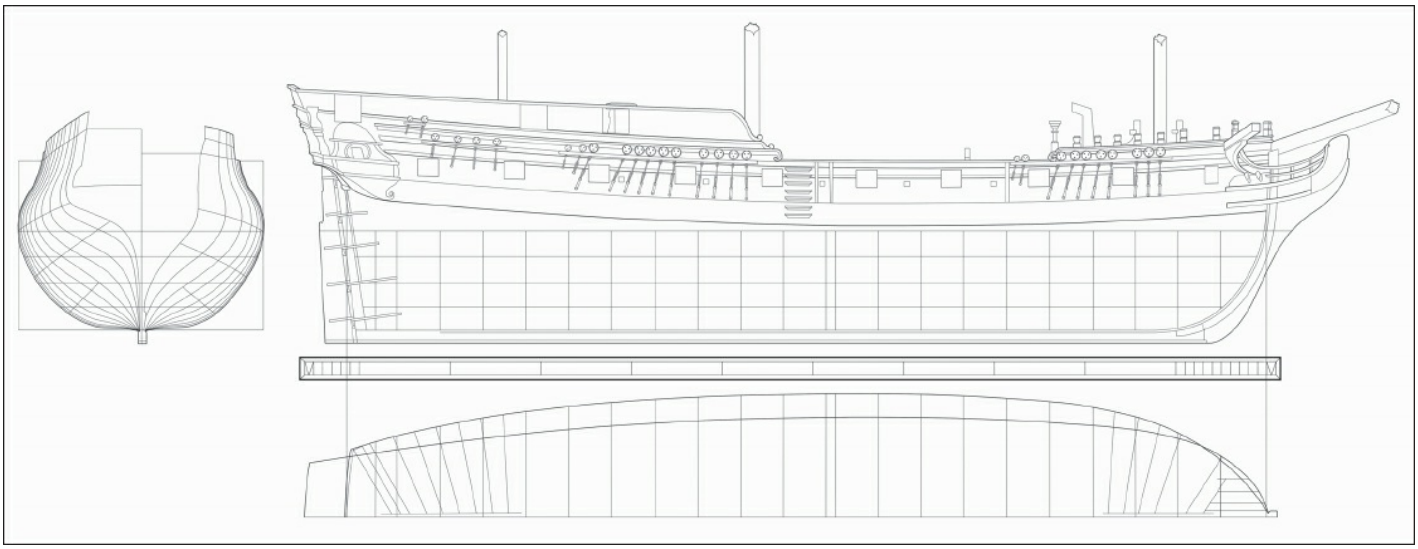
Bulldog Henry Ladd, Dover.

As built: 98ft 1in, 80ft 1¾in x 27ft 3½in x 13ft 4in. $317^{38}/_{94}$ bm. Draught 6ft 3in / 11ft 3in.

Ord: 23.6.1781. K: 10.1781. L: 10.11.1782. C: 24.12.1782 – 27.2.1783 at Deptford.

First cost: Fitting & coppering £4,167.4.1d.

Commissioned: 11.1782 under Cmdr. John Wright. In 1783-85 under Cmdr. Edward Marsh; paid off 8.1786. Middling Repair and fitted at Deptford (for £6,381) 2 – 7.1787. Fitted at Portsmouth (for £1,102) 11 – 12.1788. Small Repair and fitted at Deptford (for £5,308) 3 – 7.1792; recommissioned 6.1792 under Cmdr. George Hope; sailed for the Mediterranean 6.8.1792. In 7.1793 under Cmdr. Edward Browne, for Jervis's fleet in the West Indies, then under Cmdr. Charles Davers ?5.1794, in the Leeward Islands. In 1.1796 under Lieut. Henry Fownes; at capture of St Lucia 26.4 – 24.5.1796. In 5.1796 under Cmdr. George Ryves, then Cmdr. John Dick in 6.1796; paid off 10.1797. Fitted as bomb vessel by Barnard & Co, Deptford (for £5,907) 3 – 4.1798, then completed at Deptford Dyd 4 – 5.1798 (full conversion cost £9,282); recommissioned 5.1798 under Cmdr. Adam Drummond; sailed for the Mediterranean 10.1798; at Bombardment of Alexandria 2.1799; took (with others) 16-gun *San Leon* 28.11.1798. In 1799 under Cmdr. Barrington Dacres; taken by the French at Ancona 27.2.1801; retaken by *Champion* near Gallipoli 16.9.1801. Became powder hulk at Portsmouth 1801; in 1802 under Lieut. ?Mansel. BU completed there 12.1829.



Brisk, 16 guns, as completed. The quarter galleries closely resemble the French style of the 1740s, but while later designs (with similar hull forms) were overtly based on the lines of the *Amazon* captured in 1745, all the documentary evidence credits this design to Hunt. Having been designed from the outset for carronades, the quarterdeck ports are relatively large.

***INSPECTOR* Class**. 16 guns. 'Admiralty' draught, approved 21.4.1780.

Dimensions & tons: 97ft 2in, 80ft 0¼in x 26ft 10in x 13ft 3in. $306^{46}/_{94}$ bm.

Men: 125 (from 1794, 121). Guns: UD 16 x 6pdrs + 12 swivels.

Inspector Moses Game, Wivenhoe.

As built: 97ft 2½in, 80ft $5^{3}/_{8}$in x 26ft 11¼in x 13ft 3½in. $310^{47}/_{94}$ bm.

Ord: 17.4.1780. K: 6.1780 (named 15.6.1780). L: 29.4.1782. C: 21.5 – 21.7.1782 at Sheerness.

First cost: £6,634.2.2d including fitting & coppering.

Commissioned: 3.1782 for Irish Sea. Recommissioned 5.1783; paid off 10.1787. Recommissioned 1.1788 under Cmdr. Alexander Mackay, for south-west Scotland; refitted for Channel service at Plymouth (for £2,190) 6 – 9.1789; under Cmdr. James Lecky in ?10.1790, still south-west Scotland. Fitted at Deptford (for £3,426) 3 – 6.1793; recommissioned 5.1793 under Cmdr. Wyndham Bryer (died 10.1794); sailed for the Leeward Islands 26.12.1793; in 1795 under Cmdr. John Cooke, then ?6.1795 Cmdr. Robert Otway; paid off 12.1795. Fitted at Woolwich (for £8,464) 1 – 11.1796; recommissioned 9.1796 under Cmdr. Charles Lock (died 2.1800), for the North Sea; in Nore mutiny 5/6.1797. In ?2.1800 under Cmdr. George Sayer, then 2.1801 Cmdr. Robert Bromley. Sold at Sheerness 2.1802.

ECHO Class. 16 guns. Edward Hunt design. *Rattler* had been sold in 1792, but is included below to complete the class list; of the others, *Brisk* was reduced to harbour service, while *Calypso* was in Ordinary (reserve) from 1790.

Dimensions & tons: 101ft 4in, 83ft 4½in x 27ft 7in x 12ft 10in. $337^{37}/_{94}$ bm.

Men: 125 (from 1794, 121). Guns: UD 16 x 6pdrs; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.

Echo John Barton, Liverpool.

As built: 101ft 6½, 83ft 7½in x 27ft 9in x 12ft 10in. $342^{50}/_{94}$ bm.

Ord: 5.9.1781. K: 11.1781. L: 8.10.1782. C: 1.1783 by builder.

First cost: £4,856.11.1d to builder (including coppering), plus £3,234.7.11d dyd expenses.

Commissioned: 9.1782; paid off at end of year. Recommissioned 3.1783; sailed for Newfoundland 1.7.1783, ?1.7.1784 and 13.4.1785; paid off 12.1785. Refitted at Sheerness (for £2,621.2.7d) 12.1785 – 4.1786; recommissioned 3.1786; sailed for Newfoundland 10.6.1786, 14.5.1787 and 24.6.1788; paid off 12.1788. Fitted at Plymouth (for £3,628) 12.1788 – 4.1789; recommissioned 2.1789 under Cmdr. James Drew; sailed for Newfoundland 28.5.1789; paid off 1790. Refitted at Plymouth 4.1790, for Newfoundland again; recommissioned 5.1790 under Lieut. Henry Searle, for slops at Plymouth. Fitted at Plymouth (for £2,876) 11.1791 – 5.1792; recommissioned 3.1792 under Cmdr. Charles Jones. Fitted at Plymouth (for £1,160) 12.1792 – 6.1793; recommissioned 4.1793 under Cmdr. Peter Halkett, for operations on the Dutch coast; paid off 8.1794 but recommissioned

same month. In 1795 under Cmdr. Temple Hardy; sailed 12.3.1795 for East Indies; with Elphinstone's squadron at the Cape of Good Hope; took (with consorts) privateer *Le Milan* 7.7.1795. Under Cmdr. Andrew Todd in 1795, then Cmdr. John Turnor in 1.1796; at capture of Dutch squadron in Saldanha Bay 17.8.1796. In 12.1796 under Cmdr. Sir Thomas Livingstone, in the East Indies; paid off 10.1797 and BU at Cape of Good Hope (under NBW 9.5.1797).

Rattler F.C. Willson, Sandgate.

As built: 101ft 4in, 83ft 4½in x 27ft 9in x 12ft 10in. $341^{48}/_{94}$ bm.

Ord: 28.12.1781. K: 3.1782. L: 22.3.1783. C: 7.4 – 21.7.1783 at Chatham.

First cost: £3,572.16.0d to builder, plus £457.19.2d dyd expenses, plus fitting £3,182.16.9d.

Commissioned: 4.1783 under Cmdr. Wilfred Collingwood (died 4.1787); sailed for the Leeward Islands 8.2.1784; copper taken off and bottom sheathed with wood at Antigua 3.1787; from 4.1787 under Lieut. James Wallis (acting); paid off 10.1787. Middling Repair at Woolwich (for £5,648) 11.1788 – 3.1789; fitted at Woolwich for foreign service (for £468) 10 – 12.1789; recommissioned 10.1789 under Lieut. William Hope; sailed for Nova Scotia 28.3.1790. In 6.1790 under Cmdr. Jeremiah Beale. Paid off 1792 and sold at Woolwich to Messrs. Enderby & Sons 'to be employed on a particular service in remote parts' (per AO 1.9.1792) on 6.9.1792.



Although Robert Dodd was generally accurate in his depictions of ships, his identification of the ship in this portrait is awry. Described as a 'Twenty Gun Ship', it is actually a ship-sloop of the *Echo* Class, as proved by the French-style quarter galleries, a very unusual feature.

Calypso Edward Graves, Limehouse.

As built: 101ft 6in, 83ft 6in x 27ft 9in x 12ft 10½in. $342^{2}/_{94}$ bm. Draught 6ft 9in / 9ft 9in.

Ord: 28.12.1781. K: 5.1782. L: 27.9.1783. C: 1.12.1783 at Deptford.

First cost: £3,621.12.11d to builder, plus fitting £3,982.11.4d.

Commissioned: 9.1783 under Cmdr. Ralph Dundas, for Northern Ireland and Scotland; refitted at Plymouth (for £1,028.19.11d) 9 – 100.1785; paid off 1786. Fitted for Channel service at Plymouth (for £1,207) 1 – 4.1787; recommissioned 1.1787 under Cmdr. William Mitchell (-1790); sailed for Jamaica 16.4.1787. Repaired and fitted at Portsmouth (for £8,361) 7.1793 – 3.1796; recommissioned 1.1796 under Cmdr. Andrew Smith, for Duncan's fleet. In 1.1797 under Cmdr. Richard Worsley, then 11.1797 Cmdr. ?C. Collis, for convoys & cruising. Refitted at Portsmouth (for £2,288) 4 – 5.1798. In 4.1799 under Cmdr. Henry Garrett, then Cmdr. Joseph Baker in 11.1799; sailed for the Leeward Islands 2.1800; her cutter took schooner *La Diligente* 13.4.1800; saved convoy (with *Crescent*) from attack by French squadron, and captured 16-gun *Ganso* 15.11.1800. In 10.1801 under Cmdr. Robert Barrie, then 4.1802 Cmdr. Edward Brenton, then 8.1802 Cmdr. William Venour; run down and sunk with all hands by a West Indiaman 30.7.1803.

Brisk Phineas Jacobs, Sandgate.

As built: 101ft 2in, 83ft 0in x 27ft 9in x 12ft 10in. $339^{92}/_{94}$ bm.

Ord: 23.2.1782. K: 5.1782. L: 6.5.1784. C: 9.5 – 17.6.1784 (for Ordinary), 4.1785 – 3.6.1785 (for sea) at Deptford.

First cost: £3, 614.15.7d to build, plus fitting £2,471 (for Ordinary) and £1,725 (for sea).

Commissioned: 5.1785 under Cmdr. Edward Buller (-1790); sailed for Nova Scotia 3.5.1786. Paid off and laid up at Portsmouth as a receiving ship 8.1790; sold there 5.1805.

Nautilus Crookenden, Taylor & Smith, Itchenor.

As built: 100ft $9^{1}/_{8}$in, 84ft $3^{5}/_{8}$in x 27ft 7in x 12ft 10in. $345^{74}/_{94}$ bm. Draught 7ft 0in / 9ft 3in.

Ord: 13.5.1782. K: 8.1782. L: 9.1.1784. C: 23.1 – 17.12.1784 at Portsmouth.

First cost: ?£3, 622.6.11d to build (plus £3,108 dyd expenses), plus £1,404 fitting.

Commissioned: 11.1784 under Cmdr. George Tripp; sailed 28.9.1785 (with private orders). In 1786 under Cmdr. Thomas Boulden Thompson (-1788); sailed for Sierra Leone 8.4.1787. Recommissioned 1.1789 under Cmdr. John Trigge; sailed for Newfoundland 26.5.1789, and again 3.6.1790 and - under Cmdr. Charles Craven - 28.7.1791. Fitted at Plymouth (for £4,376) 12.1792 – 2.1793; recommissioned 12.1792 under Lieut. (Cmdr, 2.1793) Henry Powlett; sailed for the Leeward Islands 6.2.1793. In 1.1794 under Cmdr. James Carpenter, then Cmdr. James Ross in 1795; paid off 9.1795. Fitted at Sheerness (for £3,862) 8 – 11.1795; recommissioned 9.1795 under Cmdr. Henry Gunter (-1799), for the North Sea; took (with consorts) 12-gun privateer *L'Adolph* 5.1797; took (with cutter *Fox*) 16-gun *La Styrene* and 6-gun Dutch privateer *Brutal* off the Norwegian coast

12.6.1797; took (with consorts) 6-gun Dutch privateer *De Kleine Spearer* off the Scaw 2.7.1797; took (with cutter *Narcissus*) 10-gun *Le Légère* in the North Sea 4.4.1798; wrecked off Flamborough Head 3.2.1799.

Scorpion Ashman & Son, Shoreham.

As built: 101ft 6in, 83ft 6in x 27ft 8in x 12ft 11in. $339^{91}/_{94}$ bm.

Ord: 23.8.1782. K: 11.1782. L: 26.3.1785. C: 4.1785 (for Ordinary) then 20.4.1787 (for sea) at Portsmouth.

First cost: £3,513.19.1d to build (plus £1,293 dyd expenses), plus £2,541 fitting.

Commissioned: 2.1787 under Capt. William Otway; in 1788 under Lieut. Sir Charles Hamilton, then Cmdr. Paget Bayly; sailed for the Leeward Islands 9.1.1788. Small Repair and fitted at Sheerness (for £1,129) 8 – 10.1790; recommissioned 9.1790 under Cmdr. Benjamin Hallowell; sailed for the African coast 22.9.1791. Recommissioned 10.1792 under Cmdr. Solomon Ferris; sailed for the African coast 11.1792. Refitted at Sheerness (for £3,216) 9 – 12.1793. In 3.1794 under Cmdr. Thomas Western; sailed for Jamaica 20.3.1794; took privateers – 10-gun *La Guillotine* on the American coast 2.8.1794, 18-gun *La Victoire* 19.4.1795, *L'Egalité* 8.5.1795, *Le Sans Pareil* 22.7.1795, *Le Républicain* 3.8.1795 and *L'Hirondelle* 7.8.1795 (last five all in West Indies). In 1796 under Cmdr. Stair Douglas; paid off 10.1796. Temporary Repair at Sheerness (for £6,070) 4 – 9.1797; recommissioned 7.1797 under Cmdr. Horace Pine (drowned 1798), for North Sea. In 3.1798 under Cmdr. John Rodd; took 6-gun privateer *Le Courrier* 26.4.1798. In 9.1799 under Cmdr. Charles Tinling; sailed for Jamaica 26.4.1800. Paid off 11.1800 and sold at Plymouth 1802.

PURCHASED VESSELS (1780 – 1781)

Two purchases left over from the American War, *Termagant* now in harbour service and *Racehorse* in commission.

Termagant (purchased in frame while building by James Martin Hillhouse, Bristol), 16 guns (nominally).

Dimensions & tons: 110ft 5in, 90ft $6^{5}/_{8}$in x 28ft 0in (27ft 6in mld.) x 8ft 7in. $377^{58}/_{94}$ bm.

Men: 125. Guns: 18 x 6pdrs from 13.5.1782. (originally 160 men, 22 x 6pdrs and 4 x 12pdr carronades).

Purchased 1780. Registered as a 22-gun Sixth Rate. L: 3.6.1780. Reduced to sloop 13.5.1782.

First cost: £7,512.5.5d to builder (including fitting & coppering).

Commissioned: 5.1780 as Sixth Rate, for North Sea; paid off 1782. Recommissioned 5.1782 as sloop, for the Downs, then again 5.1783, for the North Sea; paid off 3.1786. Recommissioned 4.1786 for the North Sea; to Channel 1789. Recommissioned 2.1790 under Cmdr. Walter Gwennep; paid off and employed by the Ordinary at Sheerness 7.1790 – 6.1795. Sold there 28.8.1795.

Racehorse (purchased in frame while building by John Fisher, Liverpool), 16 guns.

Dimensions & tons: 101ft 7in, 83ft 3½in x 28ft 3½ x 13ft 9in $354^{58}/_{94}$ bm. Draught 7ft 2in / 11ft 3in.

Men: 125. Guns: 16 x 6pdrs (originally only 14 guns planned, altered by AO 12.1781).

Purchased 1781. L: 20.10.1781. C: 4.1782 at builders (incl. coppering).

First cost: £7,643.0.10d including fitting and coppering.

Commissioned: 8.1781 under Cmdr. Jacob Waller; paid off 1782 after wartime service. Recommissioned 4.1783 under Cmdr. Thomas Wilson for east coast Scotland & Shetlands; paid off 4.1783. Small Repair and fitted at Woolwich (for £3,773) 3 – 9.1787; recommissioned 8.1787 under Cmdr. Thomas Foley for North Sea (Humber); paid off 9.1791. Recommissioned 9.1791 under Cmdr. David Mackay; from 1792 under Cmdr. James Lecky (-1793), for the Humber. BU at Sheerness 5.1799.

FIRESHIPS

Included in the list of 16-gun ship-sloops in 1793 were three fireships – *Pluto*, *Tisiphone* and *Spitfire* (see Chapter 11).

***HOUND* Class**. 16 guns. John Henslow design.

Dimensions & tons: 100ft 0in, 82ft 9¾in x 27ft 0in x 13ft 0in. $320^{89}/_{94}$ bm.

Men: 125 (from 1794, 121). Guns: UD 16 x 6pdrs + 14 x ½pdr swivels.

(Later UD 16 x 6pdrs; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades; but *Fury* as bomb had 67 men and UD 8 x 6pdrs + 1 x 13in mortar & 1 x 10in mortar; QD 2 x 12pdr carronades, Fc 4 x 12pdr carronades.)

Hound (ex *Hornet*) Deptford Dyd (M/Shipwright Martin Ware).

As built: 100ft 0in, 82ft 6¾in x 27ft 0½in x 13ft 0in. $321^{13}/_{94}$ bm. Draught 8ft 6in / 11ft 8in.

Ord: 17.1.1788. K: 9.1788 (named *Hornet* 23.10.1788, renamed *Hound* 9.12.1788). L: 31.1.1790. C: 2.4 – 15.4.1790 at Woolwich (coppering), then 18.6 – 1.7.1790 at Woolwich (fitting).

First cost: £7,976 to build, plus fitting £1,222 + £497.

Commissioned: 4.1790 under Cmdr. John Lawford (-1793); sailed for Jamaica 22.10.1790. In 1794 under Cmdr. Richard Piercy; taken by French *La Seine* and *La Galathée* 14.7.1794 off the Scilly Isles while en route from West Indies, becoming French *Levrette*.

Martin Woolwich Dyd (M/Shipwright John Nelson to 8.1790, completed by William Rule).

As built: 100ft 8½in, 83ft 6¾in x 27ft 2½in x 12ft 10½in. $329^{4}/_{94}$ bm. Draught 8ft 0in / 11ft 6in.

Ord: 17.1.1788. K: 15.7.1789. L: 8.10.1790. C: 13.1.1791.

First cost: £8,732 to build, plus £1,674 fitting.

Commissioned: 10.1790 under Cmdr. George Duff, for east coast of Scotland. Recommissioned 11.1791 still under Duff. In ?2.1793 under Cmdr. Richard Lane, then ?5.1794 Cmdr. James Newman and ?8.1794 Cmdr. Charles Garnier. In 4.1795 under Cmdr. William Lobb, as Royal escort for Princess Caroline of Brunswick. In ?9.1795 under Cmdr. Samuel Sutton; sailed 10.12.1795 for west coast of Africa and then Jamaica; took (with *Espion*) 17-gun privateer *Le Buonaparte* in the North Sea 14.2.1797. In ?6.1797 under Cmdr. Charles Paget; at Battle of Camperdown 11.10.1797. In 11.1797 under Cmdr. John Cleland, then 1.1798 Cmdr. William Renton (died 2.1799). In 4.1799 under Cmdr. Matthew St Clair; took 14-gun privateer *Le Vengeur* off the Skaw 28.4.1799; lost, presumed foundered with all hands, in North Sea 31.10.1800.

Rattlesnake Chatham Dyd (M/Shipwright Nicholas Phillips to 7.1790, completed by John Nelson).

As built: 100ft 0in, 83ft 1½in x 27ft 2in x 13ft 0in. $326^{28}/_{94}$ bm. Draught 8ft 1in / 11ft 5in.

Ord: 17.1.1788 (named 23.10.1788). K: 1.7.1789. L: 7.1.1791. C: 6.4.1791.

First cost: £11,121 including fitting.

Commissioned: 2.1791 under Cmdr. Joseph Yorke; paid off 9.1791. Recommissioned 3.1793 under Cmdr. ?H. Mouat; in 1794 under Cmdr. Matthew Scott, in the West Indies; in 8.1794 under Cmdr. D'Arcy Preston, for voyage home with dispatches. Fitted at Portsmouth (for £2,284) 7 – 10.1794. In 1795 under Cmdr. John Spranger, then Cmdr. Edward Ramage; sailed for East Indies 3.4.1795; with Elphinston's squadron at the Cape; took 14-gun *Maria Louise* 22.10.1795; took (with others) privateer *Le Milane* 7.7.1796, then 30-gun privateer *La Bellone* 9.7.1796; at surrender of Dutch squadron in Saldanha Bay 13.8.1796. In 1796 under Cmdr. Andrew Todd, in the East Indies, then Cmdrs. Gardiner in 3.1797, William D'Urban 9.1797 and John Stevens 12.1797. In 2.1798 under Cmdr. William Granger, at Cape of Good Hope, then Cmdr. Samuel Gooch in 6.1799, and Lieut. William Fothergill (temp.); beat off (with storeship *Camel*) attack by 36-gun *La Preneuse* in Alagoa Bay 20.9.1799. In 1800 under Cmdr. Roger Curtis, then Cmdr. Samuel Mottley in 4.1802 and Cmdr. John Le Gros in 6.1802, in East Indies. In 1804 under Cmdr. John Cramer, then Cmdr. William Jones Lye in 1.1806, Cmdr. John Bastard in 5.1806 and Lieut. William Warden (acting) in 1807; took 16-gun privateer *Les Deux Soeurs* 27.1.1807. During 1807-08 in East Indies, successively under Cmdrs. Fleetwood Pellew, ? Joseph Bogue, William Flint and Richard Buck. In 1809 under Cmdr. James J.G. Bremer. Fitted as receiving ship at Plymouth 7.1811. Sold at Plymouth (for £1,010) 3.11.1814.

Fury Portsmouth Dyd (M/Shipwright George White).

As built: 100ft 0in, 82ft 8¾in x 27ft 1in x 13ft 0in. $323^{16}/_{94}$ bm. Draught 8ft 1in / 11ft 8in.

Ord: 17.1.1788. K: 7.1788 (named 23.10.1788). L: 2.3.1790. C: 19.5.1790.

First cost: £7,604 to build, plus £1,425 fitting.

Commissioned: 4.1790 under Cmdr. Velters Berkeley, for the Channel. In 11.1790 under Cmdr. William Paget (-1792); paid off 9.1791 and recommissioned; sailed for the Mediterranean 5.10.1791. In 1793 under Cmdr. Frank Sotheron; paid off 12.1793. Recommissioned 12.1793 under Cmdr. Henry Lidgbird Ball, for Macbride's squadron. In 1795 under Cmdr. Henry Evans; sailed for west coast of Africa 16.5.1795; to West Indies 18.10.1796; took 10-gun *L'Elize*; paid off 7.1797. Fitted as bomb vessel by Dudman & Co, Deptford (for £6,280) 3 – 5.1798, then completed fitting at Deptford Dyd (for £2,937) 5 – 7.1798; recommissioned 5.1798 under Cmdr. Charles Lydiard. In 11.1798 under Cmdr. Richard Curry; in Egypt operations 1801; under Lieut. Frederick Aylmer (acting) 7.1801. Fitted at Woolwich 3 – 10.1803; recommissioned 4.1803 under Cmdr. Frederick Langford, for the North Sea. In 1804 under Cmdr. John Edwards, then 11.1804 Cmdr. Robert Lea, then 3.1805 Cmdr. Robert Pearson, 2.1806 Cmdr. Thomas Searle, 1806 Cmdr. John Yelland, 1807 Cmdr. John S. Gibson (in the Baltic) and 1809 Cmdr. Robert Balfour (-1811). BU 6.1811.

Serpent (ex *Porcupine*) Plymouth Dyd (M/Shipwright Thomas Pollard).

As built: 100ft 0in, 82ft $8^{7}/_{8}$in x 27ft 0½in x 13ft 0in. $321^{52}/_{94}$ bm. Draught 7ft 10½in / 11ft 5in.

Ord: 17.1.1788 (named 23.10.1788, renamed 9.12.1788). K: 11.1788. L: 3.12.1789. C: 6.5.1790.

First cost: £11,788 to build.

Commissioned: 3.1790 under Cmdr. George Gregory (-1791); sailed for the Leeward Islands 27.6.1790. In 1791 under Cmdr. Richard Lee (-1793), on the Jamaica station. In 1794 under Cmdr. Robert Spranger, to Home waters to pay off. Fitted at Portsmouth (for £2,784) 6 – 9.1795; recommissioned 7.1795 under Cmdr. William Staples, for cruising. In 11.1796 under Cmdr. Richard Buckoll (died 4.1798); sailed for West Africa and Jamaica 4.1.1797; home, then sailed 12.1797 for West Africa, and again 6.1.1798. In 4.1798 under Lieut. Thomas Roberts (acting to 7.1798, when made Cmdr.); on Jamaica station to 1799, then Irish station to 1803. Large Repair at Portsmouth 9.1803 – 3.1805; recommissioned 1.1805 under Cmdr. John Waller; sailed for Jamaica 24.4.1805; took 7-gun *San Cristovil Pano* and another Spanish privateer off Truxello 29.11.1805; lost, presumed foundered with all hands, on the Jamaica station 9.1806.

***HAWK* Class.** 16 guns. John Henslow design. Although ordered in late 1790, neither vessel was launched until late 1793.

Dimensions & tons: 100ft 0in, 81ft 11¾in x 27ft 6in x 13ft 6in. $329^{72}/_{94}$ bm.

Men: 125 (from 1794, 121). Guns: UD 16 x 6pdrs + 14 swivels. (Later UD 16x 6pdrs; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.)

Hawk Deptford Dyd (M/Shipwright Martin Ware).

As built: 100ft 0in, 82ft $2^{7}/_{8}$in x 27ft 7in x 13ft 6in. $332^{77}/_{94}$ bm.

Ord: 9.10.1790. K: 9.1791. L: 24.7.1793. C: 17.9.1793.

First cost: Fitting £1,938.

Commissioned: 8.1793 under Cmdr. Robert Barton. In 4.1794 under Cmdr. George Bowen, for convoys & cruising; served as Royal escort for Princess Caroline of Brunswick 1794. In ?6.1795 under Cmdr. Bernard Hale, for convoys & cruising. In 1.1797 under Cmdr. Edward Rotheram, in Duncan's fleet; sailed for the Leeward Islands 1.1798; took 2-gun privateer *Le Furet* off Grenada 15.3.1798 and 4-gun privateer *Le Mahomet* off St Lucia 8.7.1798. In 8.1800 under Cmdr. John Garnier (died 10.1801), on Jamaica station. In 10.1801 under Lieut. George Blamey (acting). BU at Deptford 5.1803.

Swift Portsmouth Dyd (M/Shipwright Edward Tippett).

As built: 100ft 1½in, 81ft 11½in x 27ft 6¾in x 13ft 6in. $331^{17}/_{94}$ bm. Draught 7ft 11in / 11ft 6in.

Ord: 9.10.1790. K: 8.1791. L: 5.10.1793. C: 4.12.1793.

First cost: £10,790 including fitting.

Commissioned: 10.1793 under Cmdr. John Dolling; sailed for the East Indies 26.4.1794. In ?5.1795 under Cmdr. Robert Lambert, then 1796 Cmdr. John Sprat Rainier and Lieut. ? Charles Adam (acting). In 1797 under Lieut. John Halstead (acting) then Cmdr. Thomas Hayward; lost, presumed foundered with all hands, in the South China Sea during a typhoon 7.1797.

(B) Vessels acquired from 1 February 1793

Twenty-one conventional sloops established with a main battery of 6pdr guns were ordered in 1793-95. All of them (except early losses) were subsequently re-armed as the remorseless rise of the carronade saw all the truck-mounted 6pdrs (except sometimes for a pair of chase guns on the Fc) replaced by slide-mounted carronades. There was also a further vessel ordered in 1796 with a 9pdr main battery.

***PYLADES* Class**. 16 guns. Sir John Henslow design, to which six ships were ordered in Feb. 1793.

Dimensions and tons: 105ft 0in, 86ft 7½in x 28ft 0in x 13ft 6in. $361^{14}/_{94}$ bm.

Men: 125 (121 from 1794). Guns: UD 16 x 6pdrs + 4 x ½pdr swivels.

Later re-armed with UD 16 x 24pdr carronades, QD 6 x 12pdr carronades, Fc 2 x 12pdr carronades.

Pylades Peter Mestaer, Rotherhithe.

As built: 105ft 1in, 86ft 8in x 28ft 2½in x 13ft 6in. $366^{77}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 18.2.1793. K: 3.1793. L: 4.1794. C: 16.8.1794 at Deptford Dyd.

First cost: £3,654 to build; total £6,020 including fitting.

Commissioned: 6.1794 under Cmdr. Thomas Twysden; wrecked in Haroldswick Bay (Shetland) 26.11.1794. Salved in 1796, sold at Leith to be rebuilt and re-sold to RN. Recommissioned 3.1797 under Cmdr. Adam Mackenzie (-1799), for North Sea; re-registered by AO 27.6.1798; her boats (with those of *Espiègle* and *Courier*) retook 12-gun *Crash* and destroyed other vessels off Holland 11.8.1799; boats cut out gunboat *Undaunted* 13.8.1799. In 11.1799 under Cmdr. James Boorder (-1801). Recommissioned 8.1802 under Cmdr. Alexander Burrowes (-1805); sailed for West Africa 1.11.1802; cruising in 1804. Small Repair and fitted at Sheerness 5 – 11.1805; recommissioned 9.1805 under Cmdr. Brian Hodgson. In 1.1806 under Cmdr. George Bligh (-1808), sailed for Leeward Islands 1806; took 4-gun privateer *Le Grand Napoléon* in the Mediterranean 3.5.1808. In 12.1808 under Cmdr. William Whorwood, then in 1809 Cmdr. George Ferguson (-1812), still in Mediterranean; took 14-gun *L'Aigle* 14.12.1809; sailed for the Mediterranean again 8.3.1812. In 6.1812 under Cmdr. James Wemyss; in squadron's capture of convoy at Anzio 5.10.1813. In 4.1814 under Cmdr. John C.G. Roberts in the Mediterranean; in 6.1815 under Cmdr. Edward Cotsgrave, in North American station. Sold at Deptford (for £950) 23.11.1815.

Alert John Randall & Co, Rotherhithe.

As built: 105ft 3in, 86ft 9½in x 28ft 1½in x 13ft 6in. $365^{16}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 18.2.1793. K: 4.1793. L: 8.10.1793. C: 22.1.1794 at Deptford Dyd.

First cost: £4,409? to build, plus fitting £4,490.

Commissioned: 10.1793 under Cmdr. Charles Smyth; sailed for Nova Scotia 5.1794. Taken by French 40-gun *L'Unité* off the coast of Ireland while en route to Halifax 14.5.1794 (with 3 killed, 9 wounded). Added to French Navy as *L'Alerte*; driven ashore and destroyed by *Flora* and *Arethusa* of Warren's squadron off Audierne 23.8.1794.

Albacore John Randall & Co, Rotherhithe.

As built: 105ft 3in, 86ft 9½in x 28ft 2in x 13ft 6in. $365^{78}/_{94}$ bm. Draught 7ft 7in / 11ft 5in.

Ord: 18.2.1793. K: 4.1793. L: 19.11.1793. C: 24.1.1794 at Deptford Dyd.

First cost: £4,409 to build (£12.4.0d per ton), plus fitting £4,376.

Commissioned: 11.1793 under Cmdr. George Parker, for cruising. Under Cmdr. Richard Fellowes in 6.1795, in Downs squadron; later under Cmdr. Philip Wodehouse. In 1.1796 under Cmdr. George Eyre; sailed for Jamaica 7.1.1796. In 3.1796 under Cmdr. Robert Winthrop; took 14-gun *L'Athénienne* off Barbados 3.5.1796; sailed for Jamaica again 17.1.1797. In 2.1797 under Cmdr. Samuel Forster; took 3-gun *La Nantaise* and two other small privateers 8 – 10.1797. In 11.1798 under Cmdr. Thomas White, on Jamaica station. In 10.1799 under Lieut. John Chilcott, still Jamaica. Sold 1802.

Peterel John Wilson & Co, Frindsbury.

As built: 105ft 1in, 86ft $7^{5}/_{8}$in x 28ft 2in x 13ft 6in. $365^{57}/_{94}$ bm.

Ord: 18.2.1793. K: 5.1793. L: 4.3.1794. C: 6.1794 at Chatham.

First cost: £3,936 to build; total £7,694 including fitting.

Commissioned: 4.1794 under Cmdr. Stephen Church. In 10.1794 under Cmdr. Erasmus Gower, then 7.1795 under Cmdr. Charles Ogle, in the Downs squadron. In 1.1796 under Cmdr. John Temple; in 4/5.1796 in Nelson's squadron off Genoa; later under Cmdr. Philip Wodehouse. In 3.1797 under Cmdr. Lord (William) Proby, then Cmdr. Thomas Caulfield in 8.1797, later Lieut. Adam Drummond then Cmdr. Henry Digby; took 12-gun privateer *Le Léopard* 30.4.1798. In 10.1798 under Cmdr. Hugh Downman, then in 11.1798 Lieut. George Long, with Duckworth's squadron at Minorca; captured off Minorca by four French frigates 13.11.1798; retaken next day by *Argo*. In 2.1799 under Cmdr. George Jones, then Cmdr. Frederick Austen in 7.1799; action with 14-gun *Le Cerf* and *La Ligurrienne*, and 6-gun *Lijoille* 20.5.1800, taking *La Ligurrienne*. In 6.1800 under Cmdr. Charles Inglis, in Egypt operations. Under Cmdr. John Lamborn from 4.1802 (-1809); took small privateer on the Jamaica station 23.1.1805; took 5-gun Spanish privateer *Santa Anna* off Cuba 13.5.1805. Fitted as a receiving ship at Plymouth 7 – 8.1811, and served as such to 1825. Sold to Joshua Crystall at Plymouth (for £730) 11.7.1827.

Ranger Hill & Mellish, Limehouse.

As built: 105ft 3in, 87ft 0in x 28ft 2in x 13ft 6in. $367^{13}/_{94}$ bm. Draught 7ft 9in / 11ft 6in.

Ord: 18.2.1793. K: 5.1793. L: 19.3.1794. C: 2.7.1794 at Deptford Dyd.

First cost: £3,792 to build; total £8,007 including fitting.

Commissioned: 4.1794 under Cmdr. James Hardy, for the Downs squadron. In 1.1797 under Cmdr. Charles Campbell, still in the Downs. In 8.1799 under Cmdr. John Little, in the North Sea. In 1801 under Cmdr. Richard Goddard. In 6.1802 under Cmdr. Charles Coote; captured by *L'Armide* and *La Gloire* of the Rochefort squadron 17.7.1805 and burnt.

Rattler Thomas Raymond, Southampton (finished by Geo. Parsons, Bursledon after Raymond's 1793 bankruptcy).

As built: 105ft 1in, 86ft 8in x 28ft 4in x 13ft 6½in. $370^{7}/_{94}$ bm. Draught 8ft 3in / 11ft 5in.

Ord: 18.2.1793. K: 5.1793. L: 21.3.1795. C: 24.3 – 15.6.1795 at Portsmouth.

First cost: £4,738 to build; total £8,361 including fitting.

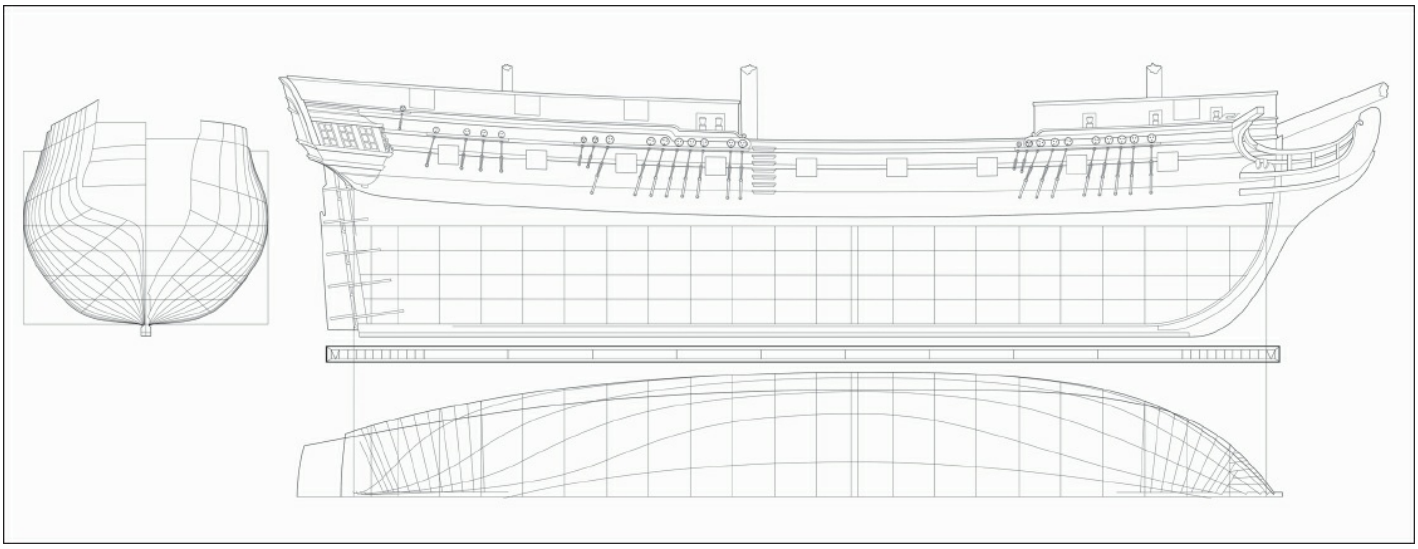
Commissioned: 4.1795 under Cmdr. Willoughby Lake, for Channel service. In 1.1796 under Cmdr. John Cochet; took (with *Diamond*) 10-gun privateer *Le Pichegru* off Cherbourg 6.5.1796; sailed for Jamaica 11.8.1796. In 1.1797 under Lieut. Henry Allen (hung 22.4.1797!). In ?4.1797 under Cmdr. John Hall; took a small privateer on the Jamaica station 8/9.1797. In 6.1798 under Cmdr. John Wentworth Loring, at Jamaica, then Cmdr. John Hayes in 3.1799 and Cmdr. John Spread 4.1799; took a 10-gun privateer in early 1799. In 10.1799 under Cmdr. William Robinson; took a Spanish gunboat in Summer 1800. Recommissioned 8.1802; Middling Repair and fitted 7.1803 – 1.1804; in early 1804 under Cmdr. Francis Mason (-1806); boats (with those of *Cruiser*) destroyed cutter *Le Colombe* at Sluys 8.3.1804; action with Ver Huell's convoy off Ostend, and destruction of prame *Ville d'Anvers* 16.5.1804. In 7.1806 under Cmdr. James Agassiz (-1809); sailed with convoy for Newfoundland 13.9.1806. In 12.1809 under Cmdr. Alexander Gordon (-1813); to North America 1811; took US 2-gun privateer *Gallynippe* in the Bay of Fundy 2.5.1813. In 1813 under Cmdr. Henry Dilkes Byng; took (with *Bream*) US 18-gun privateer *Alexander* off Kenebank 19.5.1813. In 1814 under Cmdr. Henry Bourne; boats (with those of *Endymion* and *Pelorus*) took US 15-gun privateer *Mars* 7.3.1814. Sold at Deptford (for £1,030) 12.10.1815.

***CORMORANT* Class.** 16 guns (later re-rated 18 guns). A joint design by Henslow and Rule, based on French *Amazon* type of 1745. Six ships were ordered in Feb. 1793, and a seventh, *Stork*, in 1794. *Cormorant* and *Lark* were wartime losses, and the others were disposed of in 1813-17. A further twenty-four ships would be ordered 1805-06 to the same design (see below).

Dimensions & tons: 108ft 4in, 90ft $9^{5}/_{8}$in x 29ft 7in x 9ft 0in. $422^{61}/_{94}$ bm.

Men: 125 (121 from 1794). Guns: UD 16 x 6pdrs + 12 x ½pdr swivels.

Later re-armed with UD 16 x 24pdr (or 32pdr) carronades, QD 6 x 12pdr carronades, Fc 2 x 12pdr carronades.



Cormorant, 18 guns, as completed. Although based on a French hull form, the topsides – indeed, all the principal fittings and appearance details – are of the standard British form. By this stage of the war both the quarterdeck and forecastle had berthed-up barricades, a feature that may be associated with the introduction of carronades whose short barrels produced a greater flash hazard.

Cormorant Randall & Brent, Rotherhithe.

As built: 108ft 6in, 91ft $6^{3}/_{8}$in x 29ft 8½in x 9ft 0in. $426^{71}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 18.2.1793. K: 4.1793. L: 2.1.1794. C: 10.3.1794 at Deptford Dyd.

Commissioned: ?1.1794 under Cmdr. Joshua Mulock, for cruising; in 7.1794 under Cmdr. Joseph Bingham; sailed for Jamaica 2.1795; took privateers - *La Ressource République* in the Jamaica Strait 30.6.1795, *Le Petit Créole* 27.11.1795, *La Vengeance* 19.1.1796 and 14-gun *L'Alerte* off San Domingo 3.1796. In ?3.1796 under Cmdr. Francis Collingwood; in Newman's attack on Léogane (San Domingo) 21.3.1796. Later under Cmdr. Thomas Gott; caught fire and blew up in accident at Port-au-Prince 24.12.1796 (95 killed incl. Gott).

Favourite Randall & Brent, Rotherhithe.

As built: 108ft 5in, 90ft 8¼in x 29ft 9in x 9ft 0in. $426^{88}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 18.2.1793. K: 4.1793. L: 1.2.1794. C: 14.5.1794 at Deptford.

First cost: £5,083 to build; total £9,404 including fitting.

Commissioned: 3.1794 under Cmdr. Charles White, for the Downs. In 9.1795 under Cmdr. James Athol Wood; sailed for the Leeward Islands 9.1795; took 8-gun *Le Général Rigaud* 2.1796; destroyed *Le Banan* and another privateer (ex packet *Hind*) 1796; at capture of Trinidad 2.1797. In 5.1797 under ?S. Powel, then 7.1797 Cmdr. James Hanson, then 1.1798 Capt. Lord (Thomas) Camelford, all in West Indies. In 5.1799 under Cmdr. Joseph Westbeach (-1801); came home with trade 7/8.1799; in North Sea 1800; took three 14-gun privateers – *Le Voyageur* off Flamborough Head 15.1.1801, *L'Optimiste* in North Sea 12.3.1801, and *L'Antichristi* off Shields 17.4.1801. Small to Middling Repair, and fitted at Sheerness 5.1803 – 6.1804; recommissioned 5.1804 under Cmdr. Charles Foote, for North Sea; at Bombardment of Le Havre 1.8.1804; took 14-gun privateer *La Raccrocheuse* 12.12.1804. Under Cmdr. John Davie 12.1804; took 16-gun privateer *Le Général Blanchard* off African coast 28.12.1805; taken off the Cape Verde Islands by a French squadron 6.1.1806; retaken by *Jason* off Guiana coast 27.1.1807, then renamed *Goree* 1807. Recommissioned 8.1807 at Antigua under Cmdr. William Parkinson. In 2.1808 under Cmdr. George Alfred Crofton, later Cmdr. Joseph Spear; action with 16-gun *La Patinare* and *Le Pilade* off Marie Galante Island 22.4.1808; took 8-gun privateer *L'Amiral Villaret* 24.11.1808; at capture of Martinique 2.1809. Under Cmdr. John Simpson in 4.1809, then under Cmdr. Henry Byng 1810-13, on Halifax station (as prison ship) to 1813, then at Bermuda. In ?7.1814 under Cmdr. Constantine Moorsom, then Lieut. John Boulton in 6.1815 and Comdr. John Wilson later same month. BU 1817 at Bermuda.

Hornet Marmaduke Stalkart, Rotherhithe.

As built: 109ft 2in, 91ft $6^{7}/_{8}$in x 29ft 8in x 9ft 0in. $428^{55}/_{94}$ bm. Draught 7ft 10in / 11ft 5in.

Ord: 18.2.1793. K: 4.1793. L: 3.2.1794. C: 14.5.1794 at Deptford.

First cost: £9,039 including fitting.

Commissioned: 3.1794 under Cmdr. Christmas Paul; paid off 2.1795 and recommissioned under ?W. Lakin, for cruising. In 1.1796 under Cmdr. Robert Larkan, in Home waters, then 11.1796 under Cmdr. John Nash (-1802); refitted at Portsmouth (for £3,554) 6 – 7.1799, then to Leeward Islands. In 8.1802 under Lieut. Robert Tucker, then Cmdr. Peter Hunt in 9.1802, still in Leeward Islands. In 1804 under Cmdr. John Lawrence. Fitted at Plymouth for the Military Medical Staff 9.1804 – 7.1805; recommissioned 6.1805 under Lieut. Charles Williams (-1811), as hospital ship in the Scilly Isles; laid up at Plymouth 5.1811. Sold to Mr. Bailey (for £920) 30.10.1817.

Lynx William Cleverley, Gravesend.

As built: 108ft 4in, 90ft 9in x 29ft 8½in x 9ft 0in. 426 bm. Draught 7ft 6in / 11ft 4in.

Ord: 18.2.1793. K: 5.1793. L: 14.2.1794. C: 17.2 – 30.5.1794 at Woolwich.

First cost: £4,734 to build; £7,813 including fitting.

Commissioned: 4.1794 under Cmdr. Charles Penrose; later under Cmdr. Charles Rowley, on Halifax station. In 1795 under Cmdr. John Poo Beresford; took 14-gun privateer *La Concord Nationale* on the American coast 1.3.1795. In ?8.1795 under Cmdr. Thomas Tireman, then Cmdr. John Rennie in 2.1797, then Cmdr. Robert Hall in 10.1797; took 2-gun privateer *Isabella* off the American coast 13.6.1798, and 14-gun privateer *Le Mentor* 27.6.1798. In 10.1799 under Cmdr. Alexander Skene (-1801); to Baltic in 1801. In 6.1802 under Cmdr. John W. Marshall (-1811), in the North Sea; paid off and recommissioned 4.1803. In Baltic 1808-11. Repaired by Pitcher, Northfleet 2 – 4.1809. In 11.1810 under Lieut. Thomas Percival. Laid up at Deptford 5.1811. Sold at Deptford (for £1,330) 28.4.1813.

Lark Thomas Pitcher, Northfleet.

As built: 108ft 7in, 91ft $0^{5}/_{8}$in x 29ft 9in x 9ft 0in. $428^{61}/_{94}$ bm. Draught 7ft 3in / 11ft 0in.

Ord: 18.2.1793. K: 5.1793. L: 15.2.1794. C: 1.2 – 22.4.1794 at Woolwich.

First cost: £4,732 to build; £8,189 including fitting.

Commissioned: 3.1794 under Cmdr. Josias Rowley; served as Royal escort for Princess Caroline of Brunswick. Recommissioned 1.1795 under Cmdr. William Ogilvy (-1797), for cruising; off Quiberon 20.7.1795; sailed for Jamaica 10.1795; attack on Léogane 21.3.1796. In 1798 under Cmdr. John Hayes, on Jamaica station; temp. under Lieut. Hugh Cook during 1798; her boats (with *Queen*'s) took 4-gun privateer in Port Nieu ?2.1799. In 4.1799 under Cmdr. John Wentworth Loring; her boats destroyed privateer schooner off Cuba 14.3.1800, and took privateer *L'Espérance* off Cuba 13.9.1800. In 4.1802 under Cmdr. Edward Brenton, in the Channel, then Cmdr. James Tippet in 7.1802; paid off at Woolwich and fitted there 11.1802 – 3.1803; recommissioned 1.1803 under Cmdr. John Tower. In 5.1804 under Cmdr. Frederick Langford; took 16-gun Spanish privateer *La Camerara* off Senegal 8.2.1805; sailed for Jamaica 30.10.1805. In 1806 under Cmdr. Jeremiah Coghlan, on Jamaica station; took Spanish revenue cutters *El Postillon* and *Carmen* off Puerto Bello 27.1.1807 (both destroyed at Puerto Cispata 1.2.1807); boats took a gunboat at Puerto Cispata 1.2.1807; took (with *Ferret*) 8-gun *La Mosquito* 23.8.1807. Under Cmdr. Robert Nicholas in 1808; foundered off San Domingo 3.8.1809, with all men drowned (including Nicholas) except 3.

Hazard Josiah & Thomas Brindley, Frindsbury.

As built: 108ft 4¾in, 90ft 6¼in x 29ft 9in x 9ft 0in. 425 bm. Draught 7ft 0in / 11ft 0in.

Ord: 18.2.1793. K: 5.1793. L: 3.3.1794. C: 8.6.1794 at Chatham.

First cost: £4,618 to build; £8,735 including fitting.

Commissioned: 4.1794 under Cmdr. John Loring. In 1795 under Cmdr. Robert D. Oliver, for the Irish Sea. In 4.1796 under Cmdr. Alexander Ruddach; took privateers – 14-gun *Le Terrible* off Cape Clear 16.7.1796, 22-gun *La Musette* 1.1.1797, 18-gun *Le Hardi* 1.4.1797 and 20-gun *Le Neptune* 12.8.1798 – the last three off the Irish coast. From 7.1798 under Cmdr. William Butterfield (-1801). Fitted at Portsmouth 6 – 8.1802; recommissioned 6.1802 under Cmdr. Robert Neve (-1806), for the Channel. In 2.1806 under Cmdr. Charles Dilkes (-1808), still in the Channel; her boats (with consorts') took nine chasses-marées in the Pertuis Breton 27.6.1807; sailed for West Indies 16.11.1807. In 1.1809 under Cmdr. Hugh Cameron; took (with *Jason* and *Cleopatra*) 40-gun *La Topaze* at Guadeloupe 22.1.1809; at capture of Martinique 2.1809; her boats (with *Pelorus*'s) destroyed a privateer at Marie Galante 17.10.1809; attack on Basseterre 18.12.1809 (Cameron killed). In 12.1809 under Cmdr. William Elliott; sailed for Newfoundland 15.6.1810. In 12.1810 under Cmdr. John Cookesley (-1815); sailed for Newfoundland again 23.3.1811. Sold to Mr. Spratley (for £1,010) at Portsmouth 30.10.1817.

Stork Deptford Dyd (M/Shipwright Pollard).

As built: 108ft 4in, 90ft $8^{3}/_{8}$in x 29ft 9in x 9ft 0in. $426^{92}/_{94}$ bm. Draught 7ft 7in / 11ft 7in.

Ord: 6.11.1794. K: 12.1795 (named 8.6.1796). L: 29.11.1796. C: 3.8.1797.

First cost: £15,073 (including fitting).

Commissioned: 12.1796 under Cmdr. Richard H. Pearson, for the North Sea; took 14-gun privateer *Le Lynx* off the Humber 15.8.1797; sailed for Jamaica 12.1797. In 8.1798 under Cmdr. Christopher Laroche, at Jamaica. In ?10.1799 under Cmdr. William Parker, in the Channel; took 8-gun Spanish privateer *Louise* 3.1800; took (with *Constance*) 12-gun privateer *El Cantara* off Cape Ortegal 27.7.1801. In 1801 under Cmdr. George Irwin, then 12.1801 Cmdr. Bridges Taylor; sailed for the Leeward Islands 1.4.1802. In 10.1802 under Cmdr. Frederick Cotterell; sailed for Jamaica 3.4.1803. In 5.1803 under Cmdr. George Le Geyt (-1812); took 2-gun schooner *La Coquette* 24.2.1804 and 1-gun privateer *L'Hirondelle* 30.3.1804; cut out Dutch 5-gun privateer *Antelope* and a brig on Puerto Rican coast 23.3.1805; took (with *Superieure*, *Flying Fish* and *Pike*) five small Spanish privateers 2.9.1806 and three more near end of year; attack on 16-gun *Le Cygne* and two schooners near Pearl Rock; home in Summer 1807; sailed with convoy for Leeward Islands 5.7.1808; at capture of Martinique 2.1809; on Irish station from 1811. In 8.1812 under Cmdr. Robert Coulson (-1815); at Leith 1814. Paid off 8/9.1815 into Ordinary at Sheerness. Sold at Deptford (for £1,110) 30.5.1816.

***BITTERN* Class**. 18 guns. John Henslow design, enlarged from the 1793 *Pylades* Class, and approved 29.1.1795. The prototype, *Brazen*, was first ordered (with *Stork*, above) in late 1794 and subsequently delayed. Another four vessels were ordered 24.1.1795, and were named and established by AO 13.10.1795.

Dimensions & tons: 110ft 0in, 90ft $8^{3}/_{8}$in x 29ft 6in x 8ft 6in. $419^{76}/_{94}$ bm.

Men: 121. Guns: UD 18 x 6pdrs; QD 6 x 12pdr carronades; Fc 2 x 12pdr carronades. Later, UD guns were replaced by 18 x 32pdr carronades, and FC added 2 x 6pdrs; *Brazen* completed with this ordnance.

Brazen Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 110ft 3in, 90ft $9^{7}/_{8}$in x 29ft 6½in x 8ft 6in. $421^{57}/_{94}$ bm. Draught 8ft 0in / 11ft 9in.

Ord: 6.11.1794, cancelled 1799 but later reinstated. K: 15.6.1807. L: 26.5.1808. C: 25.7.1808.

Commissioned: 5.1808 under Cmdr. Lewis Shephard; to Jamaica in 1809. In 11.1810 under Cmdr. Richard Plummer Davies, then 10.1812 under Cmdr. James Stirling (-1817), on North Sea and Irish stations; sailed with convoy for Hudson's Bay 3.6.1813; to North America 1814. Fitted for foreign service at Woolwich 10 – 12.1815; to Jamaica 1817. Between Small and Middling Repair, and fitted for sea at Portsmouth 12.1818 – 1.1820; recommissioned 11.1819 under ?Capt. William Shepheard (-1822); to St Helena 1821; at Cork 1822. In 1.1823 under Capt. George Willes (-1826), for South America and west coast of Africa. Fitted as a floating church at Chatham 5 – 9.1827, then to Deptford where delivered to Committee of the Floating Church 10.2.1828. Returned 1846 and BU at Deptford 7.1848.

Cyane John Wilson & Co, Frindsbury.

As built: 111ft 9in, 90ft $10^{5}/_{8}$in x 29ft 7in x 8ft 6in. $423^{8}/_{94}$ bm. Draught 7ft 9in / 11ft4in.

Ord: 24.1.1795. K: 5.1795. L: 9.4.1796. C: 15.6.1796 at Chatham.

First cost: £5,454 to build; total including fitting £10,595.

Commissioned: 4.1796 under Cmdr. Robert Manning; sailed for the Leeward Islands 20.2.1797; took privateer schooner *La Bayonnaise* off Dominica 3.5.1797; took a small privateer off St Vincent 20.2.1798; took 9-gun privateer *La Jombie* at end of 1798. In ?3.1799 under Cmdr. Henry Matson, then 12.1802 under Cmdr. Murray Maxwell, then 8.1803 Cmdr. Joseph Nourse; took privateers in the West Indies – 8-gun *La Bellone* 24.1.1804, 12-gun *L'Harmonie* 27.1.1804, and 18-gun *Le Buonaparte* off Marie Galante Island 12.11.1804. In 4.1805 under Cmdr. George Cadogan, in the West Indies; took 4-gun Spanish privateer *La Justica* ?5.1805; taken by French 40-gun *L'Hortense* and *L'Hermione* between Barbados and Martinique 12.5.1805. Retaken by *Princess Charlotte* off Tobago 5.10.1805, and renamed *Cerf*; under Cmdr. ?Robert Nicholas. Laid up at Deptford 11.10.1806. Sold at Deptford 12.1.1809.

Plover James Betts, Mistleythorn.

As built: 110ft 0in, 90ft 7½in x 29ft 7in x 8ft 6in. $421^{82}/_{94}$ bm. Draught 9ft 10in / 10ft 10in.

Ord: 24.1.1795. K: 5.1795. L: 23.4.1796. C: 16.5 – 10.8.1796 at Sheerness.

First cost: £5,362 to build, plus £1,794 fitting.

Commissioned: 4.1796 under Cmdr. John Chesshyre (-1800), for the Downs; took (with cutter *Resolution*) 10-gun privateer *L'Erin-go-Brah* in the North Sea 28.12.1798. In 1.1800 under Cmdr. Edward Galway (-1802); took 4-gun privateer *Le Messina* off Dunkirk 10.3.1800; paid off ?4.1802. Recommissioned 6.1803 under Cmdr. Richard Hancock (-1806); to Newfoundland 1804 and 1805. In 9.1806 under Cmdr. Philip Browne (-1810); took privateers – 14-gun L'*Eliza* in the Channel 1.1.1807, 2-gun *La Bohémienne* 30.10.1807, and 4-gun *L'Amiral Martia* 22.1.1809; in Walcheren operations 1809; took (with *Lively*) 16-gun privateer *L'Aurore* off Beachy Head 18.9.1809; took more privateers – 10-gun *L'Hirondelle* off Falmouth 22.10.1809, *Le Lezard* 6.11.1809 and 14-gun *Le Saratu* off Scilly Isles 10.1.1810. In 6.1810 under Cmdr. Colin Campbell (-1813); destroyed three small privateers in the Channel 16.11.1810; took privateers - 10-gun *Le Ferego* off the Naze 6.7.1811 and 16-gun *Le Petit Edouard* in the North Sea 23.10.1811; in the Baltic 1812; sailed 15.1.1813 with convoy for Quebec. In 6.1814 under Cmdr. John Skekel (-1816); with convoy to Mediterranean 1814, later to Newfoundland. Loaned to the Committee for Distressed Seamen at Deptford from 10.1816. Returned to the RN in 1.1818. Sold to G.T. Young, Limehouse (for £1,520) 8.3.1819.

Termagant John Dudman, Deptford.

As built: 110ft 2in, 90ft 8½in x 29ft 9in x 8ft 6in. $427^{3}/_{94}$ bm. Draught 7ft 11in / 11ft 10in.

Ord: 24.1.1795. K: 5.1795. L: 23.4.1796. C: 23.4 – 9.6.1796 at Deptford Dyd.

First cost: £5,524 to build, plus £2,719 fitting.

Commissioned: 5.1796 under Cmdr. D'Arcy Preston, for the North Sea. In ?6.1796 under Cmdr. David Lloyd; took 14-gun privateer *La Victoire* off Spurn Point 20.12.1797. In ?

3.1799 under Cmdr. Richard Allen (died 10.1799); sailed for Halifax 4.1799. In 1800 under Cmdr. William Skipsey (-1801); sailed for the Mediterranean 8.1800; took 6-gun *La Capricieuse* off Corsica 1.9.1800 and 2-gun privateer *Le Général Holtz* 4.9.1800. In ?4.1802 under Cmdr. Charles Schomberg, later Lieut. Charles Foote (acting) and ?J. Stuart/Stewart. In 8.1803 under Cmdr. George Elliott, still in Mediterranean. In 1.1804 under Cmdr. Robert Pettet (-1807); to Ordinary at Chatham 4.1807. Middling Repair and fitted at Chatham 2.1808 – 3.1809; recommissioned 10.1808 under Cmdr. Henry Sturt (-1811); sailed for Halifax 3.4.1809; sailed for the Mediterranean 27.1.1810. In 11.1810 under Cmdr. Richard Buck (temp.). Re-classed ?12.1811 as 20-gun Sixth Rate, under Capt. Gawen Hamilton; operations on Spanish coast 1812; took 3-gun privateer *L'Intrépide* 22.7.1812. In 1813 under Capt. John Andrew, in the Mediterranean, then J.L. Marley?, in 7.1814 under Lieut. George Shaw. Laid up at Chatham 10.1816. Sold to James Graham, Harwich at Chatham (for £1,460) 3.2.1819.

Bittern Bathazar & Edward Adams, Bucklers Hard.

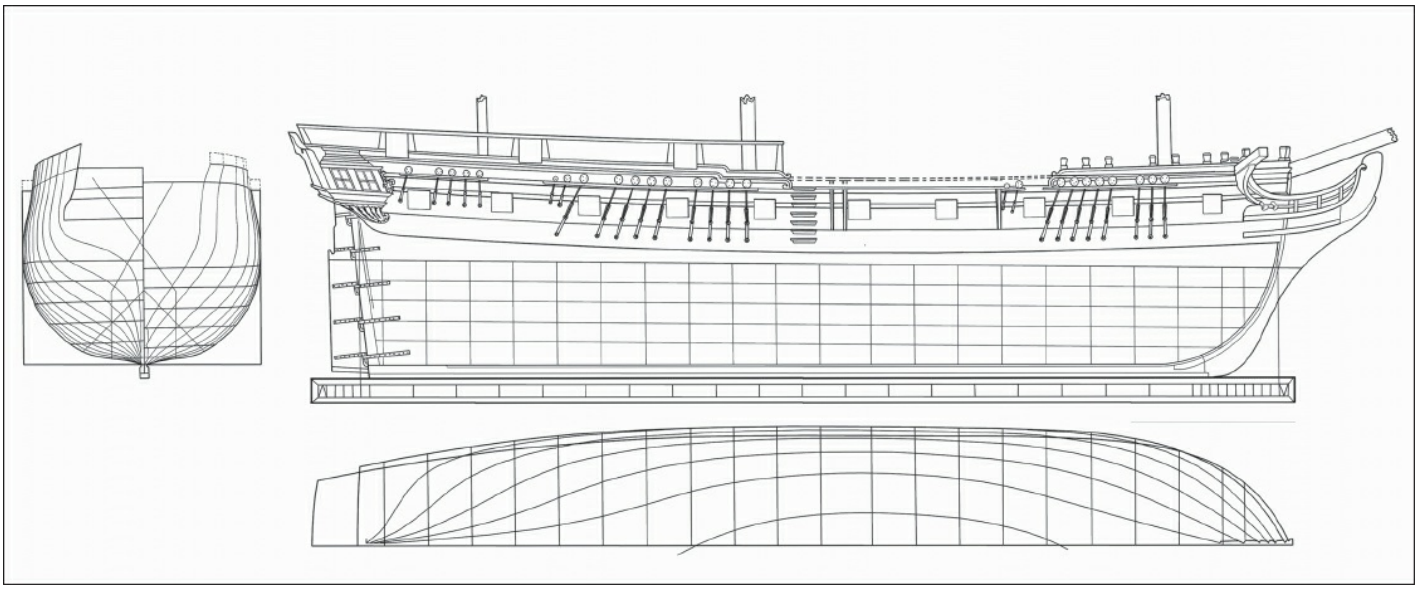
As built: 110ft 2½in, 90ft $10^{5}/_{8}$in x 29ft 6¾in x 8ft 6in. $422^{46}/_{94}$ bm. Draught 8ft 9in / 12ft 3in.

Ord: 24.1.1795. K: 6.1795. L: 7.4.1796. C: 10.4 – 2.7.1796 at Portsmouth.

First cost: £5,404 to build; £12,668 including fitting.

Commissioned: 5.1796 under Cmdr. Thomas Lavie; sailed for the Leeward Islands 22.2.1797; took 6-gun privateer *La Casca* off Barbados 15.3.1797; took 18-gun privateer *L'Agréable* off Tortola 13.9.1797. In 10.1797 under Cmdr. Edward Kittoe (-1801); took 12-gun privateer *Le Dix Août* off Marie Galante 8.9.1798; home in 6.1800. In 9.1802 under Cmdr. Robert Corbet; sailed for the Mediterranean 1.1803; took privateers there - 6-gun *La Caille* 10.9.1803, and 14-gun *L'Hirondelle* 28.4.1804. In 1.1805 under Cmdr. Henry Duncan (acting), then 7.1805 Cmdr. John Louis. In 1806 under Cmdr. Edward A. Down, for the Mediterranean (Gibraltar); took privateer *Verga del Rosario* 2.8.1806. In 1808 under Cmdr. (Capt. 5.1808) Thomas Ussher. In Ordinary at Plymouth to 1812. Fitted as tender at Plymouth (for £13,295) 5 – 9.1812; in 7.1812 under Cmdr. George A. Hire; laid up at Plymouth 12.1815. Fitted at Plymouth for sea 'to carry new raised men' (for £4,120) 7 – 12.1824; in 11.1824 under Lieut. Michael Dwyer, then 12.1825 under Lieut. Robert Rochfort, at Liverpool; laid up at Plymouth 2.1828. Sold to Tibbett & Spence (for £1,930) 30.8.1833.

MERLIN Class. 16 guns. William Rule design, approved 29.1.1795, to which two ships were ordered in 1.1795; the pair were named on 13.10.1795 and established 27.10.1795. A fresh batch of fourteen ships was ordered to the same design in 1802 (see below).



Merlin, 16 guns, as designed with open quarterdeck rails; the later batch would have had the berthed-up barricades that became standard during the war.

Dimensions & tons: 106ft 0in, 87ft 7in x 28ft 0in x 13ft 9in. $365^{32}/_{94}$ bm.

Men: 121. Guns: UD 16 x 6pdrs; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.

[Later re-armed with UD 14 x 32pdr carronades; QD 4 x 24pdr carronades; Fc 2 x 9pdrs.]

Merlin John Dudman, Deptford.

As built: 106ft 2in, 87ft 7in x 28ft 2½in x 13ft 10in. $370^{65}/_{94}$ bm. Draught 7ft 5in / 11ft 5in.

Ord: 24.1.1795. K: 6.1795. L: 25.3.1796. C: 1.6.1796 at Deptford.

First cost: £4,824 to builder; total £6,548 including fitting.

Commissioned: 4.1796 under Cmdr. Thomas Dundas; sailed for Jamaica 8.1796. In 8.1798 under Cmdr. John Moss; at defence of Belize 9.1799. In ?8.1799 under Cmdr. William Robinson, then in 1800 Cmdr. Harry Dawe, in 1801 under Cmdr. John Child, on Jamaica station, and finally Cmdr. Philip Dumaresqe in 1803. BU at Deptford 1.1803.

Pheasant Edwards, Shoreham.

As built: 106ft 1in, 87ft $9^{7}/_{8}$in x 28ft 3½in x 13ft 9in. $373^{85}/_{94}$ bm. Draught 7ft 0in / 10ft 3½in.

Ord: 24.1.1795. K: 10.1795. L: 17.4.1798. C: 28.4 – 8.8.1798 at Portsmouth.

First cost: £8,087 including fitting.

Commissioned: 6.1798 under Cmdr. William Skipsey (-1800); sailed for Halifax 8.1798. In 1800 under Cmdr. Henry Carew (-1804). In 1804 under Cmdr. Robert Paul (died 1804); sailed for Jamaica 1.9.1804. In 1805 under Cmdr. Robert Henderson, in the Leeward Islands. In 1.1806 under Cmdr. John Palmer (-1814); at home in 8.1806; sailed for South America 28.9.1806; in Channel Islands 1808; took privateers – 5-gun *Le Tropard* 8.5.1808, 14-gun *Le Comte de Hunebourg* 3.2.1810, and 6-gun *Le Héros* 17.6.1811. Middling Repair at Plymouth (for £11,587) 7 – 9.1812; to Newfoundland 1812; took (with *Warspite*) US 4-gun privateer *William Bayard* 12.3.1813; took (with *Whiting*) US 8-gun privateer *Fox* 6.5.1813; sailed for Newfoundland again 5.6.1813. In 10.1814 under Cmdr. Edmund Waller, in the Channel; paid off into Ordinary at Plymouth 11.1815. Very Small Repair and fitted at Plymouth 9 – 12.1818; recommissioned 9.1818 under Cmdr. Benedictus Kelly, for the African station. In 9.1821 under Cmdr. Douglas Clavering, still on African station. Fitted as a temporary receiving ship at Woolwich 8.1823 - 11824. Sold at Deptford (for £1,250) to John Small Sedger, Rotherhithe 11.7.1827.

CYNTHIA. 16 guns. Designed with a shallow draught and fitted with three 'dagger boards' (Schank sliding keels) - the largest ship to be so fitted. Registered and established as a sloop of 18 guns by AO 26.12.1795, but changed to 16 guns during or just after construction.

Dimensions & tons: 113ft 0in, 94ft $4^{3}/_{8}$in x 28ft 6in (28ft 0in mld.) x 12ft 0in. $407^{65}/_{94}$ bm.

Men: 121. Guns: UD 16 x 6pdrs + 14 x ½pdr swivels (presumably re-armed later with carronades).

Cynthia Wells & Co, Rotherhithe.

As built: 113ft 2in, 94ft 5½in x 28ft 7in x 12ft 0in. $410^{46}/_{94}$ bm. Draught 4ft 7in / 7ft 1in.

Ord: 16.9.1795. K: 10.1795. L: 23.2.1796. C: 6.1796 at Deptford Dyd.

First cost: £5,609 to builder; total including fitting £10,252.

Commissioned: 3.1796 under Cmdr. Micajah Malbon; in Strachan's squadron 1797-98; in Quiberon operation 6.1800; in attack on Ferrol 8.1800. In 8.1800 under Cmdr. John Dick; sailed for the Mediterranean 12.1800; in Egyptian operations 1801. In 9.1802 under Cmdr. ?Wright. Laid up at Chatham 2.1803, and BU there 10.1809.

Two more quarterdecked ship-sloops were ordered in 12.1795 – the *Arrow* and *Dart* built to Bentham's designs and each armed with 28 of Sadler's 32pdr carronades. These highly

experimental vessels were radically different from the above twenty-one vessels, and appear in Chapter 11 of this book.

NAUTILUS. 18 guns. Design by Jean-Louis Barrallier approved 7.2.1797, originally to have been flush-decked but altered to include a quarterdeck and forecastle; this was the only sloop to carry a main battery of 9pdrs.

Dimensions & tons: 112ft 0in, 94ft 8¼in x 29ft 6in x 9ft 0in. $438^{28}/_{94}$ bm.

Men: 121. Guns: UD 18 x 9pdrs; QD 6 x 12pdr carronades; Fc 2 x 12pdr carronades.

Nautilus Jacobs & Sons, Milford.

As built: 112ft 0in, 94ft 8¼in x 29ft 6in x 9ft 0in. $438^{28}/_{94}$ bm. Draught 9ft 0in / 11ft 3in.

Ord: 16.12.1796. K: 4.1798. L: 12.4.1804. C: 8.5 – 17.6.1804 at Plymouth.

First cost: £3,381 to Jacobs before bankruptcy, plus £7,449 costs at Milford; fitting at Plymouth £9,511.

Commissioned: 4.1804 under Cmdr. George Aldham, for the Channel. In 3.1805 under Cmdr. ?Sykes. In 2.1806 under Cmdr. Edward Palmer; sailed for the Mediterranean; boats (with *Renommee*'s) cut out 5-gun *La Gigonta* from Vieja 5.1806; in Louis's squadron at Tenedos 11/12.1806; wrecked on uncharted rock off Cerigotto 4.1.1807 (59 died including Palmer).

PURCHASED VESSEL (1795). 14 guns. This miniature sloop was purchased from the builder, nominally 'in frame' but her purchase was apparently agreed *before* she was laid down, to a joint design by Henslow and Rule; I have thus treated her as if built for the RN. Named, registered and established by AO 18.7.1795.

Designed dimensions & tonnage: 94ft 0in, 77ft 2in x 25ft 6in x 13ft 4in. $266^{85}/_{94}$ bm.

Men: 116. Guns: UD 14 x 6pdrs; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.

Beaver Joseph Graham, Harwich.

As built: 94ft 3in, 77ft 6in x 25ft 6½in x 13ft 4in. $268^{87}/_{94}$ bm. Draught 6ft 7in / 9ft 0in.

'Ordered' to be purchased by AO 28.3.1795. K: 5.1795. L: 29.9.1795. C: 5.11.1795 – 7.1.1796 at Chatham.

First cost: £3,335 to build; total including fitting £7,072.

Commissioned: 10.1795 under Cmdr. Samuel Warner; sailed for the Leeward Islands 22.2.1796. In 7.1796 under Cmdr. Richard Browne, then ?9.1797 Cmdr. Richard Matson, 1.1798 Cmdr. Lord (Thomas) Camelford and 6.1798 Cmdr. Christopher Jones, all in Leeward Islands. Refitted at Portsmouth (for£3,285) 1 – 2.1799; from 1799-1801 convoys and cruising. Fitted at Portsmouth 7 – 8.1801; on Irish station 1802, still under Jones (who was dismissed 8.1802). In 5.1803 under Cmdr. Charles Pelly; her boats (with *Scorpion*'s) took Dutch 16-gun *Atalante* in the Vlie 31.3.1804; later under Cmdr. Woodley Losack, then Cmdr. Charles Gregory (-1805), in North Sea and Downs. Sold at Sheerness 21.12.1808.

Ex FRENCH PRIZES (1793 – 1801)

Éclair (French corvette *L'Éclair*, built Toulon 4.1770 – 1772. L: 5.7.1771. Jean-Baptiste Doumet-Revest design), 18 guns.

Dimensions & tons: 105ft 1in, 85ft $3^{3}/_{8}$in x 29ft 8in x 12ft 5in. $399^{5}/_{94}$ bm.

Men: 160. Guns: UD 18 x 6pdrs; QD 6 x 12pdr carronades.

Taken 9.6.1793 by *Leda* in the Mediterranean.

In 1793 under Cmdr. Robert Middleton and then Cmdr. George Hope; at occupation of Toulon 8 – 12.1793.

Commissioned: 9.1793 under Cmdr. George Henry Towry. In ?10.1794 under Cmdr. Henry Leycester; in action off Hyères 13.7.1795. In 6.1796 under Cmdr. John Wm. Dixon; paid off 2.1797. Fitted as a floating hulk at Sheerness 9.1 – 4.4.1797; from 4.1797 under Lieut. (Cmdr. 7.1797) George Salt, in Coalmouth Creek (River Medway). Sold at Sheerness 27.8.1806.

Hobart (French privateer *La Revanche*, built 1794), 16 guns.

Dimensions & tons: dimensions not recorded. 340 bm.

Taken 21.10.1794 by *Resistance* in the Sunda Straits.

From 1795 under Lieut. Benjamin Page; in occupation of Ceylon 10.1795.

Commissioned: 4.1796 under (now) Cmdr. Benjamin Page. In 12.1796 under Cmdr. George Astle, then 12.1797 Cmdr. James Hills, 7.1798 Cmdr. Volant Vashon Ballard, 8.1799 Cmdr. Charles Elphinstone, 6.1800 Cmdr. Francis Stratton, and *c.*1801 Lieut. (acting, Cmdr. 4.1802) Robert Evans – all in East Indies. Sold 23.2.1803 at Bombay.

Moselle (French gabarre *La Moselle*, built Bayonne 4.1787 – 7.1788. L: 24.1.1788. Raymond-Antoine Haran design), 18 guns.

Dimensions & tons: 120ft 0in x 31ft 0in (Fr. 112ft 0in x 28ft 0in x 14ft 0in). 520 bm.

Men: 125. Guns: 18 x ?.

Taken 29.8.1793 at the surrender of Toulon.

Retaken off Toulon 1.1794 by the French. Taken again 5.1794 off the Hyères and re-added as a Sixth Rate. Sold 9.1802.

Mulette (French *flûte Le Mulet*, built Bayonne 10.1781 – 7.1782. L: 5.1782. Jean-Joseph Ginoux design), 18 guns.

Dimensions & tons: (Fr. 112ft 0in, … x 27ft 3in [probably incorrect] x 15ft 6in). 480 bm.

Taken 29.8.1793 at the surrender of Toulon.

For sale 6.1796 and apparently sold 1797.

Esperance (French *L'Espérance*, retaken 11.1793 from Spain), 16 guns.

[Note this was originally the British privateer *Ellis*, built in England and taken by the French frigate *La Gracieuse* in 7.1793, becoming *L'Elise*, which was captured by the Spanish in the summer of 1793.]

Dimensions & tons: dimensions not recorded. 345 bm.

Men: 121. Guns: 16 x ?.

Taken 8.1.1795 by *Argonaut* & *Oiseau* off the Chesapeake (the fourth time she had changed hands!).

Commissioned: 8.1795 at Halifax under Cmdr. Jonas Rose. Arrived 3.11.1797 at Portsmouth and paid off. Sold there (for £800) 7.6.1798.

Legere (French *La Légère*, ex privateer *L'Inabordable*, built before 1780), 18 guns.

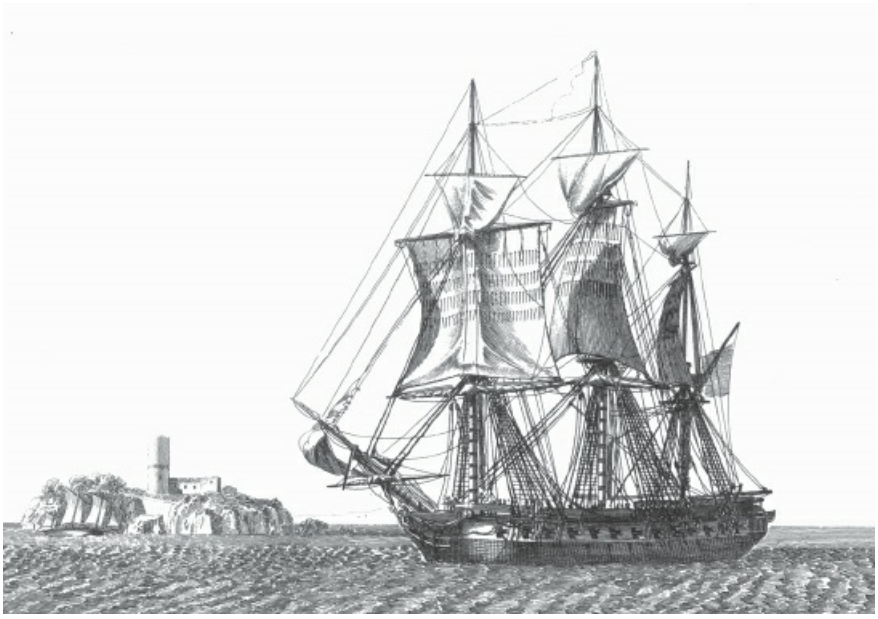
Dimensions & tons: 116ft 2½in, 94ft 8in x 30ft 0in x 9ft 7½in. $453^{17}/_{94}$ bm.

[Note this vessel was probably built as the American sloop *Charming Sally*; she was purchased in 1780 for the RN and commissioned as HMS *Barbuda*, then was captured at Demarara by and taken into the French Navy in 1.1782 and renamed *La Barboude*; then sold in 1786 commercially and used as privateer *L'Inabordable* until requisitioned by the French Navy at Le Havre in 6.1793.]

Men: 121. Guns: UD 18 x 6pdrs; QD 6 x 12pdr carronades; Fc 2 x 12pdr carronades. Later altered to UD 16 x 18pdr carronades; QD 6 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades.

Taken by *Apollo* and *Doris* in the Channel (south-west of Scilly Isles) 22.6.1796. Arrived Plymouth 22.8.1796. Fitted at Plymouth (for £8,997) 6.1797 – 2.1798.

Commissioned: 11.1797 under Cmdr. Joshua Watson. In 3.1798 under Cmdr. Cornelius Quinton; sailed for Jamaica 4.1798; took 2-gun privateer *La Petite Victoire* off Puerto Rico 1/2.1800; wrecked near Cartagena (Colombia) 2.2.1801.



The French Navy built a number of specially designed transports or storeships designated *gabarres*. As seen in this engraving by J.J. Baugean, they were armed with up to 26 guns and generally resembled small frigates or ship-sloops, although the hull was fuller and more capacious. A few of these served as cruisers in the Royal Navy after capture.

Ex DUTCH PRIZE (1796)

Havick (Dutch *Havic*, built Amsterdam 1784), 16 guns.

Dimensions & tons: 101ft 10in, 83ft 5in x 28ft 8in (28ft 2in mld.) x 12ft 9in. $364^{58}/_{94}$ bm.

[Dutch measurements 110ft x 30ft x $12^{3}/_{11}$ft.]

Men: 121. Guns: 16 x 6pdrs.

Surrendered to Elphinstone's squadron in Saldanha Bay 17.8.1796. Fitted at Plymouth (for £2,665) 1.1.1797 – 16.1.1798. Named 30.8.1797 and registered 7.9.1797.

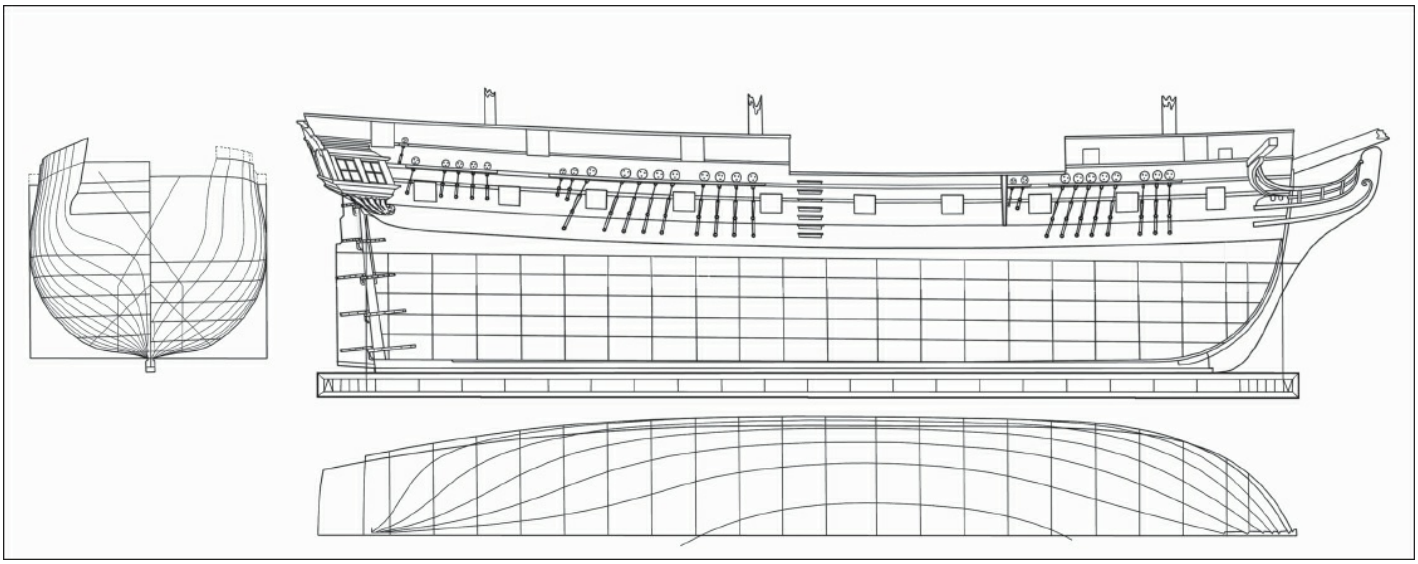
Commissioned: 1.1797 under Cmdr. Philip Bartholomew, for convoys & cruising; took (with *Suffisante*) privateers *Le Courageux* (5-gun) and *Le Grand Quinola* in the Channel 29.1.1800; wrecked in a severe gale in St Aubyn's Bay, Jersey 9.11.1800.

(C) Vessels acquired from 18 May 1803

As with other categories of warship, the 1803-1815 conflict was characterised by the revival of a limited number of pre-1802 designs – in this case the 16-gun *Merlin* and 18-gun *Cormorant* Classes – now adopted as 'standard' designs and built in more significant quantities. One ship of the *Cormorant* Class was built to a somewhat lengthened design, and two slightly larger vessels (the *Talbot* Class) were a further development of this plan. Supplementing these were the six *Thais* Class fireships (see Chapter 11), almost identical with the *Cormorant* Class, but completed with spar decks; these and the older surviving fireships were all reclassed as shipsloops in 3.1808.

Revived *MERLIN* Class. 16 guns. A fresh batch of thirteen ships was ordered during the Peace of Amiens to this 1795 design (see above), of which four were wartime losses (*Fly*, *Martin*, *Wolf* and *Cygnet*) and the survivors were disposed of in 1814-16. A further vessel was ordered in 1804 from Halifax Dyd, built of locally cut timber (grey oak, birch, beech and maple, with pine and spruce).

Men: 121. Guns: UD 16 x 32pdr carronades; QD 6 x 12pdr carronades; Fc 2 x 12pdrs. [*Halifax* additionally had 2 x 6pdrs on the UD.] As a bomb, *Star* (renamed *Meteor*) carried UD 8 x 24pdr carronades + 2 x 6pdrs, plus 1 x 13in and 1 x 10in mortar.



Helena, 16 guns, as completed, showing the wartime modifications to the *Merlin* Class, the most obvious being the solid barricades to quarterdeck and forecastle.

Cygnet N. Palmer, Gt. Yarmouth.

As built: 106ft 0in, 87ft 7in x 28ft 0in x 13ft 9in. $365^{23}/_{94}$ bm. Draught 7ft 1½in / 10ft 7in.

Ord: 27.11.1802. K: 2.1803. L: 6.9.1804. C: 25.9 – 19.11.1804 at Chatham.

Commissioned: 10.1804 under Cmdr. Donald M'Leod, for the North Sea. In 2.1806 under Cmdr. Robert Bell Campbell; took 3-gun schooner *L'Impériale* off Dominica 24.5.1806. In 10.1806 under Cmdr. William Maude, in the Leeward Islands. In 1.1808 under Cmdr. Edward Dix (-1810) in North Sea (Leith); took Danish privateers – 14-gun *Christiana* 27.7.1808 and 4-gun *Giensielderen* 4.10.1808; went ashore near St Abb's Head 14 – 16.10.1808, but salved; sailed for the Leeward Islands 22.3.1809; at capture (with squadron) of 40-gun *La Loire* and *La Seine* off Guadeloupe 18.12.1809. In 7.1810 under Cmdr. Thomas Donnithorne (died 10.1810), in Leeward Islands, then under Cmdr. Andrew Hodge.

In 1.1812 under Cmdr. Robert Russell, in North Sea; sailed with convoy for Quebec 17.3.1813; wrecked off the Courantyn River (Guiana) 7.3.1815.

Ariel N. Palmer, Gt. Yarmouth - completed by 'Government' after Palmer failed.

As built: 106ft 0½in, 87ft 7in x 28ft 1in x 13ft 9in. $367^{39}/_{94}$ bm. Draught 7ft 0in / 10ft 5in.

Ord: 27.11.1802. K: 2.1803. L: 19.4.1806. C: 1.5 – 16.6.1806 at Chatham.

Commissioned: 5.1806 under Lieut. James Oliver, for North Sea; in Baltic 1808-09. In 1809 under Cmdr. Thomas White, then ?8.1810 under Cmdr. Daniel Ross (-1815); to African coast 1814. In 1815 under Lieut. William Nicholas. Sold at Deptford (for £1,000) 12.7.1816.

Kingfisher John King, Dover.

As built: 106ft 0in, 86ft 11½in x 28ft 2in x 13ft 9in. 370 bm. Draught 7ft 10in / 10ft 11in.

Ord: 27.11.1802. K: 3.1803. L: 10.3.1804. C: 26.3 – 3.5.1804 at Sheerness.

Commissioned: 4.1804 under Cmdr. Richard Cribb (died 6.1805); sailed for the Leeward Isands 1804; took privateers 6-gun *Les Deux Amis* 1.1805 and Spanish 4-gun *Damas* off Cape San Juan 11.5.1805; chased (with *Osprey*) by four French frigates 27.6.1805. Under Cmdr. Nathaniel Cochrane from 7.1805; took 14-gun privateer *L'Elizabeth* in West Indies 16.12.1805; in Battle of San Domingo 6.2.1806. In 1806 under Cmdr. George Seymour, in the Channel; assisted *Pallas* (after latter's action with *La Minerve*) in Basque roads 14.5.1806. In 7.1806 under Cmdr. William Hepenstall; sailed for the Mediterranean 11.10.1806; took 2-gun privateer *L'Hercule* 27.6.1808. In ?1.1809 under Cmdr. Ewell Tritton; attack (with *Topaze*) on 40-gun *La Flore* and 4-gun *La Danaé* in the Adriatic 12.3.1809; action (with *Alceste* and *Active*) against 40-gun *La Pauline* and *La Pomone* in the Adriatic (capture of *La Pomone*) 29.11.1811; boats destroyed convoy off Corfu 2.2.1813. In Ordinary 1814-16. BU 10.1816 at Portsmouth.

Helena John Preston, Gt. Yarmouth.

As built: 106ft 1in, 87ft $6^{7}/_{8}$in x 28ft 2in x 13ft 9in. $369^{52}/_{94}$ bm.

Ord: 27.11.1802. K: 3.1803. L: 26.4.1804. C: 9.6 – 10.6.1804 at Sheerness, then 10.6 – 15.8.1804 at Chatham.

Commissioned: 5.1804 under Cmdr. Woodley Losack, for Irish station; took 14-gun Spanish privateer *Santa Leocadia* 5.6.1805. In 3.1806 under Cmdr. James Worth (-1810), on Irish station 1807; took privateers – 2-gun *L'Auguste* 28.2.1809, 10-gun *Le Jason* 1.9.1809, 16-gun *La Revanche* 13.11.1809, and 12-gun *Le Grand Napoléon* in the Mediterranean 13.4.1810. In 11.1810 under H. Hayes, then 1812 H. Montressor (-1814); paid off at Plymouth 26.4.1814, and sold there (for £1,560) 21.7.1814.

Albacore James Martin Hillhouse, Bristol.

As built: 106ft 5in, 87ft 7¼in x 28ft 2in x 13ft 9in. $369^{65}/_{94}$ bm.

Ord: 27.11.1802. K: 3.1803. L: 10.5.1804. C: 27.6 – 27.8.1804 at Plymouth.

Commissioned: 5.1804 under Cmdr. Major Henniker (-1807), for cruising in Home waters. In 1808 under Cmdr. John Burn, on Channel Islands station, then 1809 Cmdr. Corbet d'Auvergne (-1811). In 9.1811 under Cmdr. Henry Davies; encounter with 40-gun *La Gloire* off Gris Nez 18.12.1812; sailed for West Africa 2.6.1813, thence to South America. In 1814 under Cmdr. James Boxer, then Cmdr. Theobald Jones in 8.1814. To Ordinary at Plymouth 10.1814. Recommissioned 6.1815 under Cmdr. William Wolrige. Sold at Plymouth (for £1,900) 14.12.1815.

Wolf Benjamin Tanner, Dartmouth.

As built: 105ft 10¼in, 87ft 5in x 28ft 1in x 13ft 9in. $366^{67}/_{94}$ bm. Draught 7ft 4in / 8ft 10½in.

Ord: 27.11.1802. K: 4.1803. L: 4.8.1804. C: 26.6.1804 by builder, 26.4 – 12.9.1804 at Plymouth.

Commissioned: 1.1805 under Cmdr. John Astley Bennet; took Spanish 3-gun privateer *Preciosa* 19.10.1805. From 4.1805 under Cmdr. George Mackenzie; took (with *Malabar*'s boats) 4-gun privateer *Le Napoléon* and destroyed 5-gun *Le Régulateur* at Azer-raderos (Cuba) 2.1.1806; took another small privateer 8/9.1806; wrecked off Gt. Inagua in the Bahamas 4.9.1806.

Fly George Parsons, Bursledon.

As built: 106ft 0in, 87ft 5¾in x 28ft 2in x 13ft 9in. $369^{15}/_{94}$ bm. Draught 8ft 0in / 11ft 6in.

Ord: 27.11.1802. K: 5.1803. L: 26.3.1804. C: 28.3 – 27.4.1804 at Portsmouth.

Commissioned: 4.1804 under Cmdr. Robert O'Brien. In 5.1804 under Cmdr. Pownall Pellew; sailed for Jamaica 5.1804; wrecked on Carysfort Reef, near Key Largo, Florida.

Otter Peter Atkinson & Co, Hull.

As built: 107ft 3in, 86ft 9in x 28ft 1½in x 13ft 7½in. 365 (exact) bm. Draught 7ft 10in / 11ft 4in.

Ord: 27.11.1802. K: 7.1803. L: 2.3.1805. C: 19.3 – 19.5.1805 at Sheerness.

Commissioned: 4.1805 under Cmdr. John Davies, for the Downs; sailed for the Cape of Good Hope 18.8.1807. From 4.1808 under Cmdr. Josiah Nesbit Willoughby, in the East Indies; boats in action at Riviere Noire, Mauritius 14.8.1809; occupation of St Paul, Reunion 21/28.9.1809; later under Lieut. Edward Benge (acting). In ?3.1810 under Cmdr. James Tomkinson; recapture (with *Boadicea* and *Staunch*) of 38-gun *Africaine* 13.9.1810, and recapture of *Ceylon* and capture of *La Venus* 18.9.1810; later under Lieut. Thomas L.P. Laugharne (acting). Fitted for Ordinary at Plymouth 4.1811. Fitted for quarantine service at Plymouth as lazarette for Pembroke 2 – 4.1814. Sold to J. Holmes (for £610) 6.3.1828.

Kangaroo Josiah & Thomas Brindley, King's Lynn.

As built: 106ft 1in, 87ft 6½in x 28ft 2in x 13ft 9½in. $369^{40}/_{94}$ bm. Draught 7ft 1in / 10ft 7in.

Ord: 27.11.1802. K: 8.1803. L: 12.9.1805. C: 25.9.1805 – 22.2.1806 at Chatham.

Commissioned: 1.1806 under Cmdr. Henry Laroche, for the North Sea. In 1807 under Cmdr. John Baker; took 14-gun privateer *L'Egayant* on the Downs station 20.11.1808. In 11.1810 under Cmdr. John Bradley, then 10.1811 Cmdr. John Lloyd; sailed for the African coast 20.11.1811. In 4.1813 under Cmdr. William Sumner Hall, on the Downs. Sold at Plymouth (for £1,900) 14.12.1815.

Martin Benjamin Tanner, Dartmouth.

As built: 106ft 0in, 87ft 8¼in x 28ft 1in x 13ft 9in. $367^{80}/_{94}$ bm.

Ord: 27.11.1802. K: 9.1803. L: 1.1.1805. C: 31.1 – 3.4.1805 at Plymouth.

Commissioned: 2.1805 under Cmdr. Roger Savage; sailed for the Mediterranean 18.4.1805. Under Cmdr. Thomas Prowse 1.1806; sailed for Newfoundland 4.5.1806; lost, presumed foundered with all hands, on passage to Barbados 8.1806.

Rose Hamilton & Breeds, Hastings.

As built: 106ft 1½in, 87ft $8^{1}/_{8}$in x 28ft 0½in x 13ft 9in. $366^{67}/_{94}$ bm.

Ord: 27.11.1802. K: 10.1803. L: 18.5.1805. C: 24.5 – 3.8.1805 at Portsmouth.

Commissioned: 6.1805 under Cmdr. Lucius Curtis. In 3.1806 under Cmdr. Philip Pipon, in the Channel. In 9.1808 under Cmdr. Thomas Mansell (-1813); in the Baltc 1808-10. In Ordinary at Plymouth 1813-17. Sold to Thomas Pitman (for £820) at Plymouth 30.10.1817 to BU.

Brisk Benjamin Tanner, Dartmouth.

As built: 106ft 4in, 87ft $8^{3}/_{8}$in x 28ft 2¼in (27ft 8¼in mld.) x 13ft 9in. $370^{59}/_{94}$ bm.

Ord: 27.11.1802. K: 3.1804. L: 4.1805. C: 3.5 – 6.8.1805 at Plymouth.

Commissioned: 4.1805 under Cmdr. Buckland Bluett. In 6.1805 under Cmdr. John Coode (-1810), on Irish station; took 2-gun privateer *La Harpalode* 12.1.1810. In 11.1810 under Cmdr. William Knight, then Cmdr. Eyles Mounsher in 12.1810 and Cmdr. Henry Higman in 12.1813. Sold (for £1,300) at Deptford 15.2.1816.

Star Benjamin Tanner, Dartmouth.

As built: 106ft 2in, 88ft 6¼in x 28ft 1in x 13ft 9in. $371^{33}/_{94}$ bm. Draught 8ft 4in / 11ft 2in.

Ord: 27.11.1802. K: 7.1804. L: 26.7.1805. C: 7.8 – 3.11.1805 at Plymouth.

Commissioned: 10.1805 under Cmdr. John Simpson (-1808); sailed with convoy for Newfoundland 8.1807; sailed with convoy for the Leeward Islands 21.2.1808. Under Cmdr. Francis Collier in 1809; at capture of Martinique 2.1809. In ?1811 under Cmdr. William Paterson, then Cmdr. John Hendrie (died 6.1811), all in Leeward Islands. Large Repair and fitted as bomb-ship (renamed *Meteor*) at Plymouth 11.1811 – 5.1812; recommissioned 2.1813 under Cmdr. Peter Fisher; in Baltic 1813. In 1814 under Cmdr. Samuel Roberts; in Potomac operations 8.1814; boats at New Orleans 8.12.1814. In 6.1815 under Cmdr. Daniel Roberts. Sold at Deptford to Mr. Mellish (for £1,450) 16.10.1816.

Halifax Halifax Dyd, Nova Scotia (M/Shipwright William Hughes).

As built: 106ft 9in, 88ft 2½in x 28ft 4¾in x 13ft 9in. $378^{30}/_{94}$ bm.

Ord: 1.10.1804. K: … . L: 11.10.1806.

Commissioned: 10.1805 at Halifax under Cmdr. John Nairne; in 11.1806 under Cmdr. Lord James Townshend, still on Halifax station. Arrived at Plymouth 16.1.1808 to make good defects. In 1809 under Cmdr. John Thompson, then 1810 Cmdr. Alexander Fraser, still at Halifax. In Ordinary at Portsmouth 1812-14, then BU there 1.1814.

Revived *CORMORANT* Class. 18 guns. A further twenty-four ships were ordered 1805-06 to this 1793 design (see above), but 32pdr carronades were established (by AO of 15.6.1807) to replace the 6pdrs originally mounted in the earlier group. *Rosamund* and the other six ships ordered in 10.1806 were sometimes designated as a separate (*Rosamund*) class, but their dimensions and hull forms were identical and in practice these differed in no significant way from the rest of the batch. All were reclassed as 20-gun Sixth Rates in 1810-12, and the survivors were in 2.1817 re-rated as either 24-gun or 26-gun, as shown below for individual ships. A single vessel, *Ranger*, was built with slightly longer lines and appears separately below.

Dimensions & tons: 108ft 4in, 90ft $9^{5}/_{8}$in x 29ft 7in x 9ft 0in. $422^{61}/_{94}$ bm.

Men: 121. Guns: UD 16 x 32pdr carronades; QD 6 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades (some had no 6pdrs).

Hyacinth John Preston, Gt. Yarmouth (later 24).

As built: 108ft 8in, 91ft $1^{5}/_{8}$in x 29ft 7in x 9ft 0in. 424^{23}/94 bm. Draught 7ft 10in / 10ft 6in.

Ord: 12.7.1805. K: 11.1805. L: 30.8.1806. C: 13.9 – 21.11.1806 at Chatham.

Commissioned: 10.1806 under Cmdr. John Davie, for the North Sea; sailed for South America 15.2.1808. In 8.1809 under Cmdr. John Carter, on South America station. Fitted at Portsmouth 5 – 7.1811. Reclassed as Sixth Rate (20 guns) ?1812. In 1812 under Capt. Thomas Usher; sailed for the Mediterranean 9.3.1812; her boats (with those of consorts) took 10-gun Neapolitan privateers *Intrepido* and *Napoleone* and destroyed other vessels at Malaga 29.4.1812; operations on south coast of Spain 5.1812. In 6.1812 under Capt. ? William Hamilton, then 11.1812 Capt. John Lampen Manley (acting). In 1.1813 under Capt. Alexander Sharpe (-1818), in the Mediterranean to 1815, then Brazil 1817. BU at Deptford 12.1820.

Sabrina Robert Adams, Chapel, Southampton (later 24).

As built: 108ft 3in, 90ft 7in x 29ft 9in x 9ft 0½in. $426^{42}/_{94}$ bm. Draught 7ft 6in / 10ft 4in.

Ord: 12.7.1805. K: 12.1805. L: 1.9.1806. C: 5.9 – 30.11.1806 at Portsmouth.

Commissioned: 9.1806 under Cmdr. Edward Kittoe (-1809); sailed for the Mediterranean 4.1.1807. In 1809 under Cmdr. Abraham Lowe, in the North Sea. In 1810 under Cmdr. James Tillard; sailed for Portugal 20.7.1810. In 11.1811 under Capt. William Walpole; sailed for Portugal 19.11.1911. Reclassed as Sixth Rate (20 guns) 12.1812. In 5.1812 under Capt. Alexander R. Mackenzie (-1815). Sold (for £970) 18.4.1816.

Herald Carver & Corney, Littlehampton. (later 24)

As built: 108ft 10in, 90ft 11½in x 29ft 9½in x 8ft 11½in. $429^{38}/_{94}$ bm. Draught 7 ft 9in / 10ft 9in.

Ord: 12.7.1805. K: 12.1805. L: 27.12.1806. C: 14.1 – 1.4.1807 at Portsmouth.

Commissioned: 3.1807 under Cmdr. George Hony; sailed for the Mediterranean 18.5.1807; took 4-gun privateer *Le César* 11.11.1807. In 1.1808 under Cmdr. (Capt. 8.1811) George Jackson (-1813), in the Mediterranean; reclassed as Sixth Rate (20 guns) 8.1810. Sailed for Jamaica 4.7.1812. In 5.1813 under Capt. Clement Milward (-1815); at Halifax 1814. BU at Chatham 9.9.1817.

Anacreon Owen, Ringmore, S. Devon. (Actually built at Plymouth Dyd after Mr. Owen went bankrupt in 1810 – M/Shipwright Joseph Tucker)

As built: 108ft 9in, 91ft $1^{3}/_{8}$in x 29ft 8¼in x 9ft 0in. $427^{13}/_{94}$ bm. Draught 9ft 11in / 11ft.

Ord: 12.7.1805. K: 7.1809. Then 'as much of the ship as was put together' was taken apart 8.1810 and removed to Plymouth Dyd.

K: 9.1811. L: 1.5.1813. C: 3.8.1813.

Commissioned: 5.1813 under Cmdr. John Davies; lost, presumed foundered with all hands in a storm in the Channel *en route* from Lisbon 28.2.1814.

Rosamond Simon Temple, South Shields. [mounted 24pdr *vice* 32pdr carronades]

As built: 108ft 3in, 90ft 6¾in x 29ft 10in x 9ft 0in. 429 bm. Draught 7ft 8in / 11ft 3in.

Ord: 4.10.1805. K: 12.1805. L: 27.1.1807. C: 23.2 – 22.6.1807 at Chatham.

Commissioned: 3.1807 under Cmdr. Robert Nicholas, for North Sea; then under Cmdr. James Deans. In 1808 under Cmdr. Benjamin Walker; sailed for the Leeward Islands 18.6.1809; took 16-gun *Le Papillon* off Guadeloupe 19.12.1809. In 1810 under Cmdr. Samuel George Pechell, in the Leeward Islands. In 1811 under Cmdr. (Capt. 8.1811) Donald Campbell (-1813); reclassed as Sixth Rate (20 guns) 8.1811; sailed with Lisbon convoy 25.6.1812; sailed for Newfoundland 4.4.1813. Sold (for £1,100) 14.12.1815.

Fawn Thomas Owen, Topsham (later 26).

As built: 108ft 7in, 90ft 11¾in x 29ft 7in x 9ft 0in. $423^{49}/_{94}$ bm.

Ord: 19.10.1805. K: 3.1806. L: 22.4.1807. C: 7.5 – 3.9.1807 at Plymouth.

Commissioned: 5.1807 under Cmdr. Fasham Roby (died 4.1808); sailed for the Leeward Islands 11.11.1807. In 4.1808 under Cmdr. Michael de Courcy. In 1809 under Cmdr. George Crofton (-1812); at capture of Martinique 2.1809; took 10-gun privateer *La Téméraire* 11.10.1810; reclassed as Sixth Rate (20 guns) ?1812; sailed with Lisbon convoy 28.6.1812. In 9.1812 under Capt. Thomas Fellowes, on the Jamaica station; destroyed US privateer *Rosamond* 11.1.1813. Arrived Plymouth 9.1813, laid up and paid off 10.1813. Sold to Mr. Young (for £1,450) 20.8.1818.

Acorn George Crocker, Bideford. (later 26)

As built: 108ft 4¾in, 90ft 8¾in x 29ft 10in x 9ft 0in. $429^{49}/_{94}$ bm. Draught 8ft / 11ft 6in.

Ord: 19.10.1805. K: 3.1806. L: 30.10.1807. C: 29.2 – 22.5.1808 at Plymouth.

Commissioned: 3.1808 under Cmdr. Robert Clephane (-1811); sailed for the Mediterranean 28.5.1808; her boats (with those of *Excellent* and *Bustard*) cut out convoy at Duino (near Trieste) 28.7.1809; in the Adriatic in 1810. In 3.1811 under Capt. George Bligh (-1812); reclassed as Sixth Rate (20 guns) ?1812. Middling Repair at Woolwich 1 – 7.1813; recommissioned 6.1813 under Capt. George Henderson; sailed for the East Indies. In 4.1814 under Capt. Joseph Prior. In Ordinary at Chatham 1817. BU at Chatham 5.1819.

Raccoon John Preston, Gt.Yarmouth. (later 26)

As built: 108ft 4in, 90ft 8¾in x 29ft 8½in x 9ft 0in. $425^{88}/_{94}$ bm. Draught 7ft 0in / 10ft 8in.

Ord: 19.10.1805. K: 3.1806. L: 30.3.1808. C: 19.4 – 12.8.1808 at Chatham.

Commissioned: 6.1808 under Cmdr. James Welsh (died 11.1809); sailed for Jamaica 16.6.1809. In 11.1809 under Cmdr. William Black (-1813), at Jamaica; to South America 1813-14. In 1815 under Lieut. James Mangles (acting) at Cape of Good Hope, then 5.1815 under Cmdr. John Cook Carpenter; reclassed as Sixth Rate (20 guns) 1.1817. Fitted as a convict hospital ship at Portsmouth 9 – 10.1819. Sold to Mr. Soames (for £820) at Portsmouth 16.8.1838.

North Star Benjamin Tanner, Dartmouth, completed by John Cock after Tanner's bankruptcy. (later 26)

As built: 108ft $4^{5}/_{8}$in, 90ft $0^{1}/_{8}$in x 30ft 1in x 9ft 0in. $433^{28}/_{94}$ bm. Draught 8ft 4in / 11ft 3½in.

Ord: 19.10.1805. K: 5.1806. L: 21.4.1810. C: 13.5 – 17.7.1810 at Plymouth.

Commissioned: 6.1810 under Cmdr. (Capt. 4.1811) Thomas Coe (-1815) ; reclassed as Sixth Rate (20 guns) 4.1811; sailed for the Leeward Islands 6.6.1813. In 11.1815 under Cmdr. (Capt. 9.1816) George Bentham, on Jamaica station. Sold to Thomas Pitman to BU (for £1,010) 6.3.1817, but later re-sold to become mercantile *Colombo*.

Myrtle Richard Chapman, Bideford. (later 24)

As built: 108ft 5in, 90ft 9¾in x 29ft 9½in x 9ft 0in. $428^{68}/_{94}$ bm. Draught 7ft 3½in / 11ft 6in.

Ord: 19.10.1805. K: 6.1806. L: 2.10.1807. C: 1.3 – 23.5.1808 at Pymouth.

Commissioned: 3.1808 under Cmdr. Thomas Innes; sailed for Portugal 20.5.1808. Recommissioned 9.1809 under Cmdr. John Smith Cowan (also acting in 7.1808). In 11.1811 under Capt. Clement Sneyd; sailed for Portugal 23.11.1811; reclassed as Sixth Rate (20 guns) ?1812. In ?5.1813 under Capt. Henry Bourchier, for Portugal station. In 11.1813 under Capt. Arthur Bingham (-1815); for North Sea 1814. At Plymouth in 1817; ordered to be repaired 5.1818, but instead BU there 6.1818.

Hesper Benjamin Tanner, Dartmouth, completed by John Cock after Tanner's bankruptcy. (later 26)

As built: 108ft 3¾in, 90ft $6^{7}/_{8}$in x 29ft 8in x 9ft 0in. $424^{1}/_{94}$ bm. Draught 8ft 6in / 11ft 3in.

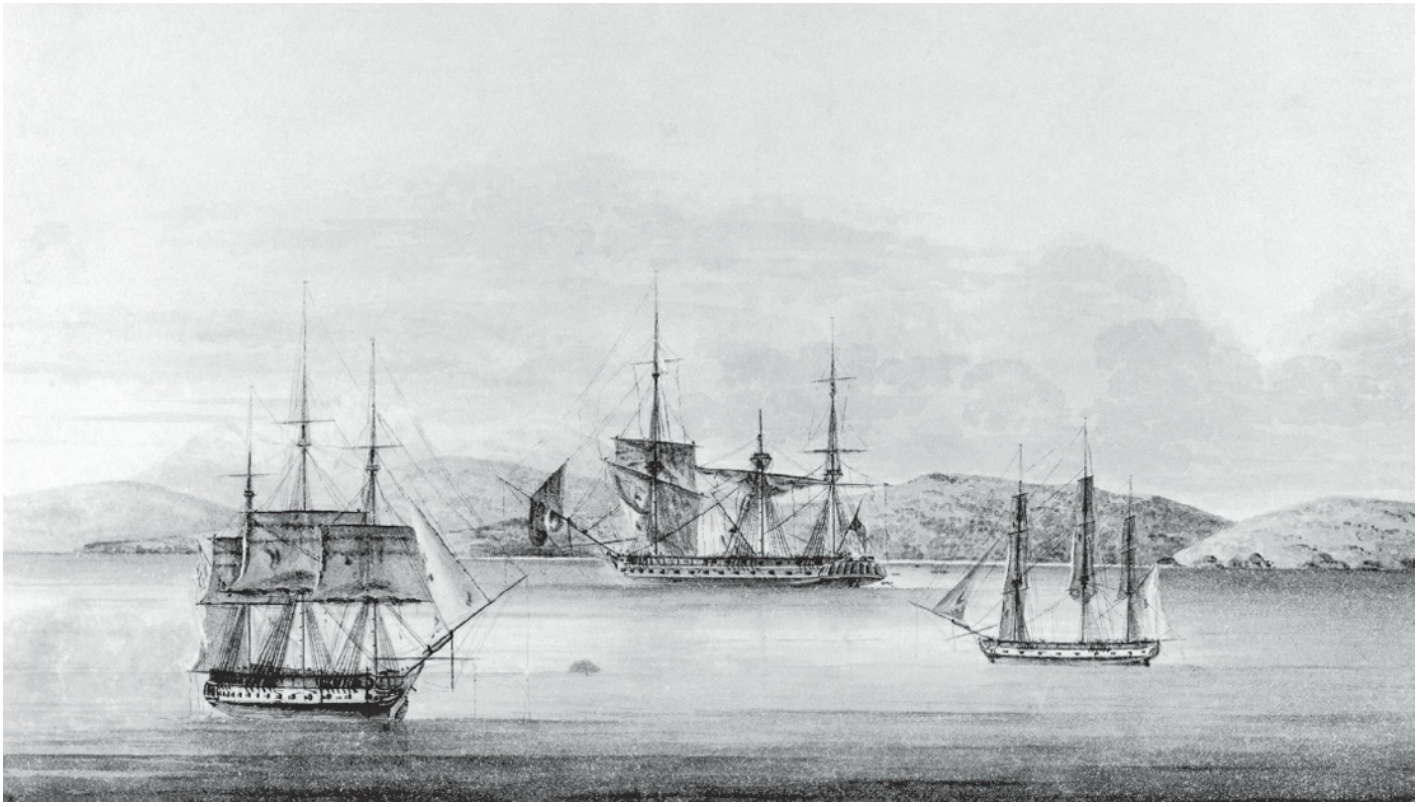
Ord: 19.10.1805. K: 6.1806. L: 3.7.1809. C: 19.7 – 30.9.1809 at Plymouth.

Commissioned: 8.1809 Cmdr. William Buchanan; in ?10.1809 under Cmdr. Edward Hoare; sailed for the East Indies 9.10.1809. In 10.1810 under Cmdr. David Paterson, in 2.1812 Cmdr. Charles Thurston, then ?10.1812 Cmdr. Henry Collier, then Cmdr. Joseph Prior. In 8.1813 under Cmdr. Charles Biddulph, then 9.1815 Cmdr. Michael M?. Sold at Mauritius (by AO 6.12.1816, for £1,660.15.0d) 8.7.1817.

Cherub John King, Dover. (later 26)

As built: 108ft 4in, 90ft 9½in x 29ft 7½in x 9ft 0in. $423^{79}/_{94}$ bm. Draught 7ft 10in / 11ft 6in.

Ord: 19.11.1805. K: 1.1806. L: 27.12.1806. C: 13.1 – 14.6.1807 at Chatham.



Whereas brigs rapidly went over to all-carronade main batteries, ship-sloops tended to retain their long guns, reflecting their employment as miniature frigates on distant stations and in secondary roles, where their relatively poor sailing qualities would not put them in undue danger. As a result they were not often involved in headline-grabbing actions, but an exception was the *Cherub*, which was seconded by the admiral commanding the South America station to Hillyar's force tasked with tracking down the US frigate *Essex* in the Pacific. As a result the sloop (seen right) was present in the engagement which saw the capture of the American ship, although her contribution was not very significant.

Commissioned: 4.1807 under Cmdr. George Ravenshaw, for North Sea. Sailed for the Leeward Islands 29.2.1808. In 1809 under Cmdr. (Capt. 8.1811) Thomas Tucker (-1815); at capture of Martinique 2.1809; reclassed as Sixth Rate (20 guns) 8.1811; on South American station 1813-15; took (with *Phoebe*) the 32-gun USS *Essex* at Valparaiso 28.3.1814. Fitted for sea at Portsmouth 8 – 10.1816; recommissioned 8.1816 under Capt. William Fisher, for African station. In 10.1817 under Capt. George Willes, still on African station. Sold to Mr. Holmes (for £940) 13.1.1820.

Minstrel (Nicholas) Bools & (William) Good, Bridport (later 24).

As built: 108ft 4in, 90ft $9^{5}/_{8}$in x 29ft 7in x 9ft 0in. $422^{65}/_{94}$ bm.

Ord: 19.11.1805. K: 1.1806. L: 25.3.1807. C: 29.4 – 24.7.1807 at Plymouth.

Commissioned: 3.1807 under Cmdr. John Hollinworth; sailed for the Mediterranean 10.10.1807; took 10-gun Venetian schooner *Ortenzia* 16.7.1808; violation of Algerian neutrality at Bougia 9.1809. In 2.1810 under Cmdr. Ralph Wormeley, then Cmdr. Colin Campbell; landing party (with others ships') in attack on Palamos 13.12.1810. Reclassed as a Sixth Rate (20 guns) 1811; in 10.1811 under Capt. John Peyton. In 8.1812 under Lieut. ?M. Dwyer, at Benidorm; boats took ammunition ships at Valencia 29.9.1812. In 3.1813 under Capt. Robert Mitford, in the Mediterranean. In 9.1814 under Capt. Francis Loch. Sold to Mr. Younge (for £1,010) 6.3.1817.

Wanderer James Betts, Mistleythorn (later 24).

As built: 109ft 3in, 91ft 6in x 29ft 9in x 9ft 0½in. $430^{71}/_{94}$ bm.

Ord: 19.11.1805. K: 2.1806. L: 29.9.1806. C: 25.10.1806 – 31.1.1807 at Chatham.

Commissioned: 12.1806 under Cmdr. Edward Crofton (-1811), for North Sea in 1807. In ?1810 under Cmdr. William Robilliard; landing party from *Wanderer* (with consorts) at Sint Maarten 3.7.1810; reclassed as Sixth Rate (20 guns) ?1811. In 4.1811 under Capt. Francis Newcombe (-1814); sailed with Lisbon convoy ?17.6.1812; sailed for North America 28.8.1812. In ?10.1814 under Capt. John Palmer, then 12.1814 Capt. William Dowers, in the Channel. Sold to Mr. Splidt (for £1,150) 6.3.1817.

Sapphire Josiah & Thomas Brindley, King's Lynn (later 26).

As built: 108ft 5in, 90ft 11in x 29ft 8½in x 9ft 0in. 426 bm. Draught 7ft 4in / 10ft 4in.

Ord: 19.11.1805. K: 2.1806. L: 11.11.1806. C: 3.12.1806 – 18.7.1807 at Chatham.

Commissioned: 2.1807 under Cmdr. George Davies (-1811); sailed for the Persian Gulf 27.10.1807; at Cape of Good Hope 1809; home in 1810; sailed for Jamaica 21.9.1810. In 11.1810 under Cmdr. Joseph N. Tayler, at Jamaica. In 1812 under Cmdr. Henry Haynes (-1815); took (with *Forester*) US 2-gun privateer *Mary Anne* off San Domingo 15.5.1812. In 4.1814 under Cmdr. Adam Brown; paid off before 10.1814. At Deptford until 1818. Small Repair at Deptford 4 – 8.1818; fitted for sea (and fitted with Baines Patent Perambulator) 10 – 11.1818; from 8.1818 under Capt. Henry Hart, for the Leeward Islands, then in 7.1820 under Capt. Alexander Montgomerie. Sold at Chatham to Mr. Manlove (for £1,510) 18.4.1822.

Blossom Robert Guillaume, Northam (later 24).

As built: 108ft 4½in, 90ft 11½in x 29ft 8¾in x 9ft 0in. 427 bm. Draught 8ft 3in / 11ft 4in.

Ord: 19.11.1805. K: 2.1806. L: 10.12.1806. C: 15.12.1806 – 21.4.1807 at Portsmouth.

First cost: £7,169 to builder, plus fitting £8,701.

Commissioned: 12.1806 under Cmdr. George Pigot, for Newfoundland station; sailed for Portugal 13.2.1808; her boats (with *Nymphe*'s) tried to cut out ex Portuguese *La Garotta* from the Tagus 23.4.1808. In 4.1808 under Cmdr. Thomas Dench, then Cmdr. Henry Probyn in 10.1808 and Cmdr. Francis Beaufort in 6.1809; sailed with Quebec convoy 19.6.1809. In 5.1810 under Cmdr. William Stewart; sailed for the Mediterranean 18.6.1810; her boats took 4-gun privateer *Le César* off Cape Socié 4.11.1810; took 7-gun privateer *Le Jean Bart* off Naples 28.2.1812; destroyed (with boats of *Undaunted* and *Voluntaire*) a convoy in the Rhône estuary 29.4.1812. In 1813 under Cmdr. Edward Sibly; reclassed as Sixth Rate (20 guns) ?1813. In 1814 under Capt. Joshua Ricketts Rowley, then to Ordinary at Sheerness. Middling Repair at Woolwich (for £13,367) 8.1815 – 1.1817, then fitted for foreign service at Chatham (for £6,243) 6 – 8.1817; recommissioned 6.1817 under Capt. Frederick Hickey, for South America; paid off 8.1819. In 7.1820 under Capt. Francis E.V. Vernon, then 9.1822 Capt. Archibald M'Lean, still on South American station. Fitted 'for the icy seas' (as exploration ship) at Deptford (for £5,509) and Woolwich (for £8,160) 7.1824 – 4.1825; recommissioned 1.1825 under Cmdr. (Capt. 5.1827) Frederick Beechey, for exploration of the Pacific North West of America; paid off 5.1828. Fitted at Woolwich as a survey ship 4 – 8.1829; recommissioned 5.1829 under Richard Owen, for the Jamaica station (-1832). Fitted at Chatham as a lazarette 1.1833 for Stangate Creek, where served 1833-46. BU at Chatham 8.1848.

Partridge John Avery, Dartmouth (later 26).

As built: 108ft 4½in, 90ft $9^{7}/_{8}$in x 29ft 7in x 8ft 11in. $422^{75}/_{94}$ bm. Draught 8ft 4in / 11ft 3in.

Ord: 19.11.1805. K: 3.1806. L: 15.7.1809. C: 12.8 – 5.12.1809 at Plymouth.

Commissioned: 9.1809 under Cmdr. William Foote; sailed with convoy for West Indies 26.4.1810. In 10.1810 under Cmdr. ?J. Ayde (-1815); home in 1811, and in Mediterranean 1813-14; destroyed (with *Havannah*) two gunboats 18.7.1813. BU at Chatham 9.1816.

Egeria (Nicholas) Bools & (William) Good, Bridport (later 26).

As built: 108ft 4in, 90ft 9½in x 29ft 7¾in x 9ft 0½in. $424^{41}/_{94}$ bm. Draught 7ft 5in / 11ft 3in.

Ord: 19.11.1805. K: 6.1806. L: 31.10.1807. C: 14.2 – 19.6.1808 at Plymouth.

First cost: £7,278 to builder.

Commissioned: 3.1808 under Cmdr. Fitzowen Skinner, for the North Sea (at Leith). In 5.1808 under Cmdr. Lewis Hole (-1812); took 10-gun Danish privateer *Noesois* 21.12.1808; took 6-gun cutter *Aalborg* in the Skaw 2.3.1809; took 14-gun privateer *Alvor* in the North Sea 31.12.1811. Reclassed as Sixth Rate (20 guns) 2.1810. To Ordinary at Sheerness 1813-16, including Large Repair there 6.1813 – 1.1814. Fitted for sea at Sheerness 2.1817; recommissioned 12.1816 under Capt. Robert Rowley, for the Newfoundland station. In 11.1819 under Capt. Henry Shiffner; paid off 1.1820. In 1.1820 under Capt. John Toup Nicholas (-1822); involved in Newcastle coal strike 1822; paid off 1823. Small Repair and fitted for sea at Plymouth 2 – 4.1823; recommissioned 1.1823 under Capt. Samuel Roberts (-1825). Fitted as a receiving ship at Plymouth 6.1826. Lent to the breakwater department there by AO 16.12.1843, becoming an accommodation hulk 12.1845; police accommodation ship 4.1860. BU 1865.

Favorite Jabez Bailey, Ipswich (later 26).

As built: 108ft 9½in, 91ft $2^{5}/_{8}$in x 29ft 8in x 9ft 0in. $427^{3}/_{94}$ bm. Draught 7ft 2in / 11ft 1in.

Ord: 30.11.1805. K: 2.1806. L: 13.9.1806. C: 26.9 – 25.12.1806 at Chatham.

Commissioned: 11.1806 under Cmdr. John Nairne (died 7.1807), for the Channel; sailed with convoy for Africa 21.5.1807. In ?7.1807 under Lieut. Frederick Hoffman (acting), on African coast and then Leeward Islands. In 1808 under Cmdr. Benjamin Clement (-1811), on Jamaica station. In 8.1811 under Capt. Robert Forbes, when reclassed as a Sixth Rate (20 guns). In 4.1812 under Capt. John Maxwell; sailed for west coast of Africa 2.6.1813. In Ordinary at Woolwich 1814, under Capt. John Maples; then Small Repair at Deptford 6 – 10.1814; recommissioned 10.1814 under Capt. James Maude (-1817); sailed for East Indies; paid off 6.1817. Fitted for foreign service at Deptford 9 – 12.1817; recommissioned 9.1817 under Capt. Hercules Robinson (-1820), for Newfoundland station. BU at Portsmouth 2.1821.

Tweed Thomas Iremonger, Littlehampton.

As built: 109ft 1in, 91ft 3¼in x 29ft 9½in x 9ft 0in. $430^{83}/_{94}$ bm. Draught 7ft 9in / 11ft 0in.

Ord: 30.11.1805. K: 3.1806. L: 10.1.1807. C: 26.1 – 2.6.1807 at Portsmouth.

Commissioned: 3.1807 under Cmdr. Thomas Symmonds (-1813); sailed for Jamaica 30.6.1807; took 4-gun privateer *Santissima Trinidad* 29.2.1808; took 3-gun privateer *L'Aventure* 16.3.1808; in Jamaica 1809, then home in 1810; took 10-gun Danish privateer *Steinbill* in North Sea 10.1810; sailed for west coast of Africa 13.12.1812. In 10.1813 under Cmdr. William Mather; wrecked in Shoal Bay, Newfoundland 5.11.1813 (64 men died).

Jalouse Plymouth Dyd (later 26) (M/Shipwright Joseph Tucker).

As built: 108ft 4½in, 90ft 9¾in x 29ft 8in x 9ft 0in. $425^{12}/_{94}$ bm. Draught 8ft 7in / 10ft 9in.

Ord: 15.1.1806. K: 7.1808. L: 13.7.1809. C: 10.9.1809.

First cost: £12,923 including fitting.

Commissioned: 6.1809 under Cmdr. Henry Morris, for Irish station; took (with *Phoenix*) 14-gun privateer *Le Charles* 29.1.1810. In 9.1812 under Cmdr. Abraham Lowe, then ? 6.1814 Cmdr. James Bashford, ?6.1815 Cmdr. John Undrell, for West Indies, and then Cmdr. Edward Hall in 1816. At Chatham 1817. Sold to G.T. Young at Chatham (for £1,660) 8.3.1819.

Serpent Sheerness Dyd (M/Shipwright George Parkin).

Ord: 15.1.1806. K: not laid down. Cancelled 8.9.1810.

Dauntless Deptford Dyd (later 26) (M/Shipwright Robert Nelson).

As built: 108ft 4in, 90ft $9^{5}/_{8}$in x 29ft 7in x 9ft 0in. $422^{66}/_{94}$ bm. Draught 8ft 2in / 11ft 0½in.

Ord: 25.3.1806. K: 11.1807. L: 20.12.1808. C: 14.8.1809.

Commissioned: 7.1809 under Cmdr. Josiah Wittman (died 1.1810), for African coast. Under Cmdr. Daniel Barber from 5.1810 (-1815); sailed with trade for Archangel 15.6.1810; on Irish station 1812-13; Newfoundland in 1814. In Ordinary at Portsmouth 12.1815. Between Small and Middling Repair, and fitted for sea at Portsmouth 6.1818 – 2.1819; recommissioned 11.1818 under Capt. Valentine Gardner (died 11.1820), for East Indies; then Cmdr. John Norman Campbell (acting) 11.1820, then Capt. George Gambier 6.1821, still in East Indies; paid off 1823 at Portsmouth. Sold to Thomas Smith (for £2,330) 27.1.1825.

Lengthened *CORMORANT* Class. A 'one-off' stretched version of this standard class.

Dimensions & tons: 111ft 3in, 90ft 9¾in x 29ft 8in x 9ft 1in. $425^{13}/_{94}$ bm.

Men: 121. Guns: UD 16 x 32pdr carronades; QD 6 x 18pdr carronades; Fc 2 x 6pdrs + 2 x 18pdr carronades.

Ranger Richard Thorne, Fremington (near Barnstaple).

As built: 111ft 3in, 90ft $9^{3}/_{4}^{8}$in x 29ft 8in x 9ft 1in. $425^{13}/_{94}$ bm. Draught 7ft 6in / 11ft 4in.

Ord: 30.11.1805. K: 8.1806. L: 5.9.1807. C: 30.10.1807 – 25.1.1808 at Plymouth.

Commissioned: 12.1807 under Cmdr. George Acklom (-1813), for the Baltic. In 1809 under Lieut. Daniel Ross (temp.). Reclassed as Sixth Rate (20 guns) in 1811. Destroyed a 4-gun privateer near Rose Head 30.5.1811; took privateers *Le Grand Diable* (4-gun) and *L'Hirondelle* (6-gun) off Rose Head 17.10.1811. In 12.1813 under Cmdr. Francis Dickins. BU at Sheerness 2.1814.

***TALBOT* Class**. Enlarged versions of the *Cormorant* Class (*ie* another *Amazon* of 1745 derivitive). Built as 18-gun sloops, they were reclassed as 20-gun Sixth Rates in 1811; the survivor *Coquette* was re-rated as 28-gun in 2.1817.

Dimensions & tons: 113ft 3in, 94ft 2in x 31ft 0in x 9ft 4in. $481^{33}/_{94}$ bm.

Men: 121. Guns: UD 18 x 32pdr carronades (originally planned to carry 18 x 6pdrs); QD 6 x 12pdr carronades; Fc 2 x 6pdrs + 2 x 12pdr carronades. Also mounted 1 x 12pdr on centreline.

Coquette (ex *Queen Mab*, renamed 6.6.1807) Simon Temple, North Shields.

As built: 113ft 3½in, 94ft $2^{3}/_{8}$in x 31ft 1in x 9ft 5in. $484^{10}/_{94}$ bm. Draught 7ft 0in / 10ft 0in.

Ord: 4.10.1805. K: 2.1806. L: 25.4.1807. C: 13.6 – 28.10.1807 at Chatham.

Commissioned: 6.1807 under Cmdr. Robert Forbes (-1810), in Rear-Adm. Richard Keats's squadron; sailed with Quebec convoy 19.4.1809. In 11.1810 under Cmdr. George Hewson. Fitted at Woolwich 1 – 5.1812; in 3.1812 under Capt. ?Thomas Bradby, then 5.1812 Capt. John Simpson; sailed for the Leeward Islands 14.12.1812. In Ordinary at Woolwich 1814-15. Sold at ?Woolwich to Mr. Ismay (for £1,090) 30.4.1817.

Talbot James Heath & Son, East Teignmouth.

As built: 113ft 2½in, 94ft 1in x 31ft $1^{3}/_{8}$in x 9ft 4in. $484^{46}/_{94}$ bm. Draught 7ft 3in / 10ft 6in.

Ord: 4.10.1805. K: 3.1806. L: 22.7.1807. C: 21.8 – 27.12.1807 at Plymouth.

Commissioned: 9.1807 under Cmdr. Alexander Jones (-1811); sailed for Portugal 9.1.1808; in North Sea 1809; took 2-gun privateer *Loven* 13.6.1809; on Irish station 1810. In 1811 under Capt. Spelman Swaine (-1814). In 4.1814 under Capt. Henry Haynes, then ?9.1814 Capt. William Dowers and finally ?7.1815 Capt. Archibald Tisdall; paid off 8/9.1815. Sold (for £1,610) 23.11.1815 for mercantile use, renamed *George*.

The transformation of the quarterdeck sloop into the Sixth Rate post ship was effectively completed by 1812. The next class – the *Conway* design to which ten ships were ordered at the start of 1813 – were at an early design stage classed as Sixth Rates (see Chapter 6); the majority of quarterdeck sloops remaining in February 1817 were reclassed, and all those built after that date classed as Sixth Rates. This included the survivors of those vessels which had originated as fireships (the *Tisiphone* and *Thais* classes – see Chapter 11), built with the intention of using them as sloops most of the time, and which had all been reclassed as sloops in 1808 when the fireship category was in effect deleted.

PURCHASED VESSELS (1804)

Lilly (ex East India Company *Swallow*, built 1779 Bombay of teak), 16 guns.

Dimensions & tons: 99ft 0in, 80ft 7½in x 29ft 5in x … . $371^{10}/_{94}$ bm.

Men: 121. Guns: UD 16 x 24pdr carronades; spar deck 6 x 18pdr carronades and 2 x 6pdrs.

Purchased 5.1804. Fitted at Deptford 21.8 – 11.12.1804.

Commissioned: 10.1804 under Cmdr. John Morrison, for the Leeward Islands; in 3.1806 under Lieut. Donald Campbell, then Cmdr. William Shirreff (-1809); boats (with 'consorts') in capture of Désirade Island 30.3.1808. Sold at Portsmouth 11.1811.

Swift (ex mercantile *Pacific*, built 1802 Rotherhithe), 16 guns.
Dimensions & tons: 101ft 10in, 84ft 10¼in x 26ft 11ft x … . 327 bm.
Men: 70. Guns: UD 16 x 12pdr carronades; QD 2 x 4pdrs; Fc 2 x 4pdrs.
Purchased 6.1804. Fitted by Young & Co (her builder?) to 7.1804.
Commissioned: 8.1804 under ?Capt. John Wright (-1807); sailed for the Leeward Islands 23.12.1804; her boats took 12-gun *Caridad Perfecta* 13.8.1805; later to North Sea; paid off 7.1807 into Ordinary at Sheerness. Fitted as a storeship at Deptford 9 – 12.1810, then fitted for foreign service at Woolwich 12.1810 – 11.1811. In 1812 under W. Moubray, Master, then to Halifax; in 1813 under J. Engledon, Master. At Deptford 1814. Sold at Deptford (for £3,200) 3.11.1814.

Porpoise (ex mercantile *Lord Melville*, built 1804 South Shields), 10 guns.
Dimensions & tons: 100ft 1in, ?78ft 1in x 30ft 10in x 13 ft 0in. 399 bm.
[Also recorded on plans as 96ft 2in, 81ft 6in x 30ft 9in x 12ft 0in. $409^{73}/_{94}$ bm.]
Men: 70. Guns: UD 8 x 18pdr carronades; QD nil; Fc 2x 6pdrs (as storeship 2 x 9pdrs).
Purchased ?9.1804. Arrived 13.9.1804 at Deptford Dyd.
Fitted as storeship at Deptford 3 – 7.1805, for voyage to Botany Bay.
Commissioned: 4.1805 under Cmdr. Joseph Short, as flagship of Commodore William Bligh (-1809); sailed for New South Wales 28.1.1807. In 1807 under J. Putman (died 1807/8), then Lieut. J. Symons (acting). In 4.1808 under Lieut. William Kent (acting); in 1.1809 under Cmdr. John Porteus, stilll Bligh's flagship; returned to UK 1810. Fitted at Woolwich 5 – 8.1811; in 1812-13 under T. Stokes, Master. Fitted at Deptford as a receiving ship 12.1813 – 2.1814, to lie at Woolwich. In 1814 under Capt. Peter Rye, as 16-gun guardship at Sheerness, to Ordinary at Portsmouth 1815. Sold (for £1,650) 16.1.1816. The above three sloops were the only quarterdecked sloops purchased for the Navy during the 1803-1815 conflict, and no captured vessels of this category were added in the same period.

Flush decked Ship-sloops

At the start of 1793 the RN possessed only a single vessel in what was to become a far more numerous category, and this sole example left over from the American Revolutionary War (and rated at 18 guns but actually completed with 20 guns) was already relegated to harbour service for the Ordnance Dept. Only fifteen vessels of this type were built for the Navy over the next twenty years (the larger *Hermes* and *Cyrus* Classes were actually built as Sixth Rates, and thus appear in Chapter 6), but a large number were taken as prizes or purchased and added to the RN. Although termed 'flush decked', in practice many were built with a topgallant forecastle as protection from the weather, and others seemed to carry at least a rudimentary quarterdeck structure.

Merlin Thomas King, Dover.
Purchased while building 1780, and established 30.10.1780. Sailed from builder 11.1780. C: 26.1.1781 at Woolwich (at £3,814.19.3d including coppering).
Dimensions & tons: 101ft 0in, 81ft 5¼in x 28ft 0in x 12 ft 6in. $339^{57}/_{94}$ bm.
Men: 125. Guns: UD 18 x 6pdrs, plus (added by AO 18.1.1781) 2 x 3pdrs chase guns.
Commissioned: 10.1780 for the Downs. Recommissioned 4.1783 under Cmdr. George Lumsdaine; paid off 12.1785. Recommissioned 3.1786 under Cmdr. Edward Pakenham; paid off 2.1789. From 1783 to 1788 sailed annually every Spring for Newfoundland station. Refitted and re-coppered at Plymouth (for £1,835.17.8d) 12.1784 – 3.1785. Given up to the Ordnance Dept. 1.1789; returned 7.1795. Sold at Sheerness 28.8.1795.

PURCHASED VESSELS (1795). The following two sloops were presumably similar to the *Driver* and *Dasher* ordered by the RN a few months later (see below), if somewhat smaller. They were designed by Goodrich & Co, and contracted for building by Capt. Francis Pender in 10.1795. Their purchase was agreed by AO 10.11.1795 and they were established by AO 1.1.1796, but both were lengthened prior to being launched in 1796.
Dimensions & tons (as designed): 95ft 0in, 80ft 0in x 26ft 0in x 14ft 0in. $287^{62}/_{94}$ bm.
[Note the 'as built' dimensions below do not agree with the tonnages quoted; it may be that these recorded dimensions are those taken before lengthening, while the bm tonnages reflect the true size when lengthened.]

Hunter (building 1795 by ?, Bermuda), 16 guns.
Dimensions & tons: 102ft 9in, 80ft 11in x 26ft 0in x 16ft 1½in. 336 bm.
Men: 80. Guns: 16 x 24pdr carronades.
Commissioned: 1797 at Halifax under Cmdr. Tudor Tucker. Wrecked on shoals near Hog Island, Virginia 27.12.1797.

Rover (building 1795 by Nathaniel Tynes, Bermuda), 16 guns.
Dimensions & tons: 104ft 0in, 80ft 1½in x 26ft 1in x 16ft 0¼in. 356 bm.
Men: 80. Guns: 16 x 24pdr carronades.
Commissioned: 4.1798 under Cmdr. George Irwin; took a 14-gun privateer on the Halifax station 17.5.1798. Wrecked in the Gulf of St Lawrence 23.6.1798.

***DASHER* Class**, 18 guns. Built of Bermudan cedar. Designed, established (29.1.1796) and started as brigs, but completed as ship-sloops. The possible designer was Goodrich (of Goodrich & Co), who certainly acted as contractor for these vessels, sub-contracting to the individual builders indicated below (this also applied to the *Bermuda* Class).
Dimensions & tons: 107ft 0in, 86ft 10in x 29ft 6in x ?9ft 9in. $401^{83}/_{94}$ bm.
Men: 80. Guns: 2 x 9pdrs + 16 x 24pdr carronades (may have carried up to 20 carronades).

Dasher John Outerbridge & Claude McCallan, Bermuda.
As built: unrecorded.
Ord: 18.1.1796. K: … . L: 1797.
Commissioned: 9.1796 on the Halifax station under Cmdr. J(ohn or James) Seater. In 8.1798 under Cmdr. George Tobin, for the Channel; arrived at Plymouth to make good defects 29.8.1799; paid off 10.1801. Fitted at Plymouth 11.1802 – 1.1803; recommissioned 11.1802 under Cmdr. John Delafonds (died 9.1804); sailed for the East Indies 2.5.1803. In ? 3.1805 under Cmdr. Charles Dilkes, 10.1805 Cmdr. William Montagu, 9.1806 Cmdr. Edward Troubridge, 4.1808 Cmdr. Michael de Courcy, 8.1808 Cmdr. Robert Festing and 1811 Lieut. Benedictus Kelly (acting), all in East Indies; in Java operations 8/9.1811; took (with *Leonidas*) 12-gun privateer *La Confiance* 17.1.1812; later in Ordinary at Deptford. Recommissioned 6.1812 under Cmdr. William Henderson (-1816); sailed for the Leeward Islands 10.1812; between Small and Middling Repair at Deptford 1 – 8.1813; paid off 5.1816. Lent to the Committee for Distressed Seamen 19.1.1818. Fitted at Deptford 3 – 11.1820 for the Army in the West Indies, but not sent. Laid up at Deptford 9.1822. Fitted as convict ship 6 – 7.1826 at Deptford, in 1834 at Woolwich. BU at Deptford 3.1838.

Driver Nathaniel Tynes, Bermuda.
As built: 107ft 0in, 83ft 9½in x 29ft 11in x 9ft 9in. $398^{85}/_{94}$ bm.
Ord: 18.1.1796. K: … . L: 1797.
Commissioned: 9.1796 on the Halifax station under Cmdr. ?T. Hind. In ?8.1798 under Cmdr. John Seater, later Cmdr. Thomas Hurd; arrived Sheerness 27.1.1799. Made good defects at Sheerness (for £2,614) to 21.4.1799. In 11.1799 under Cmdr. James Dunbar (-1801), for North Sea. In 7.1802 under Cmdr. Francis Fane, for Channel service. Fitted at Woolwich 2 – 4.1803; recommissioned 2.1803 under Fane; sailed for North America 23.5.1803; in 9.1803 under Lieut. William Compton (temp.). In 1804 under Cmdr. William Lyall, in the Bahamas and later Halifax station. In 1.1805 under Cmdr. John Carden, 1.1806 under Cmdr. Robert Simpson; North America 1806. In 9.1806 under Cmdr. Charles Claridge, then 2.1807 Cmdr. William Love (-1808); took private schooner *El Boladora* 12.6.1807. In later 1808 under Claridge again; took (with others) 40-gun *Le Junon* 10.2.1809. In 8.1809 under Cmdr. George Monke, in 1810 Cmdr. John Lawrence, later Cmdr. Thomas Dyer. Laid up at Portsmouth 12.1810. Middling Repair there 6 – 9.1814. In 1815 under Cmdr. Lord Algernon Percy. Fitted for sea at Portsmouth 9.1815; in 8.1815 under Cmdr. John Ross (-1817), on Leith station, then 12.1817 Cmdr. Charles Hope Reid; paid off 10.1821 at Portsmouth, then under Cmdr. Thomas Wolrige. In 7.1822 under Cmdr. Charles Bowen (-1823), for African station. Fitted as coal depot at Deptford 8.1824. Convict ship 1825-31 at Deptford; by 1833 coal hulk at Woolwich. BU at Deptford 24.7.1834.

***NAUTILUS* Class**, 18 guns. Designed by Jean-Louis Barrallier, approved 7.2.1797. However, it was subsequently decided to complete her as a quarterdecked sloop, and she therefore appears in the previous section.

***ECHO* Class**, 18 guns. Designed by John Henslow, approved 20.12.1796. Apart from its rig, this vessel was identical with the brig *Busy*. The contract was signed on 23.1.1797.

Dimensions & tons: 96ft 0in, 75ft 1¾in x 29ft 6in x 12ft 9in. $355^{91}/_{94}$ bm.

Men: 121. Guns: UD 16 x 32pdr carronades and 2 x 6pdrs (chase guns).

Echo Thomas King, Dover.

As built: 96ft 1¼in, 75ft 2in x 29ft 2½in x 12ft 9½in. $341^{9}/_{94}$ bm. Draught 8ft 0in / 10ft 0in.

Ord: 19.12.1796. K: 2.1797 (named 24.8.1797). L: 9.1797. C: 27.9 – 2.12.1797 at Deptford.

First cost: £4,010 to builder; total including fitting £9,014.

Commissioned: 10.1797 under Cmdr. Graham Hamond, for North Sea. In 1.1799 under Cmdr. John Allen; sailed for Jamaica 1.1799. Under Cmdr. Robert Philpot on Jamaica station. In 3.1800 under Cmdr. John Serrell. In 3.1803 under Cmdr. Edmund Boger (-1806); took 16-gun privateer *Le Hazard* off Bonaire 30.9.1804. Laid up at Deptford 10.1806. Sold there 18.5.1809.

***SNAKE* Class**, 18 guns. Designed by William Rule, approved 20.12.1796. Apart from their rig, this class was identical with the *Cruizer* Class brigs, and *Snake*'s conversion in 1809 made her fully identical. Contracts were signed on 23.1.1797 and 14.3.1797 respectively.

Dimensions & tons: 100ft 0in, 77ft 3½in x 30ft 6in x 12ft 9in. $382^{41}/_{94}$ bm.

Men: 121. Guns: UD 16 x 32pdr carronades and 2 x 6pdrs (chase guns).

Snake Balthazar & Edward Adams, Bucklers Hard.

As built: 100ft 1½in, 77ft 4in x 30ft 7½in x 12ft 9in. $385^{75}/_{94}$ bm. Draught 8ft 0in / 10ft 6in.

Ord: 19.12.1796. K: 1.1797 (named 23.11.1797). L. 18.12.1797. C: 21.12.1797 – 29.4.1798 at Portsmouth.

First cost: £4,576 to builder, total including fitting £10,067.

Commissioned: 2.1798 under Cmdr. John Mason Lewis (-1800), for cruising & convoy; took (with *Eurydice*) 14-gun privateer *L'Hirondelle* off Beachy Head 10.11.1799. In 1.1801 under Cmdr. Charles Tinling, then 2.1801 Cmdr. William Roberts (-1804); convoy to West Africa 1801; sailed for Jamaica 12.1801. In 1805 under Cmdr. J(ames or John) Bowen. In 3.1806 under Cmdr. Edward Crofton. Middling Repair at Chatham 3 – 8.1807; recommissioned 7.1807 under Cmdr. Thomas Young (-1810), for Leith station; converted to a brig at Sheerness 4 – 5.1809; took 8-gun *Christiana* off Bergen 10.1809. In 11.1810 under Cmdr. William Hellard, still on Leith station. In ?8.1812 under Cmdr. George Robbin, for Jamaica station. In 2.1814 under Cmdr. Joseph Gape. Sold at Sheerness (for £820) 18.4.1816.

Victor Josiah & Thomas Brindley, King's Lynn.

As built: 100ft 1½in, 77ft 5in x 30ft 7in x 12ft 9in. $385^{15}/_{94}$ bm. Draught 6ft 8in / 11ft 0in.

Ord: 11.3.1797. K: 4.1797 (named 17.10.1797). L: 19.3.1798. C: 11.4 – 18.6.1798 at Chatham.

First cost: £8,634 fitting costs.

Commissioned: 4.1798 under Cmdr. John Rennie, for North Sea; in Mitchell's squadron in the Helder 8.1799. In 11.1799 under Cmdr. George Collier (-1801); made good defects at Sheerness (for £3,125) 2.1800 – 3.1801; sailed for East Indies 1801; in action with 18-gun *La Flèche* off the Seychelles 2.9.1801; latter destroyed at Mahe 5.9.1801. In 1802 under Lieut. Charles James Johnston (acting), later Cmdr. John Hornsey (died 1.1803). In 1803 under Cmdr. John Shortland, later Lieut. Hood Christian. In 1805 under Lieut. George Bell (-1807); took 2-gun privateer *Les Amis Réunis* in the Persian Gulf 7.5.1805. In 1807 under Cmdr. Archibald Cochrane, later Cmdr. Henry Hart, then Lieut. Thomas Groube (acting). Put out of commission in the East Indies to be sold 5.9.1808 (her guns were transferred to the next *Victor*).

***OSPREY* Class**, 18 guns. Designed by William Rule, approved 22.3.1797. This vessel was ordered as a brig, and was altered to a ship rig.

Dimensions & tons: 102ft 0in, 80ft $5^{5}/_{8}$in x 29ft 11in x 12ft 9in. $383^{7}/_{94}$ bm.

Men: 121. Guns: UD 16 x 32pdr carronades and 2 x 6pdrs (chase guns).

Osprey Thomas Pitcher, Northfleet.

As built: 102ft 1in, 80ft 6in x 30ft 0in x 12ft 9in. $385^{35}/_{94}$ bm. Draught 7ft 0in / 10ft 5½in.

Ord: 15.3.1797. K: 5.1797 (named 28.6.1797). L: 7.10.1797. C: 8.10 – 18.12.1797 at Woolwich.

First cost: £4,772 to build; total £9,462 including fitting.

Commissioned: 10.1797 under Cmdr. John Watts (died 3.1801), for the Downs; in 1800 to African coast and to Leeward Islands. In 6.1801 under Cmdr. George Irwin, then in 1802 Cmdr. George Younghusband (-1804); Hood's operations in the West Indies 6.1803; boats took privateers off Trinidad (4-gun *La Ressource* 26.10.1803 and 1-gun *La Mima* 27.10.1803); action with 36-gun privateer *L'Egyptienne* 23.3.1804. In 9.1804 under Cmdr. William Byam. In ?6.1805 under Cmdr. Timothy Clinch (-1812); took 7-gun privateer *Le Teazer* in the West Indies 17.5.1805; chased (with *Kingfisher*) by *L'Hortense* and squadron 27.6.1805. Returned to UK 1807, then in Downs 1808-1812. Boats of *Osprey* (and others) took 5-gun privateer *L'Eole* in the North Sea 16.7.1812. In 10.1813 under Cmdr. Richard Wales. BU at Sheerness 1.1813.

Ex FRENCH PRIZES 1793-1801

Espion (French privateer *Le Robert*, built Nantes 1793), 16 guns.

Dimensions & tons: 86ft 5½in, 69ft $6^{3}/_{8}$in x 27ft 3¼in x 13ft 0in. $275^{83}/_{94}$ bm.

Men: 120. Guns: 16 x 6pdrs.

Taken 13.6.1793 by *Siren*. Purchased 9.1793. Fitted at Plymouth (for £4,300) 1793 – 5.1794.

Commissioned: 3.1794 under Cmdr. William Kittoe, for the Channel; retaken by the French *La Tamise* and two other frigates just south of the Scilly Isles 22.7.1794; taken again 3.3.1795 by *Lively* off Brest and re-added to the RN by AO 20.5.1795 when renamed *Spy*. Fitted at Portsmouth (for £2,844) 5 – 11.1795; recommissioned under J. Walton? In 1.1796 under Cmdr. James Young, for Downs squadron. In 1.1797 under Cmdr. William Grosvenor (-12.1799), then Cmdr. Charles Hay. Sold at Plymouth (for £710) 7.9.1801.

Avenger (French privateer *La Marseillaise*, ex corvette *Le Vengeur*, originally Br. privateer ?*Avenger*), 16 guns.

Dimensions & tons: dimensions unknown. 355 bm.

Men: … . Guns: 16 x … .

Taken 17.2.1794 by the army at St. Pierre, Martinique.

Commissioned 2.1794 in Martinique under Cmdr. James Milne (killed 10.3.1794), then Cmdr. Henry Bayntun; boats in capture of 32-gun *La Bienvenue* at Fort-Royal 17.3.1794. In 5.1794 under Cmdr. Edward Griffith; arrived Portsmouth 22.9.1794 and paid off 10.1794. In 1795 under Cmdr. Charles Ogle. Not fitted for sea again, but registered 27.6.1798. Sold at Portsmouth 9.9.1802.

Marsouin (French *flûte Le Marsouin*, built Bayonne 1786-88. Pierre-Alexander Forfait design), 16 guns.

Dimensions & tons: dimensions unknown. 325 bm.

Taken 11.3.1795 by *Beaulieu* at Guadeloupe.

Not Commissioned: Listed to 1799 when deleted.

Arab (French corvette *Le Jean Bart*, built St Malo 4-12.1793. L: 10.1793. Pierre Duhamel design?), 16 guns.

Dimensions & tons: 90ft 8½in, 69ft $11^{3}/_{8}$in x 29ft $1^{3}/_{8}$in x 11ft 4in. $315^{34}/_{94}$ bm.

Men: 100. Guns: 16 x 6pdrs.

Taken 29.3.1795 by *Cerberus* and *Santa Margarita* in the Channel. Named and registered 6.10.1795. Fitted at Portsmouth (for £515) 7 – 12.1795.

Commissioned: 10.1795 under Cmdr. Stephen Seymour, for the Channel, in John Borlase Warren's squadron. Wrecked on rocks off the Glénan Isles (or the Penmarcks), Brittany 10.6.1796 (several drowned including Seymour).

Sardine (French corvette *La Sardine*, built Toulon 6.1770 – 1772. L: 14.7.1771. Broquier design), 16 guns.

[Previously taken at Toulon 8.1793, but not then added to RN, and retaken by the French 12.1793.]

Dimensions & tons: dimensions unknown. 300 bm.

Men: … . Guns: 16 x 6pdrs.

Taken 9.3.1796 by *Egmont*, *Barfleur* and others off Tunis.

Commissioned: 12.1796 under Cmdr. ?W. Wilkinson. In 3.1797 under Cmdr. ?A. Kempe, then 5.1797 under Cmdr. Edward Killwick. Named and registered 27.6.1798. Sold 1806.

Scourge (French 'brick'-corvette *La Robuste*, built Nantes 1793 as a slaver, bought by French Navy and armed at Rochefort), 18 guns.

Dimensions & tons: 102ft 9in, 83ft 5in x 28ft $11^{5}/_{8}$in x 12ft 10½in. $372^{34}/_{94}$ bm.

Men: 125. Guns: 18 x 6pdrs (later 18 x 24pdr carronades).

Taken 15.4.1796 by *Pomone* of Sir John Borlase Warren's squadron off the Saintes. Arrived Portsmouth 6.1796; named and registered 8.6.1796; completed fitting there (for £5,805)

11.1796.

Commissioned: 8.1796 under Cmdr. Henry Glynn; took 10-gun privateer *La Ferret* in the Channel 21.2.1797. In 1797 under Cmdr. Samuel Warren (-1800); sailed for the Leeward Islands 7.6.1797; took 6-gun privateer *La Sarazine* off Marie Galante Island 28.9.1797; took (with *Aimable*) 14-gun *Le Triomphe* 6.4.1798; took 2-gun privateer *Le Chasseur* off Puerto Rico 8.4.1798 and destroyed another small privateer 1.5.1798. Sold at Portsmouth 8.1802.

Musette (French privateer *La Musette*, built Nantes 1793), 18 guns.

Dimensions & tons: 102ft 0½in, 80ft $9^{3}/_{8}$in x 26ft 11¼in x 13ft 3¾in. $311^{75}/_{94}$ bm.

Men: 125. Guns: 20 x 24pdr carronades.

Taken 21.12.1796 by *Hazard* off the Irish coast. Arrived Plymouth 30.1.1797 and laid up.

Not fitted for sea by the RN. Used as receiving ship from 1799, fitted as such at Plymouth 11.1801. Fitted as a floating battery 9 – 10.1803 (for River Yare).

Commissioned: 9.1803 under Lieut. John Bevan. From 12.1804 under Lieut. ?Dundas, then Lieut. Thomas Simpson in 1805 and Lieut. Robert B. Young in 1806. Sold at Plymouth 27.8.1806.

Trompeuse (i) (French privateer *Le Mercure*, built Nantes 1797), 18 guns.

Dimensions & tons: 103ft 5in, 83ft 8¼in x 27ft 6½in x 12ft 10¾in. $337^{77}/_{94}$ bm.

Men: 96. Guns: 16 x 24pdr carronades, plus 2 x 6pdrs.

Taken 5.1797 by *Melampus* in the Bay of Biscay. Named & registered 17.9.1798 and fitted at Plymouth 6.9.1798 – 8.3.1800.

Commissioned: 9.1799 under Cmdr. John Parker Robinson, for the Channel; sailed from Plymouth 5.1800; lost, presumed foundered with all hands, in the Channel 17.5.1800.

Epervoir (French privateer *L'Epervier*, built ?Bayonne or Honfleur), 18 guns.

Dimensions & tons: 94ft 0in, 76ft 3in x 25ft 0¼in x 10ft 7in. 254 bm.

Men: 125. Guns: 18 x 18pdr carronades.

Taken 14.11.1797 by *Cerberus* on the Irish station. Arrived Plymouth 12.1.1798 and laid up. Registered 14.2.1798.

Not Commissioned or fitted for sea in the RN. Sold at Plymouth (for £870) 7.9.1801.

Renard (French privateer *Le Renard*, built ?Bordeaux or Lorient 1797), 18 guns.

Dimensions & tons: 103ft 0in, 81ft 5in x 28ft 3in (27ft 10½in mld.) x 11ft 6½in. $345^{57}/_{94}$ bm.

Men: 90. Guns: 16 x 32pdr carronades; Fc 2 x 6pdrs. [Note later records state additional QD 6 x 18pdrs carronades, Fc 2 x 18pdr carronades; this may indicate extensive upperworks added during 1799 fitting.]

Taken 14.11.1797 by *Cerberus* on the Irish station. Arrived Plymouth 12.1.1798; named & registered 14.2.1798; fitted there 7.1799 – 1.1800.

Commissioned: 8.1799 under Cmdr. Peter Spicer, for the Channel. In 4.1801 under Cmdr. James Worth. In 5.1802 under Cmdr. Charles Gregory (temp.?), sailed for Leeward Islands in same month; later under Cmdr. Robert Pearson. In 10.1802 under Cmdr. William Cathcart (died 6.1804), on Jamaica station; destroyed privateer *Le Général Ernouf* (ex HM sloop *Lily*) off north coast of Haiti 20.3.1804. In 5.1804 under Cmdr. Jeremiah Cochlan; took privateers – 4-gun *La Bellone* 21.11.1804 and 16-gun *La Diligente* 28.5.1805. Returned from West Indies, paid off and sold 1807.

Railleur (French privateer *Le Railleur*, built La Rochelle 1797), 14 guns.

Dimensions & tons: 89ft 6in, 71ft 7¼in x 26ft 2¼in (25ft 9¾in mld.) x 10ft 1½in. $261^{18}/_{94}$ bm.

Men: 76. Guns: 14 x 12pdr carronades.

Taken 17.11.1797 by *Boadicea* and *Anson* in the Channel. Fitted at Plymouth (for £3,411) 30.11.1797 – 19.8.1798.

Commissioned: 6.1798 under Cmdr. John Raynor, for the Channel Islands; under (temp. 1 – 5.1800) Lieut. William Turquand, assisted at capture of 46-gun *La Pallas* 5.2.1800; lost, presumed foundered with all hands, in the Channel 17.5.1800 (in same storm as *Trompeuse* above).

Voltigeur (French privateer *L'Audacieux*), 18 guns.

Dimensions & tons: 116ft 6in, 95ft $3^{1}/_{8}$in x 28ft $4^{3}/_{8}$in (27ft $11^{3}/_{8}$in mld.) x 12ft 2in. $407^{62}/_{94}$ bm.

Men: 121. Guns: 20 x 18pdr carronades.

Taken 2.4.1798 by *Magnanime*. Arrived Plymouth 3.5.1798, and fitted there 3 – 6.1799.

Commissioned: 4.1799 under Cmdr. Thomas Shortland. In 9.1800 under Cmdr. Lenox Thompson, on Newfoundland station. In 12.1801 under Lieut. Thomas Hill (temp.). Sold at Portsmouth 8.1802.

Sophie (French privateer *Le Premier Consul*, built 1788), 18 guns.

Dimensions & tons: 108ft 8in, 87ft $3^{7}/_{8}$in x 28ft 11in x 13ft 11½in. $388^{38}/_{94}$ bm.

Men: 121. Guns: UD 16 x 24pdr carronades, plus 2 x 6pdrs.

Taken 9.1798 by *Endymion* off the Irish coast. Arrived Portsmouth 12.9.1798; named and registered 5.10.1798. Fitted there (for £5,578) 7 – 9.1799.

Commissioned: 9.1799 under Cmdr. George Burdett; on Newfoundland station 1801. In 4.1802 under Cmdr. Philip Rosenhagen (-1806), on Downs station, then North Sea. Recommissioned 4.1803; in Mediterranean 1805-06. In 3.1806 under Cmdr. William Mansell; ?to East Indies in 1808. Docked at Deptford to BU 27.6.1809.

Coureur (French privateer *Le Coureur*), 18 guns.

Dimensions & tons: 110ft 11½in, 89ft $3^{5}/_{8}$in x 27ft 4½in x 13ft 6in. $355^{91}/_{94}$ bm.

Men: 135. Guns: 20 x 18pdr carronades.

Taken 23.2.1798 by *Jason* in the Channel. Arrived Plymouth 28.2.1798 and laid up. Named & registered 1.6.1798.

Not Commissioned: Never fitted for sea by the RN. Sold at Plymouth (for £1,400) 14.9.1801.

Pandour (French privateer *L'Eugénie*, built ?Nantes 1798), 16 guns.

Dimensions & tons: 85ft 10in, 67ft 9¼in x 25ft 11¾in x 11ft 11in. $243^{27}/_{94}$ bm.

Men: 86. Guns: 16 x 6pdrs.

Taken 16.3.1798 by *Magnanime*. Arrived Plymouth 4.5.1798 and laid up.

Not Commissioned: Never fitted for sea by the RN. Renamed *Wolf* 1800. BU at Plymouth 3.1802.

Bonetta (French privateer *Les Huit Amis*, built Bordeaux 1798), 18 guns.

Dimensions & tons: 103ft 1in, 85ft 5in x 27ft 8in (27ft 3in mld.) x 13ft 0½in. $347^{70}/_{94}$ bm. Draught 12ft 3in / 13ft 2in.

Men: 121. Guns: 18 x 6pdrs.

Taken 10.5.1798 by *Endymion* on the Irish station. Arrived Deptford 11.7.1798. Registered & established 11.7.1798. Fitted at Deptford (for £940) 8.1798.

Commissioned: 8.1798 under Cmdr. Henry Vansittart (-1801); refitted at Portsmouth (with later refit in 9.1799 cost £3,371) 1 – 4.1799; sailed for Newfoundland 8.6.1799; sailed for Jamaica 4.1800; destroyed 2-gun privateer *Nuestra Señora del Carmen* 6.1800. In 6.1801 under Cmdr. ?J. Monaghan, then under Cmdr. Thomas New; wrecked on the Jardine Isles, off Cuba 25.10.1801.

Fleche (French privateer *La Caroline*), 16 guns.

Dimensions & tons: 92ft 0¼in, 74ft 4¼in x 26ft 6¼in x 10ft 11¾in. $278^{16}/_{94}$ bm.

Men: 75. Guns: UD 16 x 18pdr carronades; Fc 2 x 18pdr carronades.

Taken 31.5.1798 by *Phoenix*. Arrived Plymouth 14.6.1798 and laid up. Named & registered 12.9.1798.

Fitted at Portsmouth 3 – 7.1803.

Commissioned: 6.1803 under Cmdr. George Digby, for the Irish station. In 5.1805 under Cmdr. Thomas White, still Irish station; Small Repair and fitted at Sheerness 9 – 12.1805. In 1808 under Cmdr. William Buchanan, for Channel and North Sea. In 9.1809 under Cmdr. George Hewson; repaired at Northfleet (by Pitcher?) 3 – 5.1810; wrecked off the Elbe estuary 24.5.1810.

Brazen (French privateer *L'Invincible Général Bonaparte*, built 1798), 18 guns.

Dimensions & tons: 105ft 2½in, 86ft $3^{7}/_{8}$in x 28ft 1½in x 13ft 7½in. $363^{17}/_{94}$ bm.

Men: … . Guns: 16 x 24pdr carronades, plus 2 x 6pdrs.

Taken ?9.12.1798 by *Boadicea*. Arrived Portsmouth 21.12.1798. Fitted there (for £5,240) 8 – 12.1799.

Commissioned: 11.1799 under Cmdr. James Hanson; wrecked 26.1.1800 near Brighton (only one survivor).

Dispatch (French privateer *L'Infatigable*, built Nantes 1798), 16 guns.

Dimensions & tons: 90ft 4in, 71ft $0^{7}/_{8}$in x 25ft $0^{7}/_{8}$in x 11ft 3in. $237^{62}/_{94}$ bm.

Men: 90. Guns: UD 16 x 18pdr carronades and 2 x 6pdrs (chase guns).
Taken 6.3.1799 by *Ethalion*. Arrived Portsmouth 24.3.1799 and laid up.
Not Commissioned: Never fitted for sea by the RN. Sold at Portsmouth (for £765) 7.9.1801.

Argus (French privateer *L'Argus*, built Bordeaux 1798), 16 guns.
Dimensions & tons: 102ft 9in, 82ft 3½in x 27ft 3½in x 13ft 0in. $326^{3}/_{94}$ bm.
Men: 86. Guns: UD 16 x 18pdr carronades and 2 x 6pdrs (chase guns).
Taken 3.4.1799 by *Pomone*. Arrived Plymouth 4,5,1799 and laid up. Fitted there 3 – 7.1803.
Commissioned: 6.1803 under Cmdr. Edward King, for the Irish station. In 5.1804 under Cmdr. Edward Kittoe, then 10.1806 Cmdr. James Stuart, finally 4.1810 Cmdr. Joseph Bott, still on Irish station. BU at Plymouth 4.1811.

Lutine (French privateer *Le Courageux*, built 1779?), 18 guns.
Dimensions & tons: dimensions not recorded. 329 bm.
Men: 121. Guns: never established.
Taken 18.6.1799 by Keith's squadron in the Mediterranean. Named & registered 12.11.1799.
Commissioned: 12.1799 in the Mediterranean under Cmdr. Thomas Richbell. In 1801 under Cmdr. James Northey. Later prison ship at Malta or Gibraltar. In 1802 under ?Richard Duff. Sold by AO 9.4.1802 in the Mediterranean.

Surinam (French privateer *Le Hussard*), 18 guns.
Dimensions & tons: 105ft 2in, 86ft 3in x 30ft 2in x 8ft 5in. 413 bm (417½ by calc.).
Men: 121. Guns: 18 x 6pdrs.
Taken 20.8.1799 by Seymour's squadron at Surinam.
Commissioned: ?1.1800 in the West Indies under Cmdr. Christopher Cole (-1800); took privateers – 1-gun *Le Consolateur* 24.3.1800 and 3-gun *Le Renard* 26.3.1800. In 1802 under Lieut. Randall MacDonnell, in the Leeward Islands. In 1803 under Cmdr. Robert Tucker (acting); seized by the Dutch at Curaçao 23.6.1803 and name altered to *Suriname*; retaken 1.1.1807 and re-added (either as *Surinam* again, or under the name *Sasnarang*); saw no further service until deleted in 1809 (fate unrecorded).

Nimrod (French privateer *L'Éole*, built Bordeaux but armed by the Republic 9.1799 at Rochefort), 18 guns.
Dimensions & tons: 99ft 0in, 89ft 0in x 29ft 0in x ?13ft 0in. 395 bm (398 by calc.).
[Note these dimensions are identical with those recorded for brig-sloop *Galgo* (see Chapter 8), which may indicate an error in recording.]
Men: 121. Guns: UD 16 x 24pdr carronades, plus 2 x 6pdrs (chase guns).
Taken 22.11.1799 by *Solebay* off San Domingo. Arrived Plymouth 26.1.1801 and made good defects.
Commissioned: 1801 under Lieut. ?March (acting), subsequently under Cmdr. John Edwards, for Channel service. Fitted at Plymouth 6 – 7.1803; recommissioned 6.1803 under Cmdr. Terence O'Neill; sailed for the Leeward Islands 11.1804. In 1805 under Cmdr. Thomas Orde (died same year). In 8.1806 under Cmdr. John Haswell, still on Leewaed Islands station. In 1807 under Cmdr. Joseph Spear; took 5-gun privateer *La Nouvelle Entreprise* 27.12.1807. Laid up at Deptford 5.1809. Sold at Deptford 21.2.1811.

Trincomalee (i) (French or possibly Dutch ship, of unknown origins), 16 guns.
Dimensions & tons: dimensions not recorded. 315 bm.
Men: 100. Guns: 16 x 24pdr carronades, plus ?2 long guns.
Taken 1799.
Commissioned: 1799 under Cmdr. John Rowe; blown up in action (with *Comet*) against French 22-gun privateer *L'Iphigénie* in the Bab el Mandeb strait 12.10.1799 (all killed including Rowe, apart from 2 survivors).

Trompeuse (ii) (French privateer *La Trompeuse*, built Nantes 1799), 18 guns.
Dimensions & tons: 100ft 10in, 80ft 4½in x 29ft 10in x 13ft 1¾in. $380^{48}/_{94}$ bm.
Men: 96. Gun: UD 16 x 24pdr carronades, plus 2 x 6pdrs.
Taken 4.3.1800 by *Revolutionnaire* off Ireland. Arrived Plymouth 21.5.1800 and laid up. Fitted there 7 – 8.1803.
Commissioned: 6.1803 under Cmdr. Matthew Godwin, for the Irish station. In 1805 under Cmdr. John Shortland, for the African coast. In 1806 under Cmdr. William Dolling, in the North Sea and Downs. In 9.1809 under Cmdr. John Hardy Godby. BU at Sheerness 3.1811.

Rosario (French privateer *Le Hardi*, built Bordeaux 1800), 18 guns.
Dimensions & tons: 111ft 2in, 89ft 0in x 29ft 11¾in x 13ft 6½in. $425^{44}/_{94}$ bm.
Men: 121. Guns: 16 x 24pdr carronades, plus 2 x 6pdrs.
Taken 29.4.1800 by *Anson* in the Channel. Arrived Plymouth 14.5.1800. Fitted there 7 – 10.1801.
Commissioned: 8.1801 under Cmdr. Richard Byron, for the Channel. In 6.1802 under Cmdr. William Mounsey (-1808), for the Irish station. Recommissioned 5.1803; took (with *Plantagenet*) 14-gun privateer *L'Atalante* in the Bay of Biscay 3.7.1803. In 1806 temp. under Cmdr. Edmund Heywood, then Cmdr. Alexander Cunningham. Sailed for the Leeward Islands 10.1.1807. Docked to BU at Sheerness 6.1809.

Wasp (French privateer *La Guèpe*, built Bordeaux 1798), 18 guns.
Dimensions & tons: 101ft 9in, 83ft 5in x 25ft 11in x 12ft 2in. $298^{2}/_{94}$ bm.
Men: 105. Guns: 16 x 24pdr carronades, plus 2 x 9pdrs.
Taken 29.8.1800 at Vigo, cut out by boats of Warren's squadron. Fitted at Portsmouth 5.10.1800 – 31.8.1801 (re-rigged as ship at this time, as had been brig when taken). Named and registered in 1801.
Commissioned: 7.1801 under Cmdr. Charles Bullen; to Sierra Leone 12.1801 – 1.1802, thence to West Indies; paid off 7.1802. Recommissioned 5.1803 under Cmdr. Frederick Aylmer; took 2-gun privateer *Le Despoir* 19.7.1803; sailed for the Mediterranean 11.6.1804. Under Lieut. Joseph Packwood (acting), then in 1805 Cmdr. John Simpson, with Orde's squadron off Cadiz; escaped from Rochefort's squadron 28 – 29.8.1805. In 1806 under Cmdr. Buckland Bluett, in the Leeward Islands; retook cutter *Dominica* (which had been taken 4 days earlier by mutineers, delivered to French and renamed *Napoléon*) 24.5.1806 at Guadeloupe. In 1807 under Cmdr. William Parkinson; home later in 1807 under Cmdr. John Haswell. Laid up at Deptford 5.1809. Sold there 17.5.1811.

Scout (i) (French corvette *La Vénus*, ex *Le Vengeance*, built Bordeaux 1793 – 4.1794, renamed 5.1795), 18 guns.
Dimensions & tons: 111ft 0in, 89ft $10^{5}/_{8}$in x 29ft 1½in x 13ft 4in. $405^{53}/_{94}$ bm.
Men: 121. Guns: UD 18 x 24pdr carronades; Fc 2 x 6pdrs.
Taken 22.10.1800 by *Indefatigable* in the Atlantic. Fitted at Plymouth 10.1800 – 3.1801.
Commissioned: 11.1800 under Cmdr. George Ormsby (died 1.1801), for the Channel Islands; from 2.1801 under Cmdr. Henry Duncan; wrecked on the Shingles, Isle of Wight 25.3.1801.

Imogen (French privateer *Le Diable à Quatre*, built Bordeaux 1792), 18 guns.
Dimensions & tons: 108ft 2in, 87ft 3in x 29ft 4in x 15ft 0in. $399^{31}/_{94}$ bm.
Men: 121. Guns: UD 18 x 24pdr carronades; Fc 2 x 6pdrs.
Taken 26.10.1800 by *Thames* in the Bay of Biscay. Arrived Plymouth 29.10.1800 and fitted there 5 – 8.1801.
Commissioned: 6.1801 under Cmdr. Richard Prater; in 11.1801 under Cmdr. Henry Vaughan (-1805); recommissioned 10.1802; foundered in the Atlantic on passage to Barbados 12.3.1805.

Charwell (French corvette *L'Aurore*, built Le Havre 11.1798 – 8.1799. L: 16.7.1799. Charles-Henri Le Tellier design), 18 guns.
Dimensions & tons: 102ft 1in, 78ft 8in x 28ft 9in x 13ft 1¼in. $345^{81}/_{94}$ bm.
Men: 96. Guns: UD 14 x 18pdr carronades; Fc 2 x 6pdrs.
Taken 18.1.1801 by *Thames* in the Channel (on passage to Mauritius). Arrived Plymouth 6.2.1801, and fitted there 3 – 6.1803.
Commissioned: 3.1803 under Cmdr. Philip Dumaresq, for Channel service. In 9.1806 under Cmdr. Philip Browne, at Guernsey, then 10.1806 Cmdr. Edwin Chamberlayne; saileds with convoy for River Plate expedition. In 4.1807 under Cmdr. William Gordon, then 1809 Lieut. Charles Robb, for Cape of Good Hope. In ?3.1810 under Cmdr. James Tomkinson, for voyage home with a convoy; laid up at Deptford 7.1810. Sold there (for £700) 28.4.1813.

Delight (French corvette *Le Sans Pareille*, built La Ciotat 1797 – 12.1799. L: 1798), 18 guns.
[Begun as a privateer, this vessel was purchased on the stocks 1798 by the French Navy.]

Dimensions & tons: 97ft 5in, 77ft 3in x 28ft 7in x 8ft 2in. $335^{67}/_{94}$ bm.
Men: 121. Guns: UD 18 x 24pdr carronades (had carried 20 x 8pdrs in French service).
Taken 20.1.1801 by *Medway* off Sardinia.
Commissioned: in the Mediterranean ?1801. In ?1.1802 under Cmdr. Frederick Aylmer. Arrived Plymouth 19.9.1802 and laid up. Sold at Plymouth 4.1805.

Scout (ii) (French privateer *Le Premier Consul*, built Nantes 1800), 18 guns.
Dimensions & tons: 113ft 8in, 91ft 9in x 30ft 3½in x 11ft 3in. $447^{73}/_{94}$ bm.
Men: 121. Guns: UD 18 x 24pdr carronades; Fc 2 x 6pdrs.
Taken 5.3.1801 by *Dryad* off the Irish coast. Arrived Portsmouth 18.3.1801 and fitted there 6 – 10.1801.
Commissioned: 9.1801 by Cmdr. (Capt. 4.1802) Henry Duncan; and sailed for Halifax 20.10.1801; lost, presumed foundered with all hands, in Atlantic ?10.1802.

Trincomalee (ii) (French privateer *La Gloire*, built Bayonne 1800), 16 guns.
Dimensions & tons: 98ft 3in, 78ft 1½in x 27ft 9in x 14ft 0in. 320 bm.
Men: 121. Guns: 16 x 6pdrs.
Taken 23.3.1801 by *Albatross* in the Indian Ocean.
Commissioned: 1801 in the East Indies under Cmdr. Peter Heywood; later under Cmdr. ?T. Pulham. Sold 1.1802 (permission to do so sought 9.1.1802), then as mercantile was retaken by the French 1803, becoming *L'Emilien*. Taken again by *Culloden* 25.9.1806, still in East Indies, and re-added to RN as *Emilien* but sold about 1808.

PURCHASED VESSELS (1798 – 1801). A small sloop of 200 tons was purchased in 1795 for service at Bermuda. Six commercial ship-rigged vessels were taken up from mercantile use in 1798 and initially rated as 'armed vessels', then (by AO 23.5.1798) as 18-gun ship-sloops, and another six taken up in 1801 were rated 14 or 16 guns; they were employed chiefly as convoy escorts.

Spencer (mercantile *Sir Charles Gray*, ex *Marlborough*), 14 guns.
Dimensions & tons: 92ft 6in, 72ft 0in x 22ft 11in x 12ft 0in. $201^{12}/_{94}$ bm.
Men: 121. Guns: UD 14 x 12pdr carronades, and 2 x 4pdrs.
Purchased at Bermuda 10.1795 (had previously been hired by the RN 1793 to 9.1794).
Renamed *Lilly* 1804. Under Cmdr. William Compton; taken by French privateer *La Dame Ambert* off Georgia 15.7.1804 (2 killed including Compton, 16 wounded); became French privateer *Le Général Ernouf*. Retaken by *Renard* 20.3.1805 but blew up.

Albion (mercantile ?*Albion*, built Sunderland), 18 guns.
Dimensions & tons: 93ft 10½in, 76ft $11^{1}/_{8}$in x 29ft 8in x 13ft 0½in. $360^{10}/_{94}$ bm.
Men: 125. Guns: UD 20 x 32pdr carronades.
Purchased 4.1798. Fitted by Mellish & Co, ?Limehouse 5.4 – 12.5.1798, then to 10.7.1798 at Deptford Dyd.
First cost: £3,400 to purchase; fitting £3,210 (to Mellish) + £3,239 (Deptford).
[Before purchase, hired 1793; commissioned 4.1793 under Cmdr. Robert Hichens. In 8.1793 under Cmdr. Robert Plampin; paid off 11.9.1794.]
Recommissioned: 5.1798 under Cmdr. James Hills, for North Sea and Downs. Sold at Sheerness 1803.

Selby (mercantile *Selby*, built Whitby 1786)
Dimensions & tons: 100ft 0in, 83ft $1^{1}/_{8}$in x 28ft 3½in x 12ft 7½in. 354 bm.
Men: 90. Guns: UD 20 x 32pdr carronades.
Purchased 1798. Fitted by Perry & Co, Blackwall 5.4 – 3.5.1798, then to 16.7.1798 at Woolwich Dyd.
First cost: £2,600 to purchase; fitting £3,066 (presumably Woolwich alone; Perry's charge not recorded).
Commissioned: 5.1798 under Cmdr. Thomas Palmer (suicide 5.1800), for North Sea. Made good defects at Sheerness (for £2,662) 12.1800 – 2.1801. In 1801 under Cmdr. Robert Williams. Storeship 1800. Sold (for £1,850) 16.12.1801.

Ann (mercantile ?*Ann*), 18 guns.
Dimensions & tons: 104ft 2in, 80ft 0in x 28ft 6in x 12ft 9½in. $345^{60}/_{94}$ bm.
Men: 90. Guns: UD 20 x 32pdr carronades.
Purchased 4.1798. Fitted by Randall, Rotherhithe 4.1798 – 3.5.1798, then to 25.7.1798 at Deptford Dyd.
First cost: £3,200 to purchase; fitting £3,155 (to Randall) + £3,220 (Deptford).
Commissioned: 5.1798 under Cmdr. George Delanoe, for North Sea. Sold at Sheerness 5.1802.

William (mercantile ?*William*, built Whitby), 18 guns.
Dimensions & tons: 99ft 8in, 82ft 9½in x 29ft 1in x 12ft 10½in. 374 bm. Draught 7ft 0in / 9ft 3in.
Men: ?90 (46 as storeship). Guns: UD 20 x 32pdr carronades (UD 4 x 32pdr carronades as storeship).
Purchased 4.1798. Fitted by Perry & Co, Blackwall 6.4 – 3.5.1798, then to 29.7.1798 at Woolwich. Dyd.
First cost: Fiiting £3,238 (to Perry) + £3,060 (Woolwich).
Commissioned: 5.1798 under Cmdr. John P. Robinson; later under ?H. Coombe; paid off 9.1799. Fitted as Deptford as a storeship (for £797) 10.1799 – 5.1800; recommissioned 6.1803 under H. Duncan, Master. In 1807 under Stephen Trounce, Master; sailed for North America 5/6.1807; later under John Foxton, Master; wrecked in Canso Bay (Nova Scotia) 11.11.1807. Also reported BU at Woolwich 8.1810 (so may have been salved at Canso Bay).

Xenophon (mercantile *Xenophon*, built as collier at Sunderland 1795).
Dimensions & tons:100ft 4in, 77ft 8in x 28ft 5in x 11ft 0in. $333^{68}/_{94}$ bm.
Men: 80. Guns: UD 18 x 32pdr carronades + 2 x 18pdr carronades. (As discovery vessel UD 6 x 12pdr carronades + 2 x 18pdr carronades + 2 x ½pdr swivels.)
Purchased 1798. Fitted by Pitcher, Northfleet 27.4 – 24.5.1798, then to 6.8.1798 at Deptford Dyd.
First cost: £2,900 to purchase; fitting £3,059 (to Pitcher) + £3,143 (Deptford).
Converted at Sheerness to discovery vessel (for £2,310) 10.1800 – 3.1801, renamed *Investigator* 1801. Commissioned: 2.1801 under Cmdr. Matthew Flinders (-1803), for exploration of Australian coast; sailed 18.7.1801. Condemned ?6.1803; repaired and brought home. In 1805 under Cmdr. William Kent, later under Lieut. John Houston? Paid off 1.1806 into Ordinary at Plymouth. BU 11.1810.

Hermes (mercantile ?*Hermes*).
Dimensions & tons: 100ft 0in, 77ft 0in x 28ft 5in x 11ft 0in. 331 bm.
Men: 76. Guns: UD 16 x 32pdr carronades; Fc 2 x 12pdr carronades.
Purchased 1798. Fitted by Cleverly, Gavesend 27.4 – 24.5.1798, then to 6.10.1798 at Deptford Dyd.
First cost: £2,900 to purchase; fitting £2,975 (to Cleverly) + £3,149 (Deptford).
Commissioned: 5.1798 under Henry Vansittart, for North Sea. In 1799 under Cmdr. Jeffrey (Baron von) Raigerafeld; in Mitchell's squadron. In 11.1799 under Cmdr. David Gilmour, then ?1.1801 Cmdr. James Watson. Sold at Sheerness 6.1802.

Diligence (ex *Union*, built Newcastle), 16 guns.
Dimensions & tons: 99ft 0in, 80ft 0¾in x 29ft 1½in x … . $361^{23}/_{94}$ bm.
Men: 75. Guns: UD 14 x 24pdr carronades; QD 2 x 18pdr carronades.
Purchased 5.2.1801 from Randall & Co. Fitted 2.3 - 16.3.1801 at Woolwich.
Commissioned: 2.1801 under Richard Jones for North Sea station. Recommissioned 6.1803 under Cmdr. Alexander R. Kerr; under Cmdr. James Brodie from 1805, Cmdr. Brian Hodgson from ?7.1805, and Cmdr. Thomas Holmes Tidy from ?8.1805. Fitted at Woolwich 4 – 7.1808 for the defence of Gibraltar Bay (under Cmdr. J.M. Keylie from ?6.1808), but then fitted at Chatham 8.1808 – 4.1809 for Baltic service. Recommissioned 3.1809 under Cmdr. Robert Smith; from 10.1809 under Cmdr. Alexander Gordon, and from 1.1810 under Cmdr. Abraham Lowe. In Ordinary at Chatham from 1812; sold there 16.4.1812.

Alonzo (ex mercantile *Alonzo*, built ?Portsmouth), 16 guns.
Dimensions & tons: 102ft 3in, 81ft 1in x 29ft 10in x … . 384 bm.
Men: 100. Guns: 2 x 18pdr carronades + 14 x 24pdr carronades.
Purchased from John Dudman 8.2.1801. Fitted 7.2 – 25.3.1801 at Deptford.
Commissioned: 2.1801 under Cmdr. Robert Cathcart, for the Downs; later under Cmdr. Hassard Stackpoole, then 5.1802 under Cmdr. William Faulknor. Recommissioned 6.1803

still under Faulknor, for impressment at Dublin. In 11.1803 under Cmdr. John Impey, then 7.1804 under Cmdr. James Watson (-1805), for the Downs. Fitted at Chatham for the defence of Gibraltar Bay 3 – 8.1808,; recommissioned 5.1808 under Cmdr. Cuthbert Daly, then in 6.1808 under Cmdr. William B. Hunt and 7.1808 Cmdr. William Knight. Not sent to Gibraltar, instead fitted for Baltic service 8.1808 – 4.1809; recommissioned 5.1809 under Cmdr. Edward Barker, for the Baltic. Repaired by ?Pitcher, Northfleet 4 – 5.1810; recommissioned 11.1810 under Cmdr. James Veitch, for the Channel Islands. In 9.1812 under Cmdr. John Bailey, then 12.1813 Cmdr. Thomas Dutton. In Ordinary at Deptford 1814. Fitted as convict hospital ship at Woolwich 9.1814 – 3.1815, where served 1817-22. Convict ship at Portsmouth 10.1828. Fitted at Portsmouth as a chapel ship (for £386) 5 – 8.1835 and lent to Leith Seamen's Society 1835-40. Scuttled outside Leith harbour 2.1842.

Falcon (ex mercantile *Diadem*, built 1801 Whitby), 16 guns.

Dimensions & tons: 102ft 10in, 80ft 8in x 29ft 3½in x … . 368 bm.

Men: 75. Guns: UD 14 x 24pdr carronades; QD 2 x 18pdr carronades.

Purchased from Hill 28.2.1801 (renamed in 1802). Fitted 9.2 – 25.3.1801 at Deptford.

Commissioned: 2.1801 under Cmdr. James Nash. In ?4.1802 under Cmdr. Henry Ommanney; sailed for Newfoundland. In 2.1804 under Cmdr. George Sanders (-1807); to Newfoundland again in 1804, then in North Sea 1805-07. In 1808 under Cmdr. George Creyke. Fitted as a military depot and hospital ship at Sheerness 1810; in Ordinary there 1812-15. Sold at Sheerness (for £800) 31.7.1816.

Galgo (ex mercantile *Garland*), 16 guns.

Dimensions & tons: 102ft 0in, 81ft 3in x 28ft 7in x … . 353 bm.

Men: 75. Guns: UD 14 x 24pdr carronades; QD 2 x 18pdr carronades.

Purchased from Randall & Co 2.3.1801. Fitted at Deptford 9.2 – 25.3.1801.

Commissioned: 2.1801 under Cmdr. Richard Hawkins, for Downs. Arrived Sheerness 10.4.1802; in 5.1802 under Cmdr. Michael Dod (-1805), for the North Sea. In Ordinary at Sheerness, then fitted at Woolwich for the defence of Gibraltar Bay 4.1808 – 5.1809; not sent there, instead fitted at Deptford 5 – 7.1809 and then laid up 2.1810 at Woolwich. Fitted there as a receiving ship 2 – 4.1814, for Gravesend. Sold (for £1,320) 9.6.1814.

Hound (ex mercantile *Monarch*, … .), 14 guns.

Dimensions & tons: 103ft 3in, 81ft 0in x 27ft 9½in x … . $333^{40}/_{94}$ bm.

Men: 100 (67 as bomb). Guns: UD 12 x 24pdr carronades; QD 2 x 18pdr carronades.

Purchased 2.1801. Fitted by Wells & Co, Thames 6.2 – 2.3.1801, then 2 – 18.3.1801 at Woolwich.

Commissioned: 2.1801 under Cmdr. George Sarradine, for the Downs. In 1802 under Cmdr. Keith Maxwell; sailed for the Mediterranean 5.1802. In 1804 under Cmdr. Francis Temple; sailed for Jamaica. In ?2.1805 under Cmdr. William Pakenham. Fitted as a bomb vessel at Plymouth 12. 1806 – 6.1807; recommissioned 3.1807 under Cmdr. Nicholas Lockyer, for the Downs; to the Baltic 1808; Scheldt operations 1809. In 11.1809 under Cmdr. John Williams; sailed 23.3.1810 for Cadiz, thence to Mediterranean. In 6.1812 under Cmdr. James Black, later Cmdr. Charles Squire, in Ordinary at Woolwich. BU at Portsmouth 11.1812.

Autumn (ex mercantile *Autumn*, built 1800 South Shields), 14 guns.

Dimensions & tons: 98ft 11in, 78ft 6in x 28ft 4in x … . $335^{19}/_{94}$ bm.

Men: 70. Guns: UD 12 x 24pdr carronades; QD 2 x 18pdr carronades.

Purchased from Perry & Co. 28.2.1801. Fitted 28.2 – 19.3.1801 at Woolwich.

Commissioned: 2.1801 under Cmdr. William Richardson, for the Downs. Recommissioned 5.1803 under Cmdr. Samuel Jackson; at bombardment of Calais 27.9.1803; attacked (with *Harpy*, *Bloodhound* and *Archer*) invasion craft in Boulogne roads 19 – 20.7.1804. In 10.1804 under Cmdr. Thomas Searle. Fitted as a receiving ship at Portsmouth 10.1805. Recommissioned 9.1810 under Cmdr. Corbet d'Auvergne. Fitted as a bomb vessel at ?Portsmouth 12.1810 – 5.1811, renamed *Strombolo* 15.2.1811; recommissioned 3.1811 under Cmdr. Samuel Grove; sailed for the Mediterranean 11.12.1811. During 1812 commanded successively by Cmdr. Thomas Hichens, Cmdr. John Stoddard in 7.1812, Grove again and then Cmdr. John Smith in 8.1812. In 1813 under Cmdr. William Carroll, and 1814 Stoddart again. Sold (for £1,680) 9.2.1815.

***BERMUDA* Class**, 18 guns. Built of Bermudan cedar. Modified version of *Dasher* Class of 1797, but apart from plans there is a dearth of information; the only dimensions quoted are identical to the design details given below (most never reached a UK port to be measured).

Dimensions & tons: 107ft 0in, 83ft $10^{5}/_{8}$in x 29ft 11in x 14ft 8in. $399^{31}/_{94}$ bm.

Men: 121. Guns: 16 x 24pdr carronades + 2 x 9pdrs (*Indian* 2 x 6pdrs, *Sylph* 2 x 12pdrs).

Indian Robert Shedden, Bermuda.

Ord: 9.6.1803. K: … . L: 10.1805.

Commissioned: at Bermuda ?1806 under Cmdr. Charles Austen, for West Indies and Halifax station; took 4-gun privateer *La Jeune Estelle* 19.6.1808. In 5.1810 under Lieut. William Mends (acting); then 6.1810 under Cmdr. Henry Jane; took (with *Plumper*) US 1-gun privateer *Fair Trader* in the Bay of Fundy 16.7.1812; sailed for the Leeward Islands 6.2.1813. In ?11.1813 under Cmdr. Thomas Sykes, then ?3.1814 Cmdr. Nicholas James Dunn, in North America. In Ordinary 1815-17. Sold at Deptford to Messrs. Enderby (for £1,300) 24.4.1817.

Bermuda Robert Shedden, Bermuda.

Ord: 9.6.1803. K: … . L: ?1806.

Commissioned: at Bermuda 1807 under Cmdr. William Byam, on the Halifax station; wrecked on the Little Bahama Bank (off Grand Bahama) 22.4.1808, and abandoned 3.6.1808.

Atalante Robert Shedden, Bermuda.

Ord: 26.4.1806. K: … . L: 8.1808.

Commissioned: ?In 1813 under Cmdr. Frederick Hickey; wrecked on Sisters Rocks off Halifax 10.11.1813.

Martin David McCallan, Bermuda.

Ord: 26.4.1806. K: 1806. L. 5.1809.

Commissioned: at Halifax under Cmdr. John Evans (-1812). In 1813 under Cmdr. Humphrey Senhouse; affair with gunboats in Delaware Bay 29.7.1813; took US 6-gun privateer *Snapdragon* 30.6.1814. In 10.1814 under Cmdr. James Arbuthnot, then 10.1816 Cmdr. Andrew Mitchell, at Cork; wrecked off Aran Islands on the west coast of Ireland 8.12.1817 (4 drowned).

Sylph Nathaniel Tynes, Bermuda.

Ord: 29.12.1808. K: 1811. L: ?1812.

Commissioned: 12.1811 'abroad' (?Halifax) under Cmdr. Watkin Evans, for North American station. In 4.1812 under Cmdr. Roddam Douglas (died 8.1813), then ?11.1813 Cmdr. George Dickins; at destruction of USS *Adams* at Hampden 3.9.1814; wrecked on Southampton Bar on Long Island, North America 17.1.1815 (115 drowned including Dickens, 6 survived).

Morgiana Robert Hill, Bermuda.

Ord: 29.12.1808. K: 1811. L: 12.1811.

Commissioned: 1812 'abroad' (?Halifax) under Cmdr. David Scott, for North American station. In ?10.1814 under Cmdr. Vincent Newton (acting). In Ordinary at Chatham until fitted there for foreign service 11.1818 – 3.1819; recommissioned 8.1819 under Capt. Charles Strong, for African station, subsequently under ?Cmdr. Alexander Sandilands in 11.1819 and Cmdr. William Finlaison 9.1820 (-1822). From 1823 at Portsmouth until sold there to Thomas Pitman (for £1,760) 27.1.1825 to BU.

***COMBATANT* Class**, 20/22 guns. Designed by John Stainforth, MP. Planned as large flush decked gunvessels with 24 guns (to be either 6pdrs or carronades), but were completed with small forecastles and classed as 18-gun sloops (although noticeably were Captain's commands until 1806). Very shallow draught (11ft).

Dimensions & tons: 120ft 0in, 99ft 6in x 28ft 0in x 11ft 3in. $416^{40}/_{94}$ bm.

Men: 121. Guns: 22 x 24pdr carronades (but rated 18-gun from 1808).

Valorous John Blunt, Hull.

As built: 117ft 4in, 100ft 0½in x 28ft 2in x 11ft 3in. $422^{16}/_{94}$ bm.

Ord: 29.5.1804. K: … . 1804. L: 11.1804. C: 8.1 – 10.3.1805 at Woolwich.

Commissioned: 1.1805 under Capt. George Hardinge. In 3.1806 under Cmdr. Warwick Lake, in North Sea. During 1807 under Cmdrs. Reuben Mangin, John Evans and Charles Gregory. Fitted at Deptford 3 – 8.1808, to go to Gibraltar; recommissioned 5.1808 under Cmdr. James Irwin. Fitted at Portsmouth as Army depot ship 2 – 4.1814, for Cowes. Sold to Mr. Pushman (for £800) 7.5.1817.

Dauntless John Blunt, Hull.

As built: 117ft 10in, 100ft 6in x 28ft 3in x 11ft 3in. $426^{58}/_{94}$ bm.
Ord: 29.5.1804. K: … . 1804. L: 11.1804. C: 21.1 – 29.3.1805 at Woolwich.
Commissioned: 3.1805 under Capt. Hugh Pigot. In 7.1805 under Capt. Charles Jones, in the North Sea. In 3.1806 under Cmdr. William Cook, then 1807 Cmdr. Christopher Strachey; during the French seige of Danzig, damaged by shore batteries, grounded and was taken by French Army 'on the Holm' (river) 16.5.1807.

Combatant Thomas Steemson, Thorne.
As built: 117ft 7in, 100ft 4¾in x 28ft 0in x 11ft 3in. $418^{63}/_{94}$ bm.
Ord: 29.5.1804. K: … 1804. L: 31.11.1804. C: 20.1 – 5.5.1805.
Commissioned: 3.1805 under Capt. George Elliott, in 1806 under Capt. Alexander Kerr. In 1806-07 under Cmdr. Alexander Mackenzie. Fitted at Chatham 3 – 7.1808, for the defence of Gibraltar Bay; recommissioned 6.1808 under Cmdr. Thomas Renwick; in 9.1808 under W. Matlo. In Ordinary at Sheerness 1812-15. Sold at Sheerness (for £800) 17.10.1816.

PURCHASED VESSELS (1803 – 1806). Between 1803 and 1804, twenty commercial ship-rigged vessels, taken up from mercantile use and rated ship-sloops, were employed chiefly as convoy escorts. To these was added in 1806 a sloop acquired from the Revenue Service.

Scourge (ex mercantile *Herald*, built 1801 at Whitby), 16 guns.
Dimensions & tons: 107ft 0in, 84ft 3in x 27ft 6in x 12ft 9in. 339 bm.
Men: 100. Guns: 14 x 32pdr carronades; Fc 2 x 6pdrs.
Purchased 6.1803. Fitted at Deptford 20.7 – 16.9.1803.
Commissioned: 8.1803 under Cmdr. William Woolridge, for the North Sea. Fitted at Sheerness 3 – 5.1804, then laid up in Ordinary at Deptford 10.1804 until sold there (for £860) 18.4.1816.

Merlin (ex mercantile *Hercules*, built 1801 at South Shields), 16 guns.
Dimensions & tons: 104ft 0in, 79ft 10in x 30ft 6in x 12ft 10in. 395 bm.
Men: 100. Guns: UD 14 x 32pdr carronades; spar deck 4 x 24pdr carronades; Fc 2 x 9pdrs.
Purchased 7.1803. Fitted at Deptford 20.7 – 20.9.1803.
Commissioned: 8.1803 under Cmdr. Edward Brenton; took (with *Milbrook*) 2-gun privateer *Les Sept Frères* 27.10.1803; at Bombardments of Le Havre 23.7.1804 and 1.8.1804. In 1.1805 under Cmdr. Robert Forbes; in attempt to destroy wreck of the *Shannon* near Cap Barfleur 10.12.1805. In 3.1806 under Cmdr. William Parkinson, in the West Indies; later under Cmdr. William Fisher; laid up 4.1807 and paid off 6.1807 at Portsmouth. Fitted as a receiving ship at Portsmouth 10.1810. Sold there (for £510) 21.1.1836.

Curlew (ex mercantile *Leander*, built 1801 at South Shields), 16 guns.
Dimensions & tons: 98ft 7in, 75ft 7½in x 29ft 6in x 12ft 9in. 350 bm.
Men: 100. Guns: UD 6 x 24pdrs (Govers) + 8 x 24pdr carronades; Fc 2 x 6pdrs.
Purchased 6.1803. Fitted at Deptford 20.7 – 27.9.1803.
Commissioned: 8.1803 under Cmdr. John Northey, for the North Sea (-1805); to Newfoundland 1805. Fitted at Sheerness 10.1806 – 9.1807; recommissioned 11.1806 under Cmdr. Thomas Young, for North Sea; in 11.1807 under Cmdr. Abraham Lowe. Fitted at Woolwich for Baltic service 6 .1808 – 4.1809; recommissioned 3.1809 under Cmdr. John Tancock. Sold at Sheerness 25.6.1810.

Vulture (ex mercantile *Warrior*, built 1801 at 'Shields'), 16 guns.
Dimensions & tons: 105ft 0in, 81ft 11in x 29ft 11½in x 12ft 9½in. 391 bm.
Men: 100. Guns: UD 14 x 24pdr carronades + 2 x 12pdr carronades; Fc 2 x 6pdrs.
Purchased 6.1803. Fitted at Deptford 20.7 – 29.9.1803.
Commissioned: 8.1803 under Cmdr. William Green, for the North Sea. Fitted at Sheerness 11.1806 – 8.1807; in 12.1806 under Cmdr. Joseph Pearce. Fitted at Sheerness as a floating battery 12.1807 – 2.1808. In 10.1808 under Cmdr. Martin White (-1811), then Cmdr. George Morris, then 2.1812 Cmdr. Henry Baugh (-1813). Sold at Deptford (for £1,500) 30.9.1814.

Hermes (ex mercantile *Majestic*, built 1801 at Whitby), 16 guns.
Dimensions & tons: 107ft 0in, 84ft 3in x 27ft 6in x 12ft 9in. 339 bm.
Men: 100. Guns: UD 14 x 24pdr carronades; Fc 2 x 6pdrs.
Purchased 7.1803. Fitted at Woolwich 28.7 – 4.10.1803.
Commissioned: 8.1803 under Cmdr. John Astley Bennett, for the North Sea; in 4.1804 under Cmdr. John Davie, then 1.1805 Cmdr. Joseph Westbeach. Fitted at Sheerness 9 – 11.1805. Recommissioned 10.1806 under Cmdr. Peter Rye; in 11.1806 under Cmdr. Edward Sibly; sailed for the Cape of Good Hope; in River Plate operations 1808. Fitted at Deptford as a storeship 4 – 6.1809; recommissioned 4.1809. Sold at Deptford 24.3.1810.

Speedy (ex mercantile *George Hibbert*, built 1803 at Newcastle), 16 guns.
Dimensions & tons: 101ft 5in, 82ft 6in x 29ft 4½in x 12ft 10in. $378^{82}/_{94}$ bm.
Men: 100. Guns: UD 14 x 24pdr carronades; Fc 2 x 6pdrs.
Purchased 7.1803. Fitted at Woolwich 27.7 – 11.10.1813.
Commissioned: 8.1803 under Cmdr. H. ?Paget, for the Channel and Downs. Fitted at Sheerness 10 – 12.1806; recommissioned 10.1806 under Cmdr. Henry Barwell. In 1807 under Cmdr. Richard Muddle; sailed with convoy for Newfoundland 3.1807; sailed again for Newfoundland 12.6.1808. In 8.1810 under Cmdr. ?C. Dixon. Fitted as receiving ship at Portsmouth 1 – 2.1811. In Ordinary there 1812-14. Sold to Mr. Warwick (for £950) at Portsmouth 19.7.1817.

Orestes (ex mercantile *Ann*?, built 1803 at Harwich), 14 guns.
Dimensions & tons: 101ft 0in, 72ft 2½in x 27ft oin x 11ft 8in. 280 bm.
Men: 80. Guns: UD 14 x 24pdr carronades.
Purchased 8.1803. Fitted at Woolwich 9 – 11.1803.
Commissioned: 9.1803 under Cmdr. Thomas Browne; grounded on Splinter Sand near Dunkirk and burnt to avoid capture 11.7.1805.

Inspector (ex mercantile *Amity*, built 1801 near Colchester), 14 guns.
Dimensions & tons: 96ft 5in, 74ft 6in x 25ft 1in x 10ft 6in. $249^{31}/_{94}$ bm.
Men: 80. Guns: UD 14 x 24pdr carronades.
Purchased 8.1803. Fitted at Deptford 5.9 – 10.11.1803.
Commissioned: ?9.1803 under Cmdr. Edward Mitchell; in attempt to destroy prame *La Ville d'Anvers* on the Belgian coast 19.3.1804. In 5.1804 under Cmdr. Henry Butt, later Cmdr. Edward Killwick. In ?4.1805 under Cmdr. Brian Hodgson; took 1-gun privateer *Orestes* in the Channel 14.5.1805. Laid up at Chatham 3.1808; sold there 25.6.1810.

Bonetta (ex mercantile *Adamant*, built 1798 at Bridlington), 14 guns.
Dimensions & tons: 86ft 3in, 66ft 6in x 24ft 3in x 10ft 10in. 208 bm.
Men: 80. Guns: UD 14 x 24pdr carronades.
Purchased 8.1803. Fitted at Woolwich 9 – 12.1803.
Commissioned: 10.1803 under Cmdr. Roger Savage. In 4.1804 under Lieut. John Meik (acting). In 1805 under Cmdr. Henry Probyn, later Cmdr. Charles Bateman, in the North Sea and Downs. In 7.1806 under Cmdr. John Philips; laid up at Sheerness 11.1807. Sold at Sheerness 20.9.1810.

Avenger (i) (ex mercantile *Elizabeth*, built 1801 at Bridlington), 14 guns.
Dimensions & tons: 96ft 6in, 77ft 3in x 25ft 4in x 12ft 6in. $263^{71}/_{94}$ bm.
Men: 80. Guns: UD 14 x 24pdr carronades.
Purchased 8.1803. Fitted at ? (record sheet missing).
Commissioned: ?10.1803 under Cmdr. Francis Snell; grounded off the mouth of the Weser 5.12.1803.

Drake (ex mercantile [East India Co packet] *Earl of Mornington*, built 1799 by Perry, Wells & Green, Blackwall), 14 guns.
Dimensions & tons: 104ft 0in, 79ft 3in x 24ft 6in x … . 253 bm.
Men: 75. Guns: UD 16 x 18pdr carronades.
Purchased 2.1804. Fitted 21.8.1804 – 16.1.1805 at Deptford.
Commissioned: 10.1804 under Cmdr. William H. Drury; sailed for Jamaica 12.4.1805. In 1806 under Cmdr. F. M(indecipherable), then ?11.1806 Cmdr. John Parish, 10.1807 Cmdr.

George Bell and 1808 Lieut. John Fleming (acting). BU at Sheerness 8.1808.

Avenger (ii) (ex collier *Thames*, built 1803 on the Thames), 16 guns.

[It is unclear whether she was building by Brent, Rotherhithe, or had been built elsewhere and was merely refitted by Brent following her purchase, in which case launch date below indicated undocking.]

Dimensions & tons: dimensions not recorded. 390 bm.

Men: 80. Guns: UD 18 x 24pdr carronades and 2 x 9pdrs.

Purchased 5.1804. L: 9.6.1804.

Commissioned: 6.1804 under Cmdr. Thomas White, for the North Sea; sailed for Newfoundland 14.4.1806 (on Halifax station 1807), and again 3.5.1808; refitted at Plymouth for Baltic service 2 – 4.1809; in Baltic in 1809, then sailed for Newfoundland again 11.5.1810. In 1811 under Cmdr. Urry Johnson; sailed for Newfoundland 26.3.18121 and again 19.5.1812; wrecked in St Johns harbour 8.10.1812.

Alert (ex collier *Oxford*, built 1803 at Howden Pans, on the Tyne), 16 guns.

Dimensions & tons: 105ft 0in, 85ft 10½in x 29ft 4in x … . 393 bm.

Men: 80. Guns: UD 16 x 18pdr carronades and 2 x 9pdrs.

Purchased 5.1804. Fitted by Perry & Co, Blackwall 27.5 – 8.6.1804, then 8.6 – 9.8.1804 at Woolwich.

Commissioned: 6.1804 under Cmdr. Donald Mackay. In 7.1804 under Cmdr. James Johnstone, for the North Sea and Downs, then Cmdr. Robert Williams in 10.1805, John Cmdr. Bushby in 1807, Williams again in 1808, and Cmdr. Alexander Renny in 3.1809 (-1810); sailed for Newfoundland 3.5.1809 and again 18.3.1810. In 11.1810 under Cmdr. George Trollope, then 1.1812 Cmdr. Thomas Laugharne; sailed for Newfoundland 5.4.1812; taken 13.8.1812 off Newfoundland by USS *Essex* (3 wounded); in USN service until BU 1829.

Espiegle (ex mercantile *Wimbury*, built 1803 Barnstaple), 14 guns.

Dimensions & tons: 98ft 0in, 78ft 8in x 27ft 0in x … . 305 bm.

Men: 65. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Perry & Co, Blackwall 5.1804 – 8.6.1804, then 8.6 – 7.8.1804 at Woolwich.

Commissioned: 6.1804 under Cmdr. Henry Morris (-1809), for Irish Sea station. In 7.1809 under Cmdr. John Bradley, then 8.1809 Cmdr. Arthur Atchison and 9.1809 Cmdr. David C(indecipherable name); sailed for the West Indies. In ?5.1810 under Cmdr. John Codd, at Plymouth. BU at Plymouth 4.1811.

Railleur (ex mercantile *Henry*, built 1804 Gainsborough), 14 guns.

Dimensions & tons: 96ft 1in, 74ft 10in x 26ft 1in x … . 271 bm.

Men: 65. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Brent, Rotherhithe 5.1804 – 9.6.1804, then 9.6 – 27.7.1804 at Deptford Dyd.

Commissioned: 6.1804 under Cmdr. James Slade. In 7.1804 under Cmdr. Valentine Collard (-1807), for North Sea; in Weser operations 1805, then 1806 in Baltic. Sold at Sheerness 22.12.1810.

Cormorant (ex mercantile *Blenheim*, built 1803 Howden Pans, Newcastle), 14 guns.

Dimensions & tons: 100ft 9in, 81ft 0in x 27ft 7in x 12ft 0in. $327^{76}/_{94}$ bm.

Men: 70 (50 as storeship). Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Perry & Co, Blackwall 26.5 – 8.6.1804, then 8.6 – 30.7.1804 at Woolwich.

Commissioned: 6.1804 under Cmdr. James Stewart, for the North Sea. In 1806 under Cmdr. John Phillimore, then Cmdr. William Hughes in 11.1806 (-1808); sailed for the Cape of Good Hope 3.1807. Fitted at Deptford as a storeship 10.1808 – 7.1809; recommissioned 4.1809. In 1813 under W. Kirby, Master; to Cape of Good Hope in 1813 and Newfoundland 1814. In 1815 under T. Hodgson, Master. Sold to ?Moates at Chatham (for £1,450) 4.12.1817.

Utile (ex mercantile *Volunteer*, built 1803 South Shields), 14 guns.

Dimensions & tons: dimensions not recorded. 340 bm.

Men: 70. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Barnard, Deptford 5 – 6.1804, then 12.6 – 4.8.1804 at Deptford Dyd.

Commissioned: 6.1804 under Cmdr. William Richardson (died 1805). In Ordinary at Sheerness 1807. Fitted to lie in Yarmouth roads 3 – 9.1808; recommissioned 4.1808 as receiving ship at Yarmouth under Lieut. Edward Blaquiere; from 1810 under Lieut. William Gilchrist, then 1813 Blaquiere again. Sold at Deptford (for £2,560) 30.6.1814.

Eugenie (ex mercantile *Friends*, built 1800 Ipswich), 14 guns.

Dimensions & tons: 90ft 6in, 73ft 1in x 26ft 6in x 17ft 0in. 273 bm.

Men: 65. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Tibbott & Co, Thames 5 – 6.1804, then 15.6 – 4.8.1804 at Woolwich.

Commissioned: 6.1804 under Cmdr. Charles Webb, for convoys and cruising. In Ordinary at Sheerness 1807. Sold at Sheerness 22.12.1810.

Spy (ex mercantile *Comet*, built 1800 Shoreham), 14 guns.

Dimensions & tons: 95ft 7in, 75ft 3in x 26ft 2in x 10ft 7in. $274^{5}/_{94}$ bm.

Men: 65. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Barnard, Deptford 5 – 6.1804, then 12.6 – 9.8.1804 at Deptford Dyd.

Commissioned: 6.1804 under Cmdr. John Bushby, for North Sea. In 1806 under Condr. John Hudson. In Ordinary at Sheerness 7.1807. Fitted at Woolwich as a storeship 9 – 10.1810; in service under Richard Anderson, Master; taken 20.12.1812 en route to Halifax by 40-gun *La Gloire*, but later retaken. Sold at Deptford 12.1813.

Heron (ex mercantile *Jason*, built 1803 Newcastle), 14 guns.

Dimensions & tons: 97ft 6in, 75ft 9in x 29ft 0in x … . 339 bm.

Men: 70. Guns: UD 14 x 18pdr carronades and 2 x 9pdrs.

Purchased 6.1804. Fitted by Dawson, Thames 5 – 6.1804, then 16.6 – 9.8.1804 at Woolwich Dyd.

Commissioned: 6.1804 under Cmdr. John Edgcumbe (-1807); to Leeward Islands station 1804-05; sailed for Newfoundland 16.3.1806, then to Portsmouth. In 5.1807 under Cmdr. William Coote. Fitted as bomb vessel at Portsmouth 12.1810 – 5.1811, renamed *Volcano* (see Chapter 11); recommissioned 3.1811 under Cmdr. John Griffith; sailed for Portugal 25.12.1811. In 12.1812 under Cmdr. William Carroll, in the Mediterranean, later under Lieut. (acting) Thomas Forster. In 12.1813 under Cmdr. David Price, for North America; took 7-gun privateer *Saucy Jack* in the Windward Passage 13.10.1814; in New Orleans operations 12.1814. In 6.1815 under Cmdr. John Watling; paid off 9.1815. Sold at Portsmouth (for £1,100) 28.8.1816.

Anacreon (origins unknown), 16 guns.

Dimensions & tons: unknown.

Purchased (?)mid 1804. Fitted at Sheerness 8.1804.

Commissioned: late 1804 under Lieut. James Agassiz; on Leith station 9.1804. Deleted 7.1805.

Thrush (ex revenue brig *Prince of Wales*, built 1794 by Scotts, Greenock), 18 guns.

Dimensions & tons: 96ft 4in, 78ft 10½in x 27ft $0^{5}/_{8}$in x 13ft 3½in. $307^{3}/_{94}$ bm.

Men: 121. Guns 18 x 6pdrs.

Purchased from the Revenue Service early 1806; arrived Portsmouth 2.6.1806; renamed 12.9.1806; fitted at Portsmouth 3.1808 – 25.6.1808.

Commissioned: 4.1808 under Cmdr. Charles Webb; sailed for Jamaica 18.7.1808. In ?5.1809 under Cmdr. Henry Spark Jones. Delivered up as powder hulk at Port Royal, Jamaica 10.1809 (by AO 25.9.1809). Foundered at anchor at Port Royal 7.1815; wreck later sold.

Ex FRENCH PRIZES (1803 – 1809)

***L'ETNA* Class.** 'Corvettes de 16 x 18', designed by Pierre-Alexander Forfait and his pupil, Charles-Henri Tellier, initially to carry 18pdrs and a 12in mortar. Two more of this class of six ships were taken in 1803 and 1805 but, unlike the name ship taken in 1796 (see under Sixth Rates), were classed as ship-sloops.

Mignonne (French corvette *La Mignonne*, built 11.1794 – 4.1797 at Cherbourg. L: 15.10.1795), 18 guns.

Dimensions & tons: dimensions not recorded. 462 bm.

Men: 121. Guns: 18 x 9pdrs.

Taken 28.6.1803 by *Goliath* at San Domingo.
No record of commissioning. Grounded at Port Royal, Jamaica 12.1804, then condemned.

Torch (French corvette *La Torche*, built 6.1794 – 5.1795 at Honfleur. L: 4.1795), 18 guns.
Dimensions & tons: 118ft 0in, 97ft 4¼in x 32ft 9½in x 10ft 0in. $556^{76}/_{94}$ bm.
Men: 121. Guns: 18 x 32pdr carronades, + 2 x 12pdrs.
Taken 16.8.1805 by *Goliath* and *Camilla* in the Channel.
No record of commissioning. Remained in Ordinary at Plymouth. BU 6.1811.

Hawk (French privateer *L'Atalante*, built Bordeaux), 18 guns.
Dimensions & tons: 90ft 11in, 76ft 11½in x 27ft 11¾in x 8ft 2in. $320^{42}/_{94}$ bm.
Men: 121. Guns: UD 16 x 24pdr carronades and 2 x 9pdrs (chase guns).
Taken 27.7.1803 by *Plantagenet* and *Rosario* in theBay of Biscay.
Commissioned: ?1803 under Cmdr. James Tippett; lost, presumed foundered with all hands, in the Channel 12.1804.

Bergere (French corvette *La Bergère*, built Rochefort 12.1793 – 9.1794. L: 7.1794. Jacques-Noël Sané design), 18 guns.
Dimensions & tons: 112ft 2in, 94ft $5^{3}/_{8}$in x 29ft 8in x 18ft 0in. $442^{14}/_{94}$ bm.
Men: 121. Guns: 18 x 9pdrs.
Taken 17.4.1806 by *Sirius* off Civitavecchia.
Commissioned: 8.1806 in the Mediterranean under Cmdr. Granville Proby. In 5.1807 under Cmdr. George Whinyates. Arrived 21.8.1807 at Woolwich and laid up. To Blackwall 5.1808. BU 7.8.1811.

Victor (French corvette *L'Iéna*, former privateer *Le Revenant* built at St Malo 1806 – 2.1807 and requisitioned 7.1808 at Mauritius by the French Navy, renamed 9.1808), 18 guns.
Dimensions & tons: Dimensions not recorded. *c.*400 bm.
Men: … . Guns: 16 x 32pdr carronades, + 2 x 6pdrs.
Taken 8.10.1808 by *Modeste* in the Bay of Benhal.
Commissioned: 1808 in the East Indies under ?Cmdr. Thomas Grout. In 4.1809 under Cmdr. Edward Stopford; retaken by the French 40-gun *La Bellone* 2.11.1809 and resumed her original name *La Revenant*. Taken again by the British Navy 6.12.1810 at the surrender of Mauritius, but not restored to service.

St Pierre (French corvette *La Diligente*, acquired 1808 by French Navy, origins uncertain), 18 guns.
Dimensions & tons: dimensions not recorded. 371 bm.
Taken 9.2.1809 at the surrender of St Pierre (Martinique).
Commissioned: ?6.1809 in the West Indies under Cmdr. Alexander Kennedy. In 1810 under Cmdr. Samuel George Pechell. Arrived 9.7.1810 at Portsmouth and laid up. Sold there (for £500) 1.9.1814.

[Note: David Lyon quotes a 347 bm sloop *Renard* in *Sailing Navy List*; this seems to be a confusion between the 137 bm schooner taken in 1803 (*Renara*) and the 346 bm sloop (*Renard*) taken in 1797.]

Ex DUTCH PRIZES (1803 – 1807)

Hippomenes (Dutch *Hippomenes*, 'Korvet van 18' built Vlissingen 1797), 18 guns. Dutch design of 115 x $32^{3}/_{11}$ x 18 ft; her sister *Atalante* (built Vlissingen 1796, and rigged as a brig) was taken 1.4.1804 but not added to RN.
Dimensions & tons: 95ft 10½in, 85ft 0in x 30ft 1in x 7ft 5½in. 407 bm.
Men: 121. Guns: UD 16 x 32pdr carronades, plus 2 x 9pdrs.
Taken 20.9.1803 by Commodore Samuel Hood at Demerara.
Commissioned: ?1803 under Lieut. John Woolcombe. In 3.1804 under Cmdr. Conway Shipley; took 36-gun privateer *L'Egyptienne* (ex frigate *Le Railleur*) off Jamaica 27.3.1804; at capture of Surinam 25.4 – 5.5.1804. In ?5.1804 under Cmdr. Kenneth M'Kenzie; action with 18-gun privateer *Le Buonaparte* 21.6.1804. In 1805 under Cmdr. William Autridge. In 1806 under Cmdr. Edward Woolcombe (-1808); attempted (with *Ulysses*, *Castor* and *Morne Fortunee*) to cut out *Griffon* from Port Marin (Martinique) 27.3.1808; arrived 25.9.1808 at Portsmouth and laid up. Sold there (for £600) 28.4.1813.

Surinam (Dutch *Pylades*, built ?), 18 guns.
Dimensions & tons: dimensions not recorded. 413 bm.
Men: … . Guns: … .
Taken 4.5.1804 by Commodore Samuel Hood at the surrender of Surinam.
Commissioned: 5.1804 under Cmdr. Kenneth M'Kenzie; in 6.1804 under Cmdr. Henry Waring. Paid off 28.6.1804 and sold c1808.

Scipio (Dutch *Scipio*, built Rotterdam 1797), 18 guns. Dutch design of 122 x 30 x 17½ft.
Dimensions & tons: dimensions not recorded. 408 bm.
Men: 121. Guns: UD 16 x 32pdr carronades, plus 2 x ?9pdrs.
Taken 1.9.1807 by *Psyche* off Java.
Not Commissioned in RN. Renamed *Samarang* 19.1.1808. Sold at Bombay 24.3.1814.

Ex SPANISH PRIZES (1804 – 1805).

Infante Don Carlos (Spanish *Infante Don Carlos*), 16 guns.
Dimensions & tons: not recorded.
Taken 7.12.1804 by *Diamond*.
Not Commissioned: Used as receiving ship at Plymouth. BU 1811.

Urquijo (Spanish *Orquixo*), 18 guns.
Dimensions & tons: dimensions not recorded. 384 bm.
Taken 8.2.1805 by *Pique* off Havana.
In 1805 under Lieut. John Balderson (acting); foundered 7.11.1805 off Port Antonio, Jamaica with loss of 'most' of crew.

Ex TURKISH PRIZE (1807)

Fara Numa (Turkish *Fara Numa*, building details unknown), 16 guns.
Men: … . Guns: 14 x 6pdrs, + 2 x 18pdrs.
Taken 21.3.1807 by Capt. Hallowell's squadron at the surrender of Alexandria.
Commissioned: ?1.1808 under Cmdr. Samuel Fowell; disposed of in 1809.

Ex DANISH PRIZES (1807). 16 guns. Both captured at the fall of Copenhagen 7.9.1807. These two vessels were built to a design by F.C.H. Hohlenburg, and classed by the Danes as 'fregaten'. It was intended to rename them *Utile* and *Harlequin* respectively, but this proposal was cancelled. A third vessel to this design, *Gluckstadt*, was rigged as a brig (see Chapter 8).
Men: 100. Guns: 16 x 24pdr carronades, and 2 x 6pdrs (chase guns).

Eyderen (Danish *Eijderen*, L: 26.6.1802 at Gammeholm).
Dimensions & tons: 99ft 9in, 82ft 7in x 27ft 7½in x 10ft 10in. $335^{21}/_{94}$ bm.
Arrived 19.11.1807 at Chatham. Fitted there 3 – 11.1808.
Commissioned: 6.1808 under Cmdr. John Pengelly (died 1810); sailed for Portugal 24.5.1809; sailed for the Mediterranean 1.9.1809. Laid up at Chatham 12.1810 in Ordinary, then BU there 6.1813.

Elven (Danish *Elvin*, L: 25.11.1800 at Copenhagen).
Dimensions & tons: 101ft 1in, 83ft 7¼in x 27ft 4½in x 11ft 3in. $333^{32}/_{94}$ bm.
Arrived 22.11.1807 at Chatham. Fitted there 5 – 10.1808.

Commissioned: 8.1808 under Cmdr. Richard J.L. O'Connor. In 1809 under Cmdr. John Haswell; sailed for Portugal 24.5.1809. Laid up at Sheerness 8.1810 in Ordinary, then sold there (for £660) 3.11.1814.

A further Danish vessel captured at Copenhagen's fall was the *Coureer*. Temporarily renamed *Courier* by the RN and sailed to England like other prizes, it was intended to rename her *Queen Mab*, but it was decided instead that she should not be put into service, and she was sold in 1809.

Ex AMERICAN PRIZE (1812)

Peacock (USN sloop *Wasp*, built Washington Navy Yard, L: 21.4.1806), 18 guns.

[Designed 1804 and begun by Josiah Fox as a brig, re-rigged 1.1807 prior to commissioning in 4.1807.]

Dimensions & tons: 105ft 10½in, 85ft 10½in x 30ft 10in x 14ft 0in. $434^{24}/_{94}$ bm.

Men: 121. Guns: UD 14 x 32pdr carronades and 2 x 6pdrs (chase guns).

Taken 18.12.1812 by *Poictiers* in the Atlantic. Briefly named *Loup Cervier* on capture, then *Peacock*.

Commissioned: 1813 on the Halifax station by Capt. Charles Gill. In ?5.1814 under Capt. William Mends, and ?6.1814 Capt. Richard Coote; lost, presumed foundered with all hands, off South Carolina 7.1814.

Ship-sloops on the Great Lakes

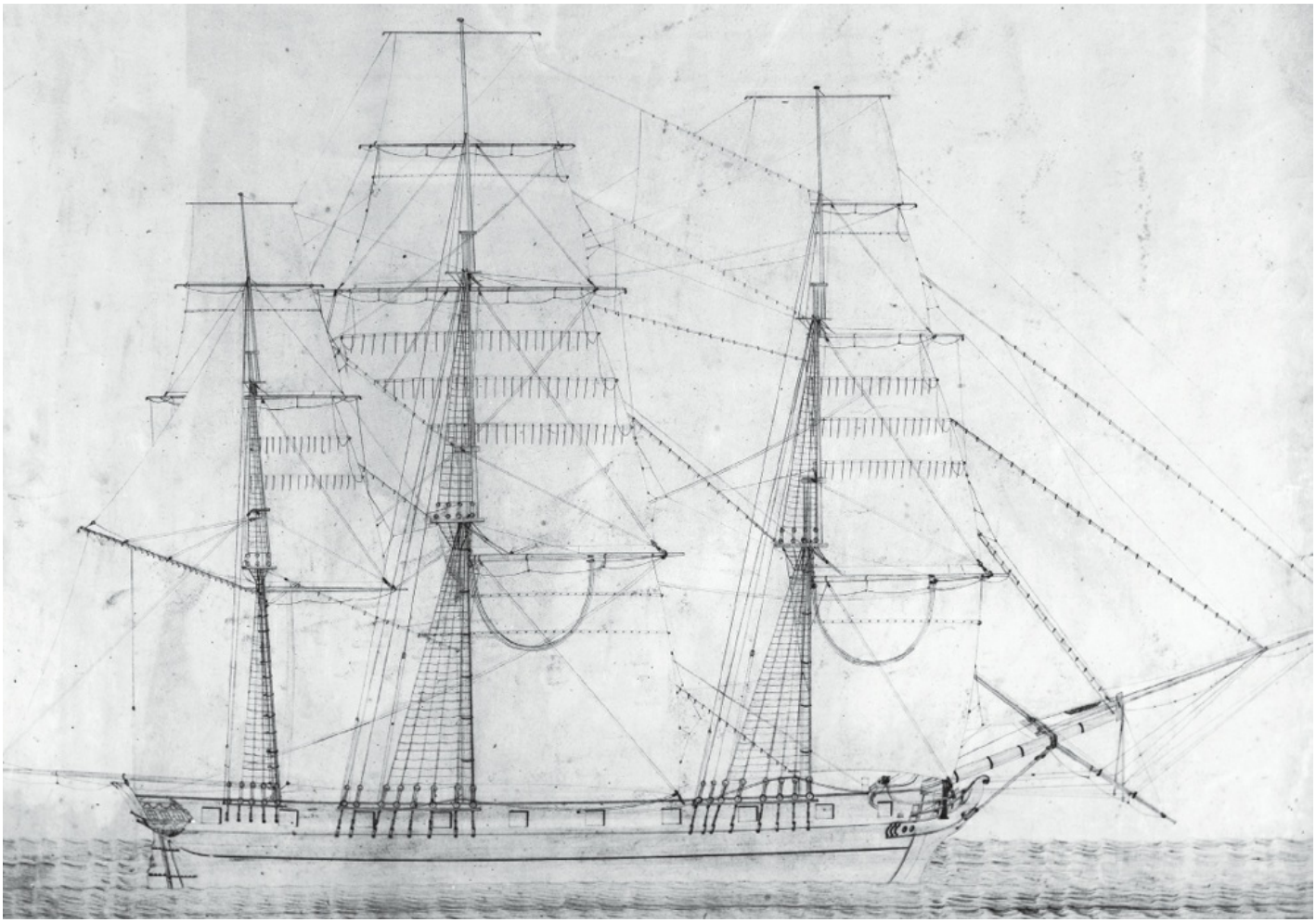
Earl of Moira Kingston Dyd, Upper Canada (Ontario) (M/Shipwright John Dennis).

Dimensions & tons: 70ft 6in, 56ft $3^{5}/_{8}$in x 23ft 8in x 7ft 0in. $168^{59}/_{94}$ bm.

Men: 86. Guns: 10 x 18pdr carronades; but pierced for 14 guns, and by 1814 had 14 x 24pdr carronades, + 2 x 9pdrs; later 12 x 24pdr carronades, + 1 x 18pdr.

L: 28.5.1805 as ship. Altered to brig 1813.

Renamed *Charwell* 22.1.1814. Powder hulk 1816. Receiving ship by 1827. Sold 1.1837.



An original spar plan of the USS *Wasp*, as converted from brig to ship rig, the threemasted sail-plan providing American sloops with a manoeuvring advantage in their battles with British brigs. *Wasp* won the first of these against the *Frolic*, but was too damaged to escape from the 74-gun *Poictiers*, which came up a few hours later, resulting in the capture of the American sloop and the recapture of her prize.

Royal George Kingston Dyd, Upper Canada (Ontario) (M/Shipwright John Dennis).

Dimensions & tons: 96ft 9in, 81ft 11¼in x 27ft 7in x 11ft 0in. $330^{20}/_{94}$ bm.

Men: 135 (1816, 95). Guns: 20 x 32pdr carronades; in early 1813, 2 of these were replaced by 2 x 9pdrs, and in late 1813 another 2 were replaced by 2 x 68pdr carronades (with long 18pdrs replacing the 9pdrs); by 1814, 18 x 32pdr carronades + 2 x 18pdrs + 1 x 24pdr.

L: 7.1809.

Renamed *Niagara* 22.1.1814. Sold 1.1837.

Queen Charlotte Amherstburg Dyd, Upper Canada (Ontario) (M/Shipwright William Bell).

Dimensions & tons: (measured in later mercantile use) 92ft 2in, ? x 26ft 0in x 12ft 0in. $254^{38}/_{95}$ bm.

Men: ? Guns: 3 x 24pdrs (one on a pivot) + 14 x 24pdr carronades.

L: late 1810.

Commissioned: 1813 under Cmdr. Robert Finnis, for Lake Erie flotilla; taken by the Americans at the Battle of Lake Erie 10.9.1813 (Finnis killed).

Wolfe (ex *Sir George Prevost*) Kingston Dyd, Upper Canada (Ontario) (M/Shipwright James Morrison; completed by George Record).

Dimensions & tons: 101ft 9in, 86ft 1½in x 30ft 6in x 11ft 0in. $426^{23}/_{94}$ bm.

Men: 135. Guns: 2 x 68pdr carronades + 18 x 18pdr carronades, + 2 x 12pdrs. By late 1813, 4 x 68pdr carronades + 8 x 32pdr carronades, + 1 x 24pdr + 8 x 18pdrs; by 1814, 18 x 32pdr carronades + 3 x 18pdrs.

L: 25.4.1813. Spar deck fitted 1813.

Renamed *Montreal* 22.1.1814. To Ordinary 1817. Sold 1.1832.

Detroit Amherstburg Dyd, Upper Canada (Ontario) (M/Shipwright William Bell).

Dimensions & tons: (measured in later mercantile use) 96ft 2in, ? x 26ft 0in x 11ft 1in. $244^{41}/_{95}$ bm.

Men: ? Guns: 4 x 12pdrs + 16 x 24pdr carronades (intended); actually carried 2 x 24pdrs, 1 x 18pdr, 6 x 12pdrs, 8 x 9pdrs, 1 x 23pdr carronade + 1 x 18pdr carronade.

L: 7.1813.

Commissioned: 6.1813 under Cmdr. Robert Barclay, for Lake Erie flotilla; taken by the Americans at the Battle of Lake Erie 10.9.1813.

8 Brig-sloops (and other large brigs over *c*200 tons)

The urgent need for a large number of small escort vessels for convoy and cruising duties during the American War had led to the reintroduction of two-masted vessels of sloop size into the Navy List. Initially armed with 4pdr long guns, these 'popguns' were replaced by carronades in new construction from 1795 onwards, and where possible the more powerful (if close-range) ordnance was retro-fitted into existing brigs as the opportunity allowed. Brigs of less than about 200 tons were usually rated as gunbrigs (under a Lieut. rather than a Cmdr.) and appear in Chapter 9.

(A) Vessels in service at 1 February 1793 – the 4pdr and 6pdr armed brigs

During the American war seven brig-rigged sloops, all armed with 4pdrs, were constructed for the Royal Navy. All were still on the Navy List at the outbreak of the Revolutionary War in 4.1792, and these remained the only brigs built as such for the Navy that were in service by that date. There was some reluctance in the Navy to distinguish these little vessels by the title 'sloop', and the early vessels were often classed simply as 'brigs'. But by 1790 the *Childers* and *Speedy* (plus ten purchased vessels) were rated simply as 'sloops' and the other five (plus the bought-in *Wasp*) as 'brigs'.

By the start of 1793 all seventeen (the *Alert* having been deleted) had been combined as 'brig-sloops'. The 14-gun vessels were established with a complement of 70 (57 officers, seamen and marines; 12 servants and boys; and 1 'widow's man') and a battery of 14 x 4pdr guns to give a broadside weight of 28 lbs, while the 16-gun type had an additional 10 (officers, seamen and marines) and carried 16 x 4pdr guns to give a broadside weight of 32 lbs. The 18-gun type had 125 men (107 officers, seamen and marines; 17 servants and boys; and 1 'widow's man'), as in the equivalent ship-sloops; they carried 18 x 6pdr guns, giving a somewhat larger broadside weight of 54 lbs. All being flush decks vessels, none had any other guns except swivels, and were not altered by the carronade Establishment issued in November 1794.

CHILDERS. The first of the 4pdr-armed brigs was initially a 10-gun vessel. It was built to a design by Sir John Williams, adopted from a current merchant ship design. Notably the draught was approved on 16 July 1778, indicating that the ship was ordered to Menetone's own design, which was then adapted by Williams to Admiralty needs; curiously Menetone built only one other vessel for the RN – the 28-gun *Cyclops*. Initially described simply as a 'brig', it was established as a 'sloop' by AO of 6.8.1779.

Dimensions & tons: 78ft 7in, 60ft 8in x 25ft 0in x 11ft 0in. $201^{64}/_{94}$ bm.

Men: 80. Guns: 10 x 4pdrs, plus 12 x ½pdr swivels; by 1793 rated 14 guns with 14 x 4pdrs.

Childers James Menetone & Son, Limehouse.

As built: 79ft 0in, 60ft 9½in x 25ft 3in x 10ft 11¾in. $206^{15}/_{94}$ bm.

Ord: 30.9.1777. K: 3.4.1778. L: 7.9.1778.

Commissioned: 10.1778 until 8.1783, and from 11.1789 to 6.1790. Recommissioned 1.1791 under Cmdr. Robert Barlow, for the Channel; as the first of the brig-sloops, it was appropriately the *Childers* which took part in the earliest hostile incident with the Revolutionary French regime; on 2.1.1793 the brig was fired upon by the Brest forts while standing in towards the harbour (only one shot hit the *Childers*, and caused no casualties); took privateer *La Patriote* 15.2.1793 and *Le Triton* 14.3.1793. In 6.1793 under Cmdr. Joshua Mullock, then 3.1794 Cmdr. Robert Warburton and 3.1795 Cmdr. Richard Dacres; took French 6-gun cutter *La Vigilante* off St Brieux 3.9.1795. In 12.1795 under Cmdr. Stephen Poyntz; took privateer *La Bonne Esperance* 14.9.1796; took French 18-gun *L'Etna* off the French coast 13.11.1796. In 1.1797 under Cmdr. James O'Bryen; in capture of French 14-gun *L'Aventurière* at Corigiou 3.8.1798. In 3.1799 under Cmdr. James Coutts Crawford, then 7.1802 Cmdr. John Delafons; paid off 11.1802. Recommissioned 8.1803 under Cmdr. Sir William Bolton, for the Mediterranean. In 8.1805 under Cmdr. John Lake, then 3.1806 Cmdr. Thomas Innes, for the Channel fleet, and 1808 Cmdr. Joseph Packwood (-1811), in the North Sea; took 4-gun privateer *Frernskanten* 19.10.1808; in 1809 under Cmdr. Francis Nott (temp.). Paid off 1.1811 and BU at Chatham 2.1811.

***SPEEDY* Class**. Design by the builder in 1781, using a hull form derived from the traditional Channel cutter.

Dimensions & tons: 78ft 3in, 59ft 0½in x 25ft 8¼in x 10ft 10in. $207^{21}/_{94}$ bm.

Men: 90. Guns: 14 x 4pdrs, plus 12 swivels.

Speedy Thomas King, Dover.

As built: 78ft 3in, 59ft 0in x 25ft 9in x 10ft 10in. $208^{8}/_{94}$ bm. Draught 5ft 2in / 9ft 0in.

Ord: 23.3.1781. K: 6.1781. L: 29.6.1782. Fitted and coppered at Deptford 16.7 – 25.10.1782.

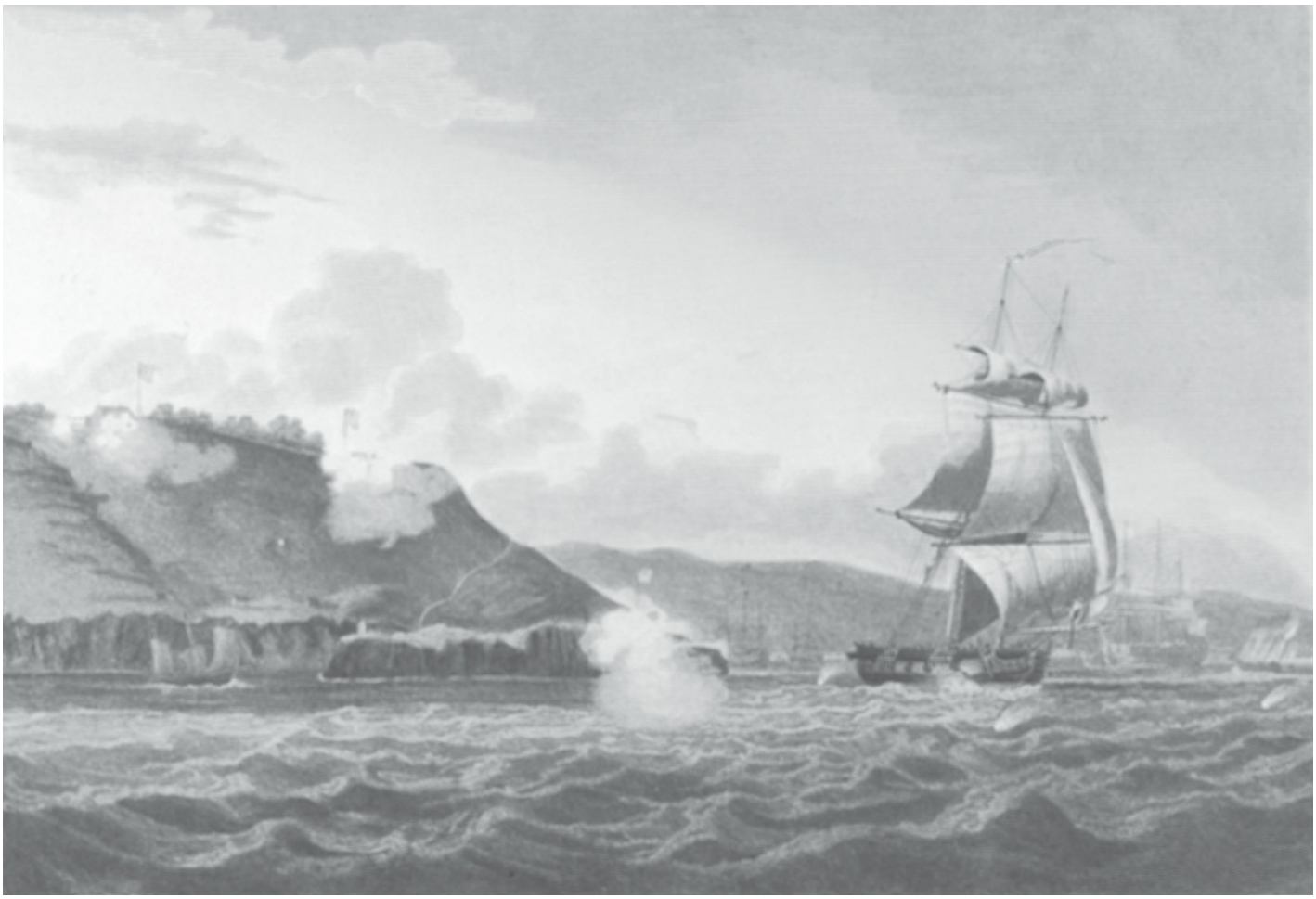
First cost: £4,200.7.3d (including fitting). 1787 refit £1,801; 1792 refit £3,000.

Commissioned: 5.1783 under Cmdr. Josias Rogers for North Sea (Humber) station; paid off 1.1787. Refit at Woolwich 4-7.1787. Recommissioned 5.1787 under Cmdr. John Maude for same station; from 11.1790 under Cmdr. Richard Lane; paid off 10.1791. Refit at Deptford 6-12.1792. Recommissioned 11.1792 under Cmdr. Charles Cunningham. Under Cmdr. George Cockburn from 10.1793 and Cmdr. George Eyre from 2.1794. Taken by 3 French frigates off Nice 9.6.1794. Retaken by the *Inconstant* 3.1795. Under Thomas Elphinstone from 10.1796. Under Cmdr. Hugh Downman from 8.1797; action with privateer *Le Papillon* off Gibraltar 2.1798. Under Cmdr. Jahleel Brenton from 1.1799. Under Cmdr. Lord Thomas Cochrane from 3.1800. Captured 6-gun privateer *L'Intrépide* off Sardinia 11.5.1800; captured 10-gun privateer *Asuncion* off Bastia 25.6.1800; captured privateer *Le Constitution* off Caprea 19.7.1800; captured Spanish 32-gun zebec *Gamo* off Barcelona 6.5.1801. Taken by 74-gun *Le Desaix* of Linois' squadron off the Spanish coast 3.7.1801. Given to the Pope (as *Le Saint Paul*) 12.1802, being renamed *San Paulo*, deleted 1806.

Flirt Thomas King, Dover.

As built: 78ft 3in, 58ft $11^{3}/_{8}$in x 25ft 9¾in x 10ft 10in. $208^{86}/_{94}$ bm.

Ord: 23.3.1781. K: 8.1781. L: 4.3.1782. Fitted & coppered at Deptford 26.3 – 8.6.1782.



The first clash between the British Navy and Revolutionary French forces took place on 2 January 1793, when the prototype British brig, standing in towards Brest harbour, was fired upon by shore batteries. While escaping without casualties, the *Childers* was hit by a single 48pdr shot, which struck one of the brig's 4pdrs before breaking into three pieces. The sharp sheer and rising stern of the *Childers* reveals the cutter origins of the brig-rigged vessels, as opposed to the more traditional frigate-style hull form of the old two-masted sloops.

First cost: £4,088.10.6p (including fitting).

Commissioned: 3.1782 under Cmdr. Nathan Brunton for North Sea station; paid off 1783. Recommissioned 4.1783 under Cmdr. William Luke, stationed 'between Beachy Head and Isle of Wight'; paid off 1786. Recommissioned 5.1786 under Cmdr. Piercy Brett; under Cmdr. John Stevens Hall from 1788 and Cmdr. James Norman from 1789. Recommissioned 5.1790 under James Nicoll Morris (from 9.1790); sailed for Jamaica 22.11.1791. Laid up at Deptford 11.1792. Sold for £450 (?at Deptford) 1.12.1795.

Modified *CHILDERS* Class. Improved versions of the *Childers* design. Four vessels were ordered to this design in 1781. There are indications that there were slight further alterations in design from the first pair (both of which were converted to fireships in the 1790s) to the last pair.

Dimensions & tons: 78ft 7in, 60ft 8in x 25ft 0in x 11ft 0in. $201^{64}/_{94}$ bm.

Men: 80 (later 90). Guns: 10 x 4pdr and 4 carronades, plus 12 x ½pdr swivels; by 1793 all were rated 14 guns.

Falcon Andrew Hills, Sandwich.

As built: 78ft 11in, 60ft 8in x 25ft 0in x 11ft 2in. $201^{64}/_{94}$ bm. Draught 5ft 3½in / 9ft 9in.

Ord: 1.5.1781. K: 8.1781. L: 23.9.1782. Fitted & coppered at Deptford 23.10 – 24.12.1782.

First cost: £4,169.3.2d (including fitting).

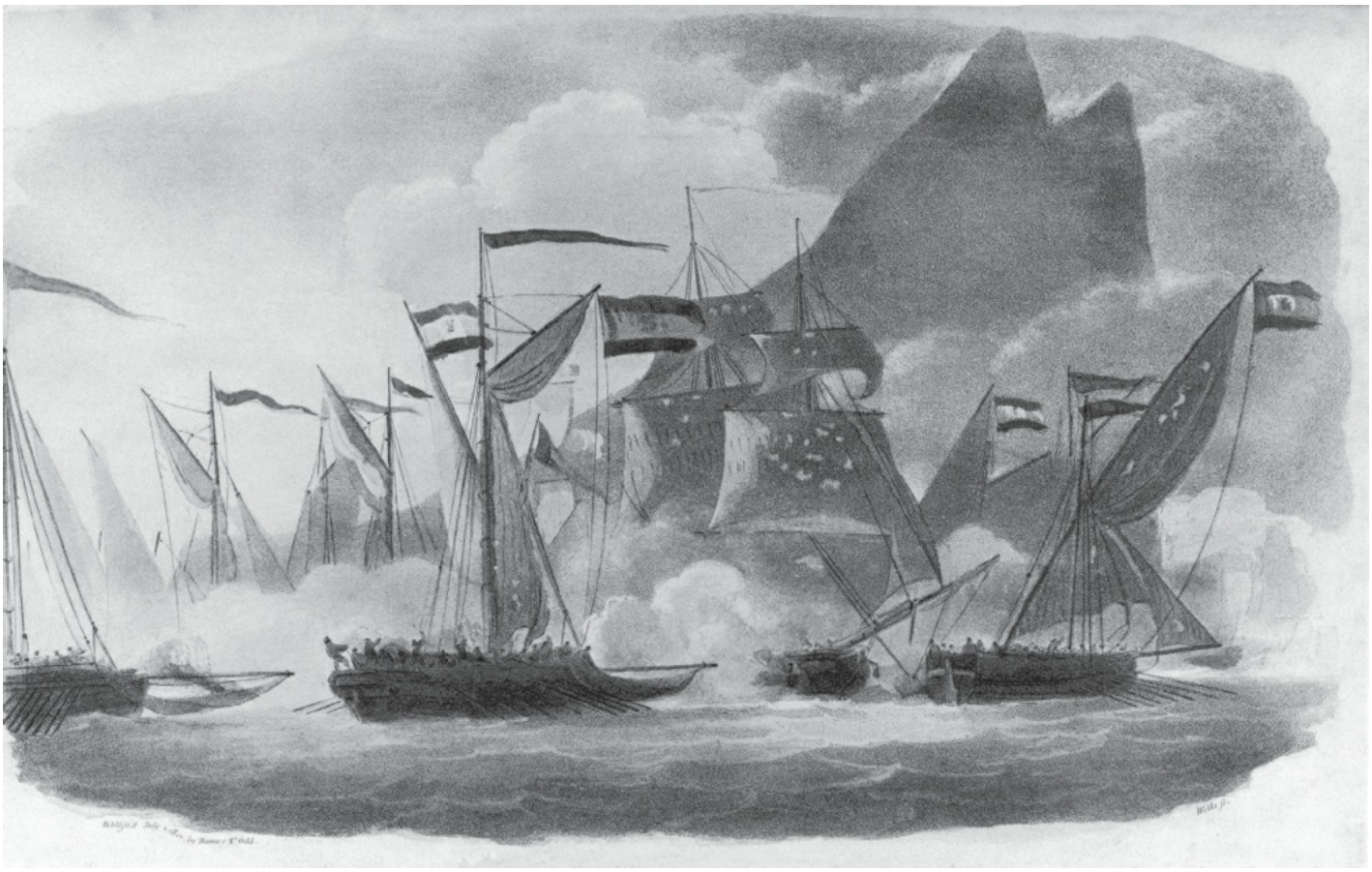
Commissioned: in 9.1782 under Cmdr. Benjamin Runwa; paid off 1783. Recommissioned 5.1783 under Cmdr. William Taylor; under Cmdr. Velters Berkeley from 1784; sailed for Leeward Islands 6.10.1783. Under Cmdr. Robert Gregory from 3.1786 in Leewards. Underwent Small Repair at Woolwich 8-10.1887 for £1,933. Recommissioned 10.1788 under Cmdr. Thomas Laugharne for Channel station (refitted at Woolwich 10-11.1788 for £347); under Cmdr. New Hill Eastwood from 9.1790. Recommissioned 10.1791 under James Bissett; sailed for Jamaica 27.11.1791; took 6-gun privateer *Le Jean Bart* off Scilly 9.3.1793; returned to UK 3.1793; took another off Portland 7.1793. From 11.1794 under Cmdr. William Lobb; paid off 3.1795. Reduced in 1794 to 10 x 4pdrs (with men cut from 90 to 66). Fitted at Sheerness as a fireship (with 8 x 18pdr carronades) for £1,934 from 4.1798 to 6.1800. In 7.1798 under Cmdr. Matthew St Clair, then 5.1799 Cmdr. Philip Broke and 10.1799 Cmdr. George Ross; expended as a fireship in Dunkirk roads 7.7.1800.

Otter Andrew Hills, Sandwich.

As built: 78ft 7in, 60ft 8in x 25ft 0in x 11ft 2in. $201^{64}/_{94}$ bm.

Ord: 1.5.1781. K: 8.1781. L: 17.3.1782. Fitted & coppered at Deptford 15.4.1782 to 9.7.1782.

First cost: £3,981.12.6d (including fitting).



The brig *Speedy*'s most famous action was under Thomas Cochrane, when in May 1801 – with only 50 men aboard – he took the big frigate-zebec *Gamo* (with 300 men and mounting 22 x 12pdrs, 8 x 8pdrs and 2 carronades); the *Speedy* lost 3 dead and 8 wounded to the *Gamo*'s 13 dead and 41 wounded. But *Speedy*'s earlier exploits had already achieved fame. Under Jahleel Brenton on 6 November 1799 she fought off an attack by twelve Spanish gunboats in defence of the convoy she was escorting, as shown in this engraving from the *Naval Chronicle*.

Commissioned: under Cmdr. Eliab Harvey 3.1782 for the Channel station, remaining in service for post-war period in Channel and North Sea. In 3.1783 under Cmdr. Richard William, then 12.1783 Cmdr. James Glasford and 5.1786 Cmdr. John Hardy (-1794); paid off to Ordinary at Sheerness 6.1794. Fitted at Sheerness as a fireship (with 8 x 18pdr carronades) for £1,823 from 4.1798 to 8.1799; recommissioned 6.1798 under Cmdr. George McKinley, for the North Sea; in Copenhagen expedition 4.1801. In 8.1801 under Cmdr. Richard Pellowe; paid off 10.1801. Sold for £1,000 (?at Woolwich) 16.12.1801.

Weazle Andrew Hills, Sandwich.

As built: 78ft 11in, 60ft 8in x 25ft 0in x 10ft 10½in. $201^{64}/_{94}$ bm.

Ord: 18.2.1782. K: 9.1782. L: 18.4.1783. Partly fitted at Deptford 17.5.1783 to 1.1784; completed fitting 4.1785 to 5.6.1785.

First cost: £1,902.4.5d plus £1,141 expended at Deptford. Later £561 (to 1784) and £785 (1785) at Deptford.

Commissioned: under Cmdr. Samuel Hood 5.1785; sailed for Nova Scotia 20.7.1785. In 9.1788 under Cmdr. Charles Sawyer, then 3.1791 Cmdr. James Shephard; paid off 9.1791. Small Repair at Sheerness (for £1,612) 9.1790 - 1.1791, then fitted there (for £1,122) 2 - 4.1791 and laid up in Ordinary. Recommissioned 4.1793 under Cmdr. William Taylor, for the Channel and North Sea. In 10.1793 under Cmdr. John Murray, then 12.1794 Cmdr. Willoughby Lake, 5.1797 Cmdr. Henry Gunter, 9.1795 Cmdr. Thomas Dundas and 5.1796 Cmdr. John Lewis; took privateer *L'Entreprenante* in the Channel 25.9.1797. In 3.1798 under Cmdr. Henry Grey; took privateer *Le Petit Chasseur* in the Channel; wrecked in Barnstaple Bay 12.2.1799 (only one survivor, the purser).

Ferret Andrew Hills, Sandwich.

As built: 78ft 11in, 60ft 8in x 25ft 0in x 10ft 10½in. $201^{64}/_{94}$ bm.

Ord: 18.2.1782. K: 2.1783. L: 17.8.1784. Laid up incomplete at Deptford 31.8.1784.

First cost: £1,943.19.9d plus £1,126 expended at Deptford. In 2 – 5.1787 another £1,630 was spent at Deptford to fit her for sea.

Commissioned: 5.1787 under Cmdr. John Osborne. In 9.1788 under Cmdr. Davidge Gould, then 12.1789 Cmdr. Robert Stopford, 10.1790 Cmdr. Richard Burgess, and 1.1791 Cmdr. William Nowell (-1794); took privateers in North Sea – 6-gun *Le Jean Bart* and *La Jeune-Marie* off Dunkirk 21.2.1793, and 8-gun *La Fantaisie* 15.4.1793. In 11.1794 under Cmdr. George Byng, then 7.1795 Cmdr. Charles Ekins; took privateer *L'Eleonore* in the North Sea 20.11.1795. In 12.1795 under Cmdr. Thomas Baker; paid off 2.1796. Sold at Deptford for £760 on 16.12.1801.

PURCHASED VESSELS (1778 – 1782)

To supplement their purpose-built sloops at a period when every additional escort vessel was desperately sought, the RN had purchased from 1778 to 1782 a number of brig-rigged vessels, eleven of which were bought on the stocks from commercial builders – among which *Swallow* (of 1779) and *Lively* were lost in 1781 and 1782, and *Zephyr* became a transport in 1783. The following list is limited to those surviving as sloops until at least 1790. All of these were rated as 'sloops' (except the *Wasp*, rated as a 'brig').

Helena (probably ex French *La Hélène*, purchased early 1778), 14 guns.

Dimensions & tons: 76ft 1½in, 56ft 5½in x 26ft 9in x 10ft 8in. $214^{84}/_{94}$ bm.

Men: 80/70. Guns: 14 x 6pdrs.

Purchased early 1778, possibly originally a schooner.

Commissioned: 5.1778 under Lieut. Thomas Hicks; taken 16.9.1778 by three French frigates in the Channel, becoming French *La Hélène* again, but retaken 22.6.1779 off Ushant by the *Ambuscade*. Recommissioned 9.1779 under Cmdr. Sir John Warren; paid off 11.1785 after wartime service. Recommissioned 12.1790 under Cmdr. John Woodley, for Channel service. From 2.1791 under Cmdr. Alexander Douglas, then 5.1793 Cmdr. William Charlton, 5.1795 Cmdr. John Talbot and 9.1796 Cmdr. Jermyn Symons; wrecked with all hands on the Dutch coast in a storm 3.11.1796.

Drake Henry Ladd, Dover (purchased on the stocks 1779), 14 guns.

Dimensions & tons: 78ft 10½in, 59ft 8in x 26ft 4½in x 10ft 9½in. $220^{73}/_{94}$ bm.

Men: 80. Guns: 14 x 4pdrs (replaced by 6pdrs by 1783), plus 12 x ½pdr swivels.

Established as sloop 19.3.1779. L: 5.1779. Fitted & coppered at Deptford (for £1,797.17.6d) 22.5 – 19.7.1779.

Commissioned: 3.1779 under Cmdr. William Brown; paid off 7.1783 after wartime service. Recommissioned 11.1788 under Cmdr. Jeremiah Beale; from 11.1789 under Cmdr. George Countess, then 1.1791 Cmdr. John Dowling, for the Channel. In 12.1793 under Cmdr. Samuel Brooking; sailed for Jamaica 5.1795. In 10.1796 under Cmdr. Thomas Gott, then 7.1797 Cmdr. John Perkins (-1800). Deleted from Navy List by AO 3.7.1800 and condemned at Jamaica.

Alert Thomas King, Dover (purchased on the stocks 1778 or 1779), 14 guns.

Dimensions & tons: 78ft 10in, 60ft 7¼in x 25ft 3in x 11ft 6in. $205^{49}/_{94}$ bm.

Men: 80. Guns: 14 x 4pdrs, plus 12 x ½pdr swivels.

K: 10.1778. Established as sloop 6.8.1779. L: 1.10.1779. C: 18.10 – 4.12.1779 at Deptford (including coppering).

Commissioned: 8.1779; sailed for the Leeward Islands 11.2.1780; paid off 1782 after wartime service. Fitted for Channel service at Chatham (for £617.10.8d) 10.1783, then laid up. Fitted for foreign service at Chatham (for £625.1.6d) 4 – 7.1787; recommissioned 6.1787; sailed for Jamaica 27.9.1787; paid off 1791. Sold at Deptford (for £235) 2.10.1792.

Scourge Thomas Allin, Dover (purchased on the stocks as a cutter 1779), 16 guns.

Dimensions & tons: 80ft 6in, 60ft 8¾in x 26ft 11in (26ft 6in moulded) x 11ft 1in. $234^{1}/_{94}$ bm.

Men: 80 (90 from 14.12.1779). Guns: 14 x 6pdrs (2 more 6pdrs added 14.12.1779), plus 12 x ½pdr swivels.

Established as a sloop 24.8.1779. L (as a brig): 26.10.1779. Fitted and coppered at Deptford (for £1,754.16.6d) 18.11.1779 – 22.1.1780.

Commissioned: 10.1779 under Cmdr. Chichester Fortescue; paid off 5.1783 after wartime service. Recommissioned 3.1791 under Cmdr. George Brisac, for the Channel; took 8-gun privateer *Le Sans-Culotte* 11.3.1793 after a 3-hour fight (1 killed, 1 wounded). In 6.1793 under Cmdr. Stephen Church, then 5.1794 Cmdr. William Stap; bilged on the coast of Friesland 7.11.1795.

Scout Phineas Jacobs, Folkestone (purchased 28.3.1780 from William Smith while on the stocks), 16 guns.

Dimensions & tons: 82ft 0in, 59ft 7½in x 29ft 6in x 11ft 2in. 276 (exact) bm.

Men: 80 (90 from 12.9.1780). Guns: 14 x 4pdrs (2 more 4pdrs added 12.9.1780, but never fitted).

Registered & established as sloop 21.7.1780. L: 30.7.1780. Fitted & coppered at Deptford 18.8 – 15.11.1780.

First cost: £5,151.10.4d (including fitting).

Commissioned: 7.1780 under Cmdr. James Ellis; from 8.1783 under Cmdr. George Lindsay; paid off 1786. Recommissioned 12.1792 under Cmdr. Joseph Hanwell; sailed for the Mediterranean 10.1793. In 7.1794 under Cmdr. Charles Robinson; taken by two French 36-gun frigates (*La Vestale* and *L'Alceste*) off Cape Bon 4.8.1794; wrecked 12.12.1795 off Cadiz.

Fortune Joshua Stewart, Sandgate (purchased on the stocks 8.1780), 16 guns.

Dimensions & tons: 85ft 2in, 61ft 6in x 28ft 10½in x 11ft 10in. $272^{70}/_{94}$ bm.

Men: 90. Guns: 16 x 6pdrs; 2 x 12pdrs added in 1783 (but later removed).

Established as sloop 1780. L: 8.1780. Fitted and coppered at Chatham 31.8 – 5.11.1780.

First cost: (total cost including fitting £5,009.19.1d).

Commissioned: 8.1780 under Cmdr. Jahleel Breton. In 6.1782 under Cmdr. William Greville, then 5.1783 Cmdr. Philip Walsh, 12.1784 Cmdr. Thomas Butler, 8.1786 Cmdr. Francis Cole, 8.1789 Cmdr. George Westcott, 11.1790 Cmdr. George Countess, 2.1791 Cmdr. James Hewett, and 12.1792 Cmdr. Francis Woolridge (-1796). In 11.1796 under Cmdr. Lord Marcus Kerr; bilged on the Portuguese coast (near Oporto) 15.6.1797.

Swallow Robert Fabian, East Cowes (purchased on the stocks 1781), 16 guns.

Dimensions & tons: 80ft 0in, 58ft 7¼in x 29ft 0in x 10ft 5in. $262^{15}/_{94}$ bm.

Men: 90. Guns: 16 x 4pdrs.

Established as sloop … . 1781. L: 10.1781. Fitted and coppered at Portsmouth 3.10 – 8.11.1782 (total cost including fitting £4,569.13.9d).

Commissioned: 10.1782 under Cmdr. Michael de Courcy. From 10.1783 under Cmdr. David Mackay, then 2.1787 Cmdr. William Smith, 1.1790 Cmdr. William Hargood, and 1.1791 Cmdr. James Bisset; paid off 10.1791. Sold (?at Sheerness) 28.8.1795.

Wasp unknown builder, Folkestone (purchased on the stocks 1782), rated 14 guns.

Dimensions & tons: 78ft 8in, 56ft $11^{5}/_{8}$in x 26ft 2in x 10ft 1in. $207^{43}/_{94}$ bm.

Men: 90. Guns: 16 x 4pdrs (as fireship, 8 x 18pdr carronades by AO 29.3.1798).

Registered as a sloop 26.8.1782. Fitted and coppered at Sheerness (for £1,340.12.1d) 17.8.1782 – 22.3.1783.

Commissioned: 2.1783 under Cmdr. John Hills. In 4.1787 under Cmdr. James Kineer, then 10.1788 Cmdr. John Lawford, 5.1790 Cmdr. James Moses, 10.1790 Cmdr. Edmund Crawley and 2.1791 Cmdr. Thomas Lee; paid off at Sheerness 9.1791. Fitted as a fireship at Sheerness (for £2,421) 4.1798; then laid up there. Recommissioned 7.1798 under Cmdr. John Edwards, for the North Sea; expended 7.7.1800 in Dunkirk roads.

Kingfisher unknown builder, Rochester (purchased on the stocks 1782), 18 guns.

[Note this vessel's name was usually rendered as *King's Fisher*.]

Dimensions & tons: 95ft 1in, 73ft 3½in x 30ft 9½in x 7ft 6¼in. $369^{57}/_{94}$ bm.

Men: … . Guns: 18 x short 6pdrs.

Fitted at Chatham (for £2,520.17.6d) 17.12.1782 – 23.1.1783.

Commissioned: 5.1783 under Cmdr. William Otway. From 11.1786 under Cmdr. George Lumsdaine, then 4.1788 Cmdr. Henry Warre, 5.1791 Cmdr. Charles Jones, 6.1792 Cmdr. William Browne, 11.1792 Cmdr. Thomas Graves, 4.1794 Cmdr. Thomas Gosselin, 8.1795 Cmdr. Alexander Wilson and 9.1795 Cmdr. Edward Marsh; to the West Indies 3.1796 then Lisbon station 1.1797; took 14-gun privateer *Le Général* 29.3.1797. In 4.1797 under Cmdr. John Maitland; took 2-gun privateer *L'Espoir* 15.9.1797. In 9.1797 under Cmdr. Charles Pierrepoint; took privateers – 16-gun *La Betsey* 8.1.1798 and 10-gun *Le Lynx* 15.3.1798; bilged on the Portuguese coast (on Lisbon Bar) 3.12.1798.

PRIZES (1781 – 1782). Finally, there were a considerable number of vessels captured during the 1778-82 period which were added to the RN, of which the following two were still in service in 1792.

Orestes (ex Dutch privateer *Mars*, built 1781 at Amsterdam), 18 guns.

Dimensions & tons: 100ft 11in, 81ft 0in x 30ft 4in x 12ft 1in. $396^{40}/_{94}$ bm.

[Note there are several alternative draughts, with differing dimensions quoted; the above seems best.]

Men: 125. Guns: 18 x short 9pdrs (reduced to 6pdrs in 1792), + 12 x ½pdr swivels. 2 x 18pdr carronades added 26.8.1794.

Taken 3.12.1781 by the *Artois* off Flamborough Head (along with near sister *Hercules*, which similarly served in RN under the name *Pylades* from 1782 until BU in 1790). Registered in RN as a sloop 16.2.1782. Fitted and coppered at Deptford (for £3,961.19.11d) 2 - 8.1782.

Commissioned: 7.1782 under Cmdr. John Bowers. In 11.1783 under Cmdr. James Ellis, 6.1786 Cmdr. Manley Dixon, 6.1789 Cmdr. Thomas Shivers, and 12.1790 Cmdr. Sir Harry Burrard; to West Indies 1792. In 1.1793 under Cmdr. Lord Augustus Fitzroy; returned to UK 4.1793. In 5.1794 under Cmdr. Thomas Orrock, then 9.1796 Cmdr. Christopher Parker; took privateer *Le Furet* in the Channel 3.9.1797. In 2.1798 under Cmdr. William Haggitt; sailed for East Indies 8.1798; lost, presumed foundered with all hands, in a hurricane in the Indian Ocean 5.11.1799.

Trimmer (ex French *L'Anti-Briton*, fitted and probably built Dunkirk), actually 14 guns, but rated at 16 guns.

Dimensions & tons: 83ft 9½in, 64ft $1^{5}/_{8}$in x 28ft $4^{7}/_{8}$in x 10ft 9¾ft. $275^{25}/_{94}$ bm.

Men: 110. Guns: 14 x 6pdrs, plus 10 x ½pdr swivels (as fireship, 8 x 18pdr carronades).

Taken 4.1.1782 (as a cutter) by the *Stag*. Registered in RN as a sloop 7.5.1782. Fitted, coppered and re-rigged as a brig at Plymouth (for £3,310.15.8d) 5-9.1782.

Commissioned: 7.1782 under Cmdr. John Hutt, then 2.1783 under Cmdr. William Titcher; paid off 4.1783. Recommissioned 9.1783; in 5.1784 under Cmdr. John Luck. Recommissioned 2.1785 under Cmdr. Charles Tyler; then under Cmdr. Mark Robinson from 3.1789. Recommissioned 10.1791 under Cmdr. Francis Fayerman; took privateer *Le Courier* 5.4.1793. Under Cmdr. Charles Craven from 5.1793, for the Channel; laid up at Sheerness 12.1793. Fitted as a temporary fireship at Sheerness 6 - 7.1798 for £3,036, then laid up there. Recommissioned 3.1801 under Cmdr. Edward Parker, for the North Sea, but then ordered to be sold (for £710) by AO 22.4.1801; paid off 6.1801 and sold 18.7.1801.

(B) Vessels acquired from 1 February 1793

In early 1795 the Admiralty identified the need for additional brig-sloops to meet the urgent need for convoy duties, and – as per their usual practice – commissioned two different designs, one from each Surveyor. Five vessels to each design were ordered in March 1795, with a further three to each design following in July; eleven of these sixteen new vessels were constructed with 'fir', *ie* pine (as identified below). They were all originally to have carried 16 x 6pdr carriage guns, but by AO of 22.4.1795 were established with 16 x 32pdr carronades, with 2 x 6pdrs retained as chase weapons, so that they were classed as 18-gun sloops. However, in service this armament proved rather too heavy, and the 32pdr carronades were in most vessels replaced by 24pdr carronades.

***ALBATROSS* Class**. The design by William Rule was approved 22.4.1795. Five brigs (three of them to be built of fir) were ordered in 3.1795; the first was registered and named *Pelican* on 11.6.1795 and the other four on 20.6.1795. Three more, all ordered and begun in 7.1795, were registered and named on 28.8.1795. The two brigs built at Deptford Green were by contract with William Barnard, but as the latter died in 3.1795 the contract was actually with his widow and two sons.

Dimensions & tons: 96ft 0in, 73ft 9½in x 30ft 6in x 12ft 9in. $365^{12}/_{94}$ bm.

Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdr (bow).

Pelican Perry & Hankey, Blackwall (fir).

As built: 96ft 2in, 73ft 10¾in x 30ft 7¾in x 12ft 10in. $369^{14}/_{94}$ bm. Draught 5ft 4in / 11ft 0in.

Ord: 4 & 18.3.1795. K: 5.1795 (named 11.6.1795). L: 17.6.1795. C: 3.7 – 28.7.1795 at Woolwich.

First cost: £5,311 to build, plus £3,873 fitting.

Commissioned: 6.1795 under Cmdr. John Searle; sailed for the Leeward Islands 11.1795; took 8-gun privateer schooner off Marie Galante 14.12.1795; at Christian's capture of St Lucia 4 – 5.1796; took two privateers off St Lucia 5.1796; at St Vincent and Grenada 6.1796. In 7.1796 under Cmdr. Thomas Harvey (but temp. under Lieut. Edward Kittoe, acting in late 1796); action with 36-gun *La Médée* 23.9.1796. In 5.1797 under Cmdr. Joseph Westbeach, then 8.1797 under Cmdr. John Gascoyne; sank (with *Drake*) 12-gun privateer *La Trompeuse* 17.9.1797; took 16-gun privateer *La Perle* 18.10.1797; took (with *Severn*) 44-gun *La République Triomphante* 12.1797. In 1.1798 under Cmdr. John Hamstead, then 8.1798 Cmdr. Christopher Laroche (temp.); took 5-gun privateer *La Trompeuse* 1.1799. In 1799 under Cmdr. Robert Philpot; took 4-gun privateer *La Belle-en-cuisse* on Jamaica station 2.1799. In 1.1800 under Cmdr. John Thicknesse, in the Channel Islands; bilged during storm in St Aubyn's Bay (Jersey) 9.11.1800, but salved. Refitted at Plymouth to 7.1801. In 7.1801 under Cmdr. George M'Kinley, then 10.1801 Cmdr. Augustus Gower; sailed for Jamaica 10.1801. In 4.1802 under Lieut. Henry Whitby; took (with *Pique*) 18-gun *La Goéland* and a cutter at Aux Cayes, San Domingo 10.1803. In 1804 under Cmdr. George Morris, later under Cmdr. John Marshall, then Cmdr. Henry Baker (drowned 6.1804), finally Cmdr. Samuel Chambers in 6.1804; took 5-gun schooner *La Laurette* on Jamaica station 23.8.1804. Paid off 2.1806 at Jamaica and sold there later in 1806.

Kite Mrs. Frances Barnard & Sons, Deptford Green (fir).

As built: 96ft 2in, 73ft 10½in x 30ft 7½in x 12ft 9in. $368^{51}/_{94}$ bm. Draught 5ft 8in / 10ft 7in.

Ord: 4 & 18.3.1795. K: 5.1795 (named 20.6.1795). L: 17.7.1795. C: 8.8.1795 at builders.

First cost: £5,365 to build, plus £3,743 fitting (Deptford expenses).

Commissioned: 7.1795 under Cmdr. Micajah Malbon, for North Sea station; seized (with *Andromeda* and *Ranger*) Dutch 32-gun *Zefir* in the Forth 3.1796. In 3.1796 under Cmdr. William Brown (murdered 11.1798 at Sheerness); in Ostend operation 5.1798. In 12.1798 under Cmdr. Charles Lydiard (-1801); took 14-gun privateer *La Ruse* off the Scaw 18.5.1799; made good defects (for £3,267) 1 – 6.1800. In 1.1801 under Cmdr. Stephen Digby, for the Baltic; transport home for Nelson after Copenhagen 6.1801. Recommissioned 8.1802 under Cmdr. Philip Pipon, at Leith; to Saumarez's squadron 9.1803, then to bombardment of Granville 13 – 15.9.1803. Sold at Plymouth 9.1805.

Dispatch Samuel Nicholson, Chatham.

As built: 96ft 2in, 73ft 9½in x 30ft 6in x 12ft 9½in. $365^{12}/_{94}$ bm. Draught 6ft 1in / 11ft 7in.

Ord: 18.3.1795. K: 5.1795 (named 20.6.1795). L: 15.12.1795. C: 1.1796 at Chatham.

First cost: £4,303 to build, plus £1,461 fitting.

Not Commissioned: Transferred to Russia by AO 28.1.1796 and struck from Navy List; delivered to Russian Navy at Chatham 3.1796.

Albatross Charles Ross, Rochester.

As built: 96ft 0in, 73ft 7¾in x 30ft 7in x 12ft 9in. $366^{38}/_{94}$ bm. Draught 6ft 2in / 11ft 6in.

Ord: 18.3.1795. K: 5.1795 (named 20.6.1795). L: 30.12.1795. C: 30.12.1795 – 14.3.1796 at Chatham.

First cost: £5,105 for building plus £5,118 for fitting.

Commissioned: 1.1796 under Cmdr. George Scott. Captured 5-gun Dutch privateer *Braave* off the Naze on 8.9.1797, and 8-gun privateer *L'Emouchet* off the Dutch coast 14.11.1797. Recommissioned 7.1798 under Cmdr. Charles Adam, sailed for East Indies passing Suez 4.1799. Under Capt. William Waller from 1800. Captured 12-gun privateer *L'Adèle* 12.11.1800, and 10-gun privateer *La Gloire* 23.3.1801, both in Indian Ocean. In 5.1802 under Cmdr. Lord George Stuart, then 6.1804 Lieut. John Batt, and finally 1.1807 Cmdr. John Bastard. Sold at Bombay (condemned 4.1807).

Raven William Wallis, Blackwall (fir).

As built: 96ft 0in, 73ft 8in x 30ft 8½in x 12ft 9in. $369^{48}/_{94}$ bm. Draught 6ft 5in / 11ft 4in.

Ord: 18.3.1795. K: 5.1795. L: 11.1.1796. C: 27.1 – 10.3.1796 at Woolwich.

First cost: £5,710 to build, plus £435 for coppering (at Blackwall), and £2,402 fitting.

Commissioned: 2.1796 under Cmdr. John Giffard; sailed for the Mediterranean 8.1796. In 2.1797 under Cmdr. William Prowse; at Battle of St Vincent 14.2.1797; then 4.1797 under Cmdr. Peter Puget. From 8.1797 under Cmdr. Bartholomew James, then 10.1797 under Cmdr. John Dixon; grounded and wrecked at the mouth of the River Elbe 3.2.1798.

Star Perry & Hankey, Blackwall (fir).

As built: 96ft 3in, 73ft 11½in x 30ft 7¾in x 12ft 9in. $369^{44}/_{94}$ bm. Draught 5ft 5in / 10ft 5in.

Ord: 13.7.1795. K: 7.1795. L: 29.8.1795. C: 10.9 – 6.10.1795 at Woolwich.

First cost: £5,230 to build, plus £476 coppering (at builder), plus £3,631 fitting.

Commissioned: 8.1795 under Cmdr. Lord John Colvill, for North Sea and Channel; took privateer cutter *Le Coup d'Essai* off the Isle of Wight 20.12.1796. In 12.1796 under Cmdr. David Atkin; sailed for the Cape of Good Hope 3.1797. In 7.1798 under Cmdr. John Gardner (-1801), at the Cape. Sold at Deptford 1.1802.

Sylph Mrs. Frances Barnard & Sons, Deptford Green (fir).

As built: 96ft 2in, 73ft 10½in x 30ft 8in x 12ft 9in. $369^{52}/_{94}$ bm. Draught 5ft 9in / 10ft 6in.

Ord: 13.7.1795. K: 7.1795. L: 3.9.1795. C: 10.9 – 23.9.1795 at Deptford Dyd.

First cost: £5,322 to build, plus £513 coppering (at builder), plus £3,770 fitting.

Commissioned: 8.1795 under Cmdr. John Chambers White (-1799); took Dutch 12-gun *Mercuur* off Texel 12.5.1796; at destruction of French 36-gun *L'Andromaque* 22.8.1796; took French 4-gun privateer cutter *Le Phoenix* in the Channel 9.1796; in Warren's squadron 7.1797; at destruction of French 28-gun *La Calliope* off the Penmarcks 17.7.1797; attack on convoy 11.8.1797; took (with *Impetueux*) French chasse-marée *La Sainte Famille* 5.4.1798; attempt on Spanish in Aix roads 2.7.1798; took (with *Mermaid*) Spanish packet *Golondrina* off Corunna 24.5.1799. In 9.1799 under Cmdr. Charles Dashwood (-1801); took French 8-gun lugger *Fouine* off Brest 17.11.1799; actions with unidentified ships off Santander 31.7.1801 and 28.9.1801. In 11.1801 under Cmdr. William Goate (-1805), in Channel and North Sea; recommissioned 2.1803. Laid up at Portsmouth 11.1805. BU there 4.1811.

Swallow Perry & Hankey, Blackwall (fir).

As built: 96ft 2in, 73ft 10½in x 30ft 8in x 12ft 9in. $369^{52}/_{94}$ bm. Draught 5ft 7in / 10ft 5in.

Ord: 13.7.1795. K: 7.1795. L: 10.9.1795. C: 26.9 – 15.11.1795 at Woolwich.

First cost: £5,223 to build, plus £3,621 fitting.

Commissioned: 10.1795 under Cmdr. George Fowke (-1798); sailed for West Africa and Jamaica 10.12.1795; took privateers – schooner *La Molinette* off the Bahamas 27.1.1797, *Le Port au Paix* off St Nicholas Mole 11.3.1797, 8-gun *Le Général Toussaint* in 4/6.1797, and *La Petite Ressource* 10.1797 – 3.1798. In 8.1798 under Cmdr. William Chilcott, then Cmdr. William Sanderson in 5.1799; took 6-gun privateer *Le Buonaparte* early in 1799. In 6.1799 under Cmdr. John Hayes, on Jamaica station, then 5.1801 under Cmdr. John Davie. Sold at Portsmouth 8.1802.

***DILIGENCE* Class**. Built to a John Henslow design, approved 22.4.1795. The first five were all ordered 4.3.1795 (orders confirmed two weeks later), and were registered and named by AO on 20.6.1795. Three more, all ordered and begun in 7.1795, were registered and named on 28.8.1795.

Dimensions & tons: 95ft 0in, 75ft 2½in x 28ft 0in x 12ft 0in. $313^{59}/_{94}$ bm.

Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdr (bow).

Curlew John Randall & Co, Rotherhithe (fir).

As built: 95ft 1in, 75ft 2½in x 28ft 1½in x 12ft 0in. $316^{41}/_{94}$ bm. Draught 6ft 5in / 10ft 3in.

Ord: 4 & 18.3.1795. K: 5.1795. L: 16.7.1795. C: 22.7 – 29.8.1795 at Deptford.

First cost: £4,553 for building, plus £3,514 for fitting.

Commissioned: 6.1795 under Cmdr. Francis Field for Adm. Duncan's fleet. Lost, presumed foundered with all hands, in a storm in the North Sea 12.1796.

Diligence (ex *Spencer*) John Parsons, Bursledon.

As built: 95ft 0½in, 75ft 1½in x 28ft 2¾in x 12ft 1¼in. $318^{41}/_{94}$ bm.

Ord: 4 & 18.3.1795. K: 4.1795. L: 24.11.1795. C: 26.11.1795 – 20.2.1796 at Portsmouth.

First cost: £3,680 for building plus £4,148 for fitting.

Commissioned: 11.1795 under Cmdr. John West; sailed for Jamaica 16.4.1796. On Jamaica station, under Cmdr. Robert Mends from 1.1797; captured 6-gun privateer *La Fougouse* in 1-2.1797 and 16-gun *La Nativeta* on 3.3.1797, and participated in taking a 6-gun Spanish privateer in 9.1797. Under Cmdr. Charles B.H. Ross from 6.1800; wrecked on Honda Bank, north-west Cuba on 8.10.1800.

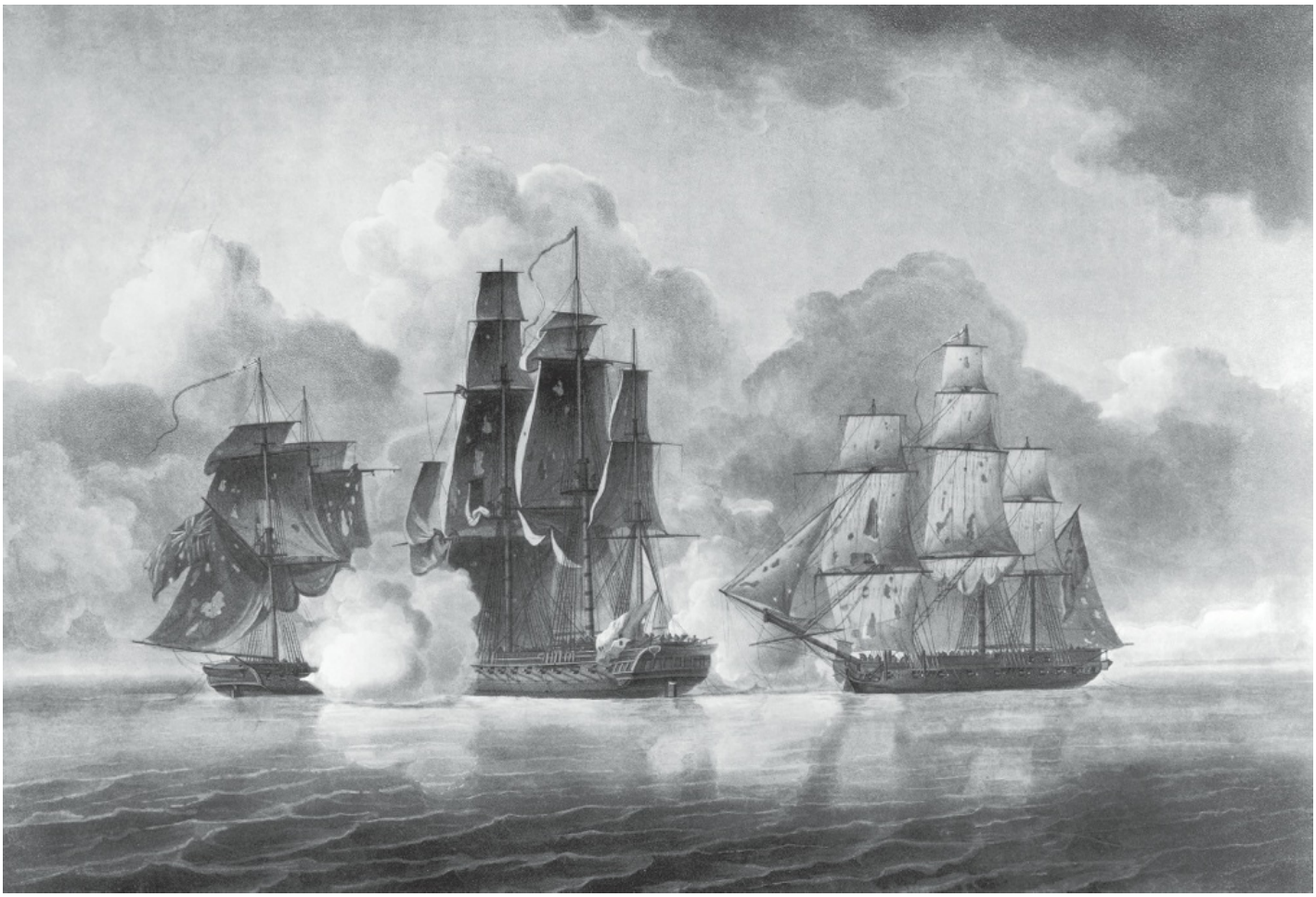
Seagull J(ohn) & W(illiam) Wells, Deptford (fir).

As built: 95ft 3in, 75ft 4in x 28ft 1½in x 12ft 0in. 317 bm. Draught 6ft 1in / 10ft 7in.

Ord: 4 & 18.3.1795. K: 5.1795. L: 7.1795. C: 8.8.1795 at builders.

First cost: £4,669 including fitting.

Commissioned: 6.1795 under Cmdr. Henry Wray (-1800); took (with hired cutter *King George*) 2-gun privateer cutter *Le Capitaine Thurot* off Christiansund 23.7.1797; took (with hired cutter *Telemachus*) 4-gun privateer *La Sophie* 16.3.1798. In 1800 under Cmdr. Thomas Lavie, then Cmdr. John Wainwright in 1.1801 and Cmdr. Alexander Burrowes in 2.1801. In 6.1802 under Cmdr. Henry Burke; action against 26-gun *Lord Nelson* (Indiaman taken by privateer *La Bellone* 14.8.1803) 25.8.1803 – *Lord Nelson* struck 26.8.1803; lost, presumed foundered with all hands, in the Channel 2.1805.



Sloops were often assigned to the task of watching the smaller French ports. On 6 February 1800 the brig *Harpy* (far left) and the ship-sloop *Fairy* were looking into St Malo when they encountered the 38-gun French frigate *Pallas*. Despite their inferiority in firepower the two sloops attacked and carried on an action for two hours, until the arrival of the British 38-gun frigate *Loire* and two smaller ships forced the *Pallas* to surrender.

Harpy Thomas King, Dover.

As built: 95ft 0in, 75ft $1^{5}/_{8}$in x 28ft 1½in x 12ft 0½in. $316^{13}/_{94}$ bm. Draught 7ft 3in / 10ft 10in.

Ord: 4 & 18.3.1795. K: 5.1795. L: 2.1796. C: 22.2 – 7.5.1796 at Deptford.

First cost: £3,683 to build, plus £3,167 fitting.

Commissioned: 4.1796 under Cmdr. Henry Bazely (-1800), for the Downs; took privateers *Le Cotentin* in the Channel 2.1797 and *L'Espérance* 22.6.1797; in Popham's squadron at Ostend 5.1798; in action (with *Fairy*) against 46-gun *Le Pallas* 5.2.1800 – which then taken by *Loire* and *Danae*. In 4.1800 under Cmdr. William Birchall; retook hired cutter *Constitution* 9.1.1801; at Battle of Copenhagen 2.4.1801. In 4.1801 under Cmdr. Charles Boys, then paid off. Recommissioned 8.1802 under Cmdr. Edmund Heywood (-1805), for the North Sea; took 2-gun *Penriche* off Calais 12.3.1804; attack on invasion craft at Boulogne 19.7.1804; attack on gunboats off Vimereux 26.8.1804; attack on invasion craft near Griz Nez 24.4.1805. In 1.1806 under Cmdr. George Mowbray; paid off into Ordinary at Portsmouth 1807. Small Repair at Portsmouth 4 – 7.1809; recommissioned 5.1809 under Cmdr. George Blamey; in Walcheren operations 1809; sailed with convoy for Halifax 13.5.1810. In 11.1810 under Cmdr. Edward A'Court; sailed for Cape of Good Hope 2.1.1811. In 3.1811 under Cmdr. Henderson Bain, for Java operations in 8.1811. In 1812 under Lieut Samuel Hore, at Cape of Good Hope. In 4.1813 under Cmdr. Thomas Allen (died 9.1814), then Cmdr. George Tyler in 2.1815. Sold to Mr. Kilsby (for £710) 10.9.1817.

Hound Thomas Hills, Sandwich.

As built: 95ft 0in, 75ft 2in x 28ft 1in x 12ft 0in. $315^{31}/_{94}$ bm.

Ord: 4 & 18.3.1795. K: 5.1795. L: 24.3.1796. C: 16.5 – 19.7.1796 at Deptford.

First cost: £3,731 to build, plus £2,574 fitting.

Commissioned: 4.1796 under Cmdr. John Wood (-1800), for the North Sea; took Dutch 7-gun privateer *Seahound* 14.6.1798, and 5-gun privateer *L'Hirondelle* 22.9.1799, both off the Scaw. In ?4.1800 under Cmdr. William Turquand; lost, presumed foundered with all hands, in a storm in the Shetlands 26.9.1800.

Kangaroo J(ohn) & W(illiam) Wells, Deptford (fir).

As built: 95ft 1in, 75ft 2½in x 28ft 2½in x 12ft 0in. $318^{30}/_{94}$ bm.

Ord: 13.7.1795. K: 7.1795. L: 30.9.1795. C: 3.10 – 24.11.1795 at Deptford Dyd.

First cost: £4,644 to build, plus £471 coppering (at builder), plus £3,414 fitting.

Commissioned: 10.1795 under Cmdr. Courtnay Boyle, for the Irish station; took 14-gun privateer cutter *La Sophie* off the Lizard 9.4.1797, then 8-gun privateer *La Surprise*

22.6.1797. In 6.1797 under Cmdr. Edward Brace (-1800); engaged 40-gun *La Loire* (of Bompart's squadron) 16.10.1798, and (with *Anson*) took her on 18.10.1798; took 14-gun privateer *Le Télégraphe* on the Irish station 3.1800. In 4.1800 under Cmdr. George Pulling; action (with *Speedy*) against Spanish convoy at Oropesa 9.6.1800. Sold at Deptford 2.1802.

Cameleon John Randall, Rotherhithe (fir).

As built: 95ft 1in, 75ft 1½in x 28ft 3in x 12ft 1in. $318^{85}/_{94}$ bm. Draught 6ft 4in / 10ft 3in.

Ord: 13.7.1795. K: 7.1795. L: 14.10.1795. C: 27.10 – 26.12.1795 at Deptford Dyd.

First cost: £4,615 to build, plus £466 coppering (at builder), plus £3,442 fitting.

Commissioned: 11.1795 under Cmdr. Richard Bennet. In 2.1796 under Cmdr. Richard Bowyer; sailed for the Mediterranean 22.2.1796. In 5 – 11.1797 under Lieut. Viscount Falkland (acting). Took 4-gun privateer *Le Souffleur* in the Channel 2.3.1798. In 6.1798 under Cmdr. John Stiles; cruising & convoys in 1798, then sailed for the Mediterranean 4.3.1799. In 6.1799 under Cmdr. Frederick Maitland; in 4.1800 under Lieut. Samuel Jackson (acting), at blockade of Savona; in ?12.1800 under Cmdr. James Dalrymple (acting, when Maitland appointed to *Wassenaar*). In 12.1800 under Cmdr. George H.L. Dundas; in Egyptian operations 1801. In 5.1802 under Cmdr. Thomas Staines (-1805) in the Mediterranean; paid off and laid up at Portsmouth 9.1805. BU there 4.1811.

Racoon John Randall, Rotherhithe (fir).

As built: 95ft 1in, 75ft 2¼in x 28ft 2in x 12ft 1in. $317^{27}/_{94}$ bm. Draught 6ft 6in / 10ft 2in.

Ord: 13.7.1795. K: 7.1795. L: 14.10.1795. C: 27.10.1795 – 16.1.1796 at Deptford Dyd.

First cost: £4,616 to build, plus? coppering (at builder), plus £3,904 fitting.

Commissioned: 11.1795 under Cmdr. Henry Raper. In 3.1796 under Cmdr. Edward Roe; took privateer *Le Furet* 4.1796; took (with others) privateer *Le Hazard* in the Channel 22.5.1796; took privateer cutter 6-gun *L'Actif* off Dungeness 29.9.1796. In 12.1796 under Cmdr. Robert Lloyd; took privateer cutter *Les Amis* in the North Sea 20.4.1797; took privateers 16-gun *Le Policrate* 11.1.1798 and 2-gun *La Pensée* 22.1.1798, both in the Channel; took 14-gun privateer *La Vigilante* in the North Sea 20.10.1798; took privateers 14-gun *Le Vrai Decide* 2.12.1799 and 16-gun *L'Intrépide* 3.12.1799, both in the Channel. In 12.1799 under Cmdr. Wilson Rathbone (-1803); to the Mediterranean 1802; recommissioned 9.1802 and to Jamaica. In 1803 under Cmdr. Austin Bissell; took schooner *La Vertu* and 2-gun *L'Ami du Celannot*, off Port-au-Prince 7.6.1803; took 20-gun *Le Lodi* in Leogane roads 11.7.1803; took schooners *Les Deux Amis* and *Les Trois Frères* off Cuba 8.1803; destroyed 18-gun *La Mutine* 17.8.1803; took gunbrig *La Petite Fille*, schooner *La Jeune Adèle*, and cutter *L'Amélie* 14.10.1803. In 3.1804 under Cmdr. James A. Gordon; took further privateers on the Jamaica station – *Le Jean Baptiste* 2.4.1804, 1-gun *L'Aventure* 5.4.1804 and 6-gun *L'Alliance* 1.8.1804. Later under Lieut. Thomas Whinyates, then 1.1805 under Lieut. (Cmdr. 6.1805) Edward Crofton; took 2-gun privateer *San Felix el Socorro* 26.5.1805. BU at Portsmouth 4.1806.

In December 1796, new orders were placed for four flush-decked sloops, and again these were to two differing designs by the two Surveyors. However, in order to compare the qualities of ship-rigged and brig-rigged vessels, one vessel in each design was to be completed as a ship-sloop and the other as a brig. While the Henslow-designed vessels (the brig *Busy* and ship-sloop *Echo*) would see no further sisters built, and the Rule-designed vessels (the brig *Cruizer* and ship-sloop *Snake*) would each have a single sister ordered in the following March, Rule's *Cruizer* design would subsequently see over a hundred copies constructed during the Napoleonic War. Details of the vessels completed as ship-sloops will be found in the appropriate section, but it must be stressed that in service several shipsloops were converted to brigs and vice versa. The two brigs below were both registered as sloops under AO of 23.10.1797, and again on 16.11.1797.

***CRUIZER* Class (the prototype)**. Design by Sir William Rule.

Dimensions & tons: 100ft 0in, 77ft 3½in x 30ft 6in (30ft 0in moulded) x 12ft 9in. $382^{41}/_{94}$ bm.

Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdrs (bow).

Cruizer Stephen Teague, Ipswich.

As built: 100ft 0in, 77ft 3in x 30ft 7in x 12ft 9in. $384^{31}/_{94}$ bm. Draught 7ft 6in / 11ft 2in.

Ord: 19.12.1796. K: 2.1797. L: 20.12.1797. Fitted at Chatham 1.1.1798 to 16.3.1798.

First cost: £4,588 for building plus £3,362 for fitting.

Commissioned: 2.1798 under Cmdr. Charles Wallaston for Adm. Duncan's fleet (in the North Sea); during this commission (to 1800) she took a number of privateers in the North Sea – the 8-gun *Le Jupiter* on 27.4.1798, the 4-gun *Le Chasseur* on 19.5.1798, the 14-gun *Les Deux Frères* on 21.5.1799, the 14-gun *Le Courageux* on 13.7.1799, the 14-gun *Le Persévérant* on 23.3.1800, and the 14-gun *Le Flibustier* on 25.3.1800. Recommissioned 1.1801 under Cmdr. James Brisbane, she participated in the Battle of Copenhagen (2.4.1801). From 4.1801 under Cmdr. John Hancock (North Sea station). Recommissioned 2.1803 (still under Hancock on the North Sea station), her boats, with others, cut out the schooner *L'Inabordable* and brig *Le Commode* near Griz Nez on 14.7.1803, and burnt the cutter *La Colombe* at Sluys on 3.3.1804. The *Cruizer* captured the 17-gun privateer *Le Contre-Amiral Magon* in the North Sea on 18.11.1804, and the 14-gun privateer *Le Vengeur* in the Channel on 13.11.1805. Under Cmdr. Pringle Stoddart from 1806, she took two 16-gun privateers in the North Sea – *L'Iéna* on 6.1.1807 and *Le Brave* on 26.1.1807 – and took part in the bombardment of Copenhagen on 23.8.1807. Under Cmdr. George C. McKenzie, her boats captured Danish gunboats in the Great Belt on 16.6.1808. With Lieut. Thomas Wells as Acting Commander, she was in action with 20 small craft off Göteborg on 1.10.1808. Under Cmdr. Thomas R. Toker, her boats captured the 16-gun *Christianborg* off Bornholm on 31.5.18009. Laid up in ordinary at Sheerness 11.1813. Sold to Job Cockshot (?at Sheerness) for £960 on 3.2.1819 to BU.

Unnamed Thomas Pitcher, Northfleet.

Ord: 15.3.1797. This order was subsequently cancelled (date unclear), and no further orders for brig-sloops were placed until 1802.

***BUSY* Class**. Design by Sir John Henslow.

Dimensions & tons: 96ft 0in, 75ft 1¼in x 29ft 0in (25ft 0in moulded) x 12ft 9in. $335^{91}/_{94}$ bm.

Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdrs (bow).

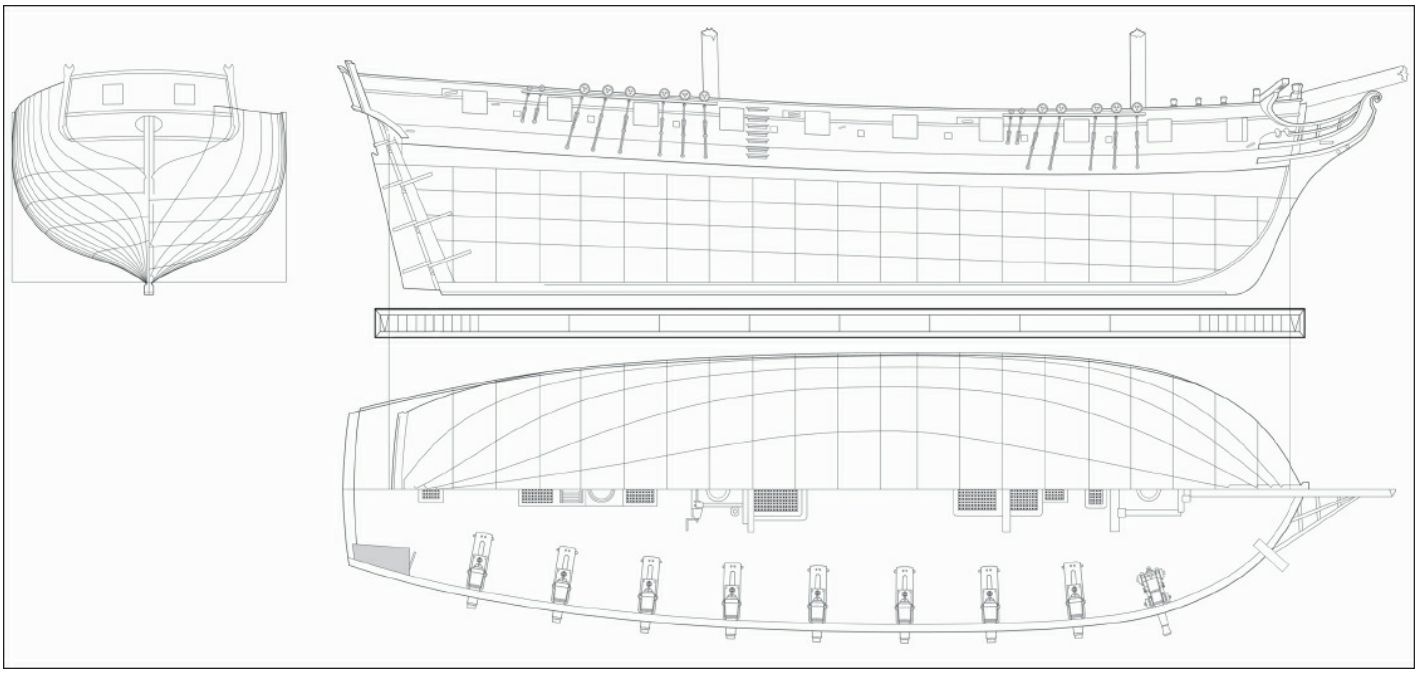
Busy Joseph Graham, Harwich.

As built: 96ft 1in, 75ft 3in x 29ft 0in x 12ft 9in. $336^{58}/_{94}$ bm. Draught 7ft 6in / 10ft 6in.

Ord: 19.12.1796. K: 3.1797. L: 20.11.1797. Fitted at Chatham 28.11.1797 to 3.2.1798.

First cost: £3,627 for building plus £7,954 for fitting.

Commissioned: 12.1797 under Cmdr. John Acworth Ommaney for North Sea station. Captured 16-gun privateer *Le Dragon* 16.9.1799. Defects discovered were made good by her builders (Graham) 11-12.1799. Sailed for Leeward Islands 2.1800. In West Indies 1800-1805, under Lieut. Viscount Falkland from 9.1800 (Cmdr. 1.1801), then Lieut. William Byam from 1802, Cmdr. Timothy Clinch from 1803, Cmdr. George Chamberlayne from 1804, and Cmdr. William Byam from 12.1804. On Halifax station from 1806, under Cmdr. Richard Keily. Lost, presumed foundered with all hands, in a storm off Halifax in 2.1807.



Cruizer, 18 guns, as completed. Originally intended to carry 18 x 6pdrs, this brig was said to 'sail like the devil', and had established an unrivalled reputation by the time she was chosen as the prototype for what became the second most numerous class of sailing warships ever built to one design. By contrast, Henslow's parallel design for the *Busy* Class was not repeated.

Ex FRENCH PRIZES (1793 – 1801)

A number of French naval brigs were added by capture during this war. Sharp-lined and relatively fast, they tended to be smaller and with poorer sea-keeping qualities than their British-built equivalents, and few lasted very long in front-line service. A very few large privateer brigs were also added in this period.

***Le GOÉLAND* Class**. (Design by Raymond-Antoine Haran of 1786). Six of these eight 'brick-avisos' – all built at Bayonne – were taken by and added to the RN; of the other two, *La Mouche* was sold in 1797, and *Le Hasard* lost in 1796. The design measured 83¾ x 24 x 11½ *pieds*, although the first pair – *Le Goéland* and *La Mouche* – differed slightly from the latter six.

Goelan (French *Le Goéland* ['Seagull'], built 1786 – 1787 at Bayonne. L: 5.1787).
Dimensions & tons: (unknown, similar to *Espiegle* and *Lutin*). 248 bm.
Men: … . Guns: 14 x 9pdrs.
Taken 26.4.1793 by *Penelope* in the West Indies. Registered there 26.10.1793.
Commissioned: ?11.1793 under Cmdr. Thomas Wolley (-1794), at Jamaica; at Commodore Ford's occupation of Jérémie (San Domingo) 19.9.1793 (*ie* prior to commissioning?). In 12.1793 under Lieut. George Hopewell Stephens (temp.). Arrived Portsmouth 27.8.1794. Sold there (for £590) 16.10.1794.for commercial use, becoming *The Brothers*.

Lutin (French *Le Lutin*, built 10.1787 – 4.1788 at Bayonne. L: 2.1788).
Dimensions & tons: (approx) … ., 74ft 2in x 26ft 0in x 11ft 7in. ?267 bm.
Men: … . Guns: 12 x 4pdrs, plus 4 x 12pdr carronades.
Taken 25.7.1793 by *Pluto* off Newfoundland. Registered there 19.12.1793.
Commissioned: 12.1793 at Newfoundland under Cmdr. James Thresher. In 6.1794 under Cmdr. Ambrose Crofton. Arrived Plymouth 15.11.1795 and paid off 12.1795. Laid up until sold there (for £800) 26.1.1796.

Espiegle (French *L'Espiègle*, built end 1787 – 1788 at Bayonne. L: 1788).
Dimensions & tons: 91ft 7in, 74ft 5½in x 26ft 2in x 11ft 3in. $271^{15}/_{94}$ bm.
Men: 96. Guns: 16 x 6pdrs; re-armed 19.11.1799 with 16 x 24pdrs, plus 1 x 9pdr.
Taken 30.11.1793 by *Nymphe* and *Circe* off Ushant. Fitted at Portsmouth (for £3,827) 23.12.1793 – 4.10.1794. Registered 22.5.1794.
Commissioned: 8.1794 under Cmdr. Bartholomew Roberts (-1796), for the North Sea; in 6.1795 under Cmdr. Jemmett Mainwaring (temp.). In 9.1796 under Cmdr. James Boorder; took various privateers – 14-gun *La Prodigeo* 14.8.1797, 1-gun *La Victorieuse* 27.8.1797, and 10-gun *Ondelboardlaid* 23.9.1797; recaptured (with *Pylades* and *Courier*) brig *Crash* off Schiermonnikoog (Dutch coast) 11.8.1799, and next day their boats burnt 6-gun schooner *Vengeance*. In 10.1799 under Cmdr. James Slade (-1801). Sold at Sheerness 2.1802.

Serin (French *Le Serin*, built end 1787 – 1788 at Bayonne. L: 1788).
[This vessel is incorrectly recorded in Steele (and sources derived from his 1795 Navy List) firstly as 'Syren' and later as 'Sirene'; there was no such vessel.]
Dimensions & tons: 92ft 5in, *c.*74ft 3in x 26ft 0in x 11ft 0in. 267 bm.
[The keel length recorded at Jamaica was 88ft 11in, giving a tonnage of $319^{68}/_{94}$ bm. As *Le Serin* was built to same design as *L'Espiègle*, etc, this seems a fairly typical example of over-estimating by Jamaica; it is certainly incompatable with the GD length.]
Men: 90. Guns: 14 x ?6pdrs.
Taken 31.7.1794 off San Domingo by *Intrepid* and *Chichester*. Registered 12.12.1794.
Commissioned: 10.1794 at Jamaica under under Lieut. James Seward, then 12.1794 Cmdr. Daniel Guerin; lost after sailing from Jamaica 26.7.1796, presumed foundered with all hands, in Bay of Honduras 8.1796.

Eveille (French *L'Éveillé*, built end 1787 – 8.1788 at Bayonne. L: 4.1788).
Taken 17.10.1795 by *Thunderer* and *Pomone*.
Not Commissioned: No record of service for RN, nor of disposal.

Espoir (French *L'Espoir*, ex *Le Lazouski*, ex *L'Espoir*, built end 1787 – 4.1788 at Bayonne. L: 3.1788).
Dimensions & tons: 92ft 10in, 75ft 1in x 25ft 10in x 10ft. 267 bm.
Men: 80. Guns: 14 x 6pdrs.
Taken 18.9.1797 by *Thalia* in the Mediterranean.
Commissioned: 6.1798 in the Mediterranean under Cmdr. Loftus Bland; took 26-gun Genoese pirate *Liguria* 7.8.1798; took 8-gun cutter *La Fulminante* 29.10.1798. In 1799 under Cmdr. James Sanders; took Spanish 14-gun xebec *Africa* off the Spanish coast 22.2.1799. Arrived Sheerness 14.10.1799, laid up and paid off 12.1799. Sold there 9.1804.

***SINCERE*.** Sometimes described as a 10-gun gabarre, but built as a 16-gun corvette by Raymond-Antoine Haran to a design by Jean-Joseph Perrin de Boissieu.

Sincere (French corvette *La Sincère*, built 1783 – 6.1784 at Bayonne. L: 4.1784), 16 guns.
Dimensions & tons: 112ft 0in, ?*c.*95ft 8in x 27ft 0in x 13ft 6in. 371 bm.
Men: … . Guns: 16 x … .
Taken at Toulon by Lord Hood 29.8.1793.
Commissioned: 11.1793 under Cmdr. William Shield. Under Cmdr. Robert Sauce from 1796, still on Mediterranean station. Paid off 2.1797. Sold 1799.

***TROMPEUSE*.** Originally begun as a privateer, and requisitioned on the stocks by the French Navy as a corvette.

Trompeuse (French brig-corvette *La Trompeuse*, built 3 – 9.1793 at Le Havre. L: 17.7.1793), 16 guns.

Dimensions & tons: 91ft 9in, 73ft ¾in x 29ft 7½in (29ft 2½in mld.) x 11ft 7in. 342 bm.

Men: 110. Guns: 16 x 18pdr carronades (by AO 28.4.1794) or 16 x 6pdrs (by AO 4.7.1794).

Taken 12.1.1794 by *Sphynx* off Cape Clear. Fitted (for £3,149) 4 – 8.1794.

Commissioned: 5.1794 under Cmdr. John E. Douglas. In 8.1795 under Cmdr. Lucius Dawson, on the Irish station. In 1796 under Cmdr. Joshua Watson; took 6-gun privateer *L'Eveille* off the Irish coast 12.6.1795; bilged in Kinsale Harbour 15.7.1796.

***VIPER*.** Originally begun as a privateer, and requisitioned on the stocks by the French Navy as a 12-gun corvette.

Viper (French brig-corvette *La Vipère*, built 3 – 10.1793 by Michel Reine at Le Havre. L: 8.1793), 18 guns.

Dimensions & tons: 95ft 7in, 78ft 0in x 26ft 5½in (26ft 1in mld.) x 12ft 3in. $290^{41}/_{94}$ bm.

Men: 100. Guns: 16 x 6pdrs, + 2 x 12pdr carronades.

Taken 23.1.1794 by *Flora* in the Channel. Fitted at Portsmouth (for £793) 30.1 – 9.10.1794. Registered 15.5.1794.

Commissioned: 6.1794 under Cmdr. John Scoffin; on Irish station in 1795. In 1796 under Cmdr. Henry Parker; wrecked in the Shannon Estuary 2.1.1797 (no survivors).

***La BELLIQUEUSE* Class**. (Design by Pierre-Alexander Forfait, 1793). Five brigs were built at Dieppe and Honfleur to this design in 1793-94; all were captured by the RN and four of them taken in (the exception being the Dieppe-built *L'Inconnue*, taken 5.1794 and burnt).

Victorieuse (French brig *La Victorieuse*, built 10.1793 – 4.1794 at Honfleur. L: 1.4.1794), 14 guns.

Dimensions & tons: 103ft 1in, 85ft $6^{7}/_{8}$in x 27ft 8½in (27ft 6in mld.) x 12ft 10in. $349^{43}/_{94}$ bm.

Men: 130. Guns: 12 x 12pdrs, and 2 x 32pdr carronades (re-armed 1.9.1800 with 14 x 24pdr carronades, and 2 x 9pdrs).

Taken 25.8.1795 in the Channel by Adm. Duncan's fleet. Fitted at Portsmouth (for £890) 18.9 – 23.12.1795. Named and registered 6.10.1795.

Commissioned: 10.1795 under Cmdr. Robert Winthrop, then 12.1795 Cmdr. Jemmett Mainwaring; sailed for the Leeward Islands 22.2.1796. In 11.1796 under Cmdr. Edward Dickson (-1799?); in Harvey's squadron at Trinidad 2.1797; took privateers – 2-gun *L'Etoile du Matin* off St Thomas 26.11.1797, 6-gun *Le Brutus* off Guadeloupe 7.5.1798, and 4-gun *Les Trois Couleurs* off Trinidad 20.6.1798; destroyed 12-gun privateer at Rio Caribe 10.11.1798; (with *Zephyr*) destroyed 2-gun Dutch privateer *La Proserpine* at Cape Three Points 2.12.1798 and took 6-gun privateer *La Couleuvre* at Gurupano 4.12.1798. In 12.1800 under Cmdr. John Richards (-1803); in Egypt operations 1801; paid off 10.1803. BU 7.1805.

Jalouse (French brig-corvette *La Jalouse*, built 7.1793 – 4.1794 at Honfleur. L: 4.2.1794), 18 guns.

Dimensions & tons: 102ft 10in, 85ft 4in x 27ft 9in (27ft 4in mld.) x 12ft 11½in. $348^{47}/_{94}$ bm.

Men: 121. Guns: 18 x 6pdrs (2 x 24pdr carronades added).

Taken 13.5.1797 in the North Sea by *Vestal*. Registered 20.7.1797. Fitted at Deptford (for £4,227) 24.7 – 16.10.1797.

Commissioned: 9.1797 under Cmdr. John Temple (-1800), for the North Sea; took privateers – 14-gun *Le Jason* off Texel 23.2.1799, 14-gun *La Fantaisie* in the North Sea 29.11.1799, and 2-gun *L'Inattendu* in the North Sea 5.4.1800. In 1.1801 under Cmdr. Frederick Irby, then 6.1802 under Cmdr. Christopher Strachey (-1804); recommissioned 1.1803; her boats (with *Immortalite*'s and *Cruizer*'s) took schooner *L'Inabordable* and brig *Le Commode* near Gris Nez 14.6.1803. In 11.1804 under Cmdr. Lucius Curtis; paid off 5.1806. BU at Woolwich 3.1807.

Mutine (French brig *La Mutine*, built 7.1793 – 3.1794 at Honfleur. L: 5.1.1794), 18 guns.

Dimensions & tons: 104ft 6in, 84ft 10in x 27ft 10in x 13ft 0in. $349^{54}/_{94}$ bm.

Men: 121. Guns: 18 x 6pdrs.

Taken 29.5.1797 at Teneriffe by boats of *Lively* and *Minerve*. Registered 8.8.1797.

Commissioned: 7.1797 in the Mediterranean under Lieut. Thomas Masterman Hardy; at Battle of the Nile 1.8.1798. From 8.1798 under Cmdr. Thomas Capell, then 2.1799 under Cmdr. William Hoste (-1801); took 2-gun privateer *La Victoire* 29.3.1800. Fitted at Sheerness 12 – 13.9.1802; in 2.1802 under Cmdr. Lord William Fitzroy; paid off 9.1802. Sold at Chatham 19.3.1803.

Belette (French brig *La Belliqueuse*, built 5.1793 – 3.1794 at Dieppe. L: 30.12.1793), 18 guns.

Dimensions & tons: 104ft 4½in, 85ft 7½in x 27ft 7in x 7ft 5in. $346^{49}/_{94}$ bm.

Men: 125. Guns: 20 x 24pdr carronades.

Taken 10.1.1798 as a privateer (having been sold by the French Navy in 11.1797) by *Seahorse* and *Melampus* off the Irish coast. Arrived at Plymouth 22.1.1798 and laid up in Ordinary.

Not Commissioned or fitted for sea. Sold at Plymouth (for £1,500) 14.9.1801.

***FLECHE*.** One-off design by Louis-Hilarion Chapelle (Cadet).

Fleche (French corvette *La Flèche*, built 2.1768 – 9.1769 at Toulon. L: 19.10.1768), 18 guns.

Dimensions & tons: 92ft 9in, 74ft 4in x 26ft 6in x 11ft 0in. 278 bm (not 379 as sometimes recorded).

Men: 75. Guns: 18 x 18pdr carronades.

Taken 21.5.1794 at the capture of Bastia.

Commissioned: 5.1794 in the Mediterranean under Cmdr. John Gore. In 1795 under Lieut. Thomas Boys, later under Lieut. Charles Came; wrecked in San Fiorenzo Bay (Corsica) 12.11.1795.

***PANDOUR*.** Former cutter, re-rigged 1782. Sometimes classed as gunbrig in RN; name also recorded as *Pandora*.

Pandour (French brig, ex cutter *Le Pandour*, built 4.1780 – 9.1780 by Denys at Dunkirk. L: 16.6.1780)

[Note three cutters of this class were taken and added to the RN in 1779 – the *Tapageur* (lost 1780), *Mutin* and *Pilote*, the latter two surviving as such in 1793 – see Chapter 10.]

Dimensions & tons: 78ft 0in, 60ft 0¼in x 26ft 11in (26ft 6in mld.) x 10ft 6in. $231^{27}/_{94}$ bm.

Men: 75. Guns: 14 x 6pdrs.

Taken 31.8.1795 in the North Sea by *Caroline*. Fitted and coppered at Deptford 1.1796 – 6.5.1796.

Commissioned: 9.1796 under Lieut. Samuel Mason; lost, presumed foundered with all hands, in the North Sea 6.1797.

***ALERTE*.** Designed as an *aviso*, but completed by Hubert Pennevert as a *brick*.

Alerte* / *Minorca (French brig *L'Alerte*, built 1786 – 1.1788 at Rochefort. L: 20.4.1787).

Dimensions & tons: 85ft 0in, 70ft 1in x 26ft 7in x 10ft 0in. 248 bm.

Taken 8.1793 at Toulon and added as *Alerte*; retaken by the French 18.12.1793, rebuilt 1794 and resumed *L'Alerte*; taken again 18.6.1799 by Markham's squadron off Toulon and renamed *Minorca*. In 9.1793 under Cmdr. William Edge; abandoned and burnt (partially) at the fall of Toulon 18.12.1793.

Commissioned: 8.1800 under Cmdr. George Miller (-1802); at blockade of Malta 1800; in Egypt operations 1801. Paid off 4.1802 and sold later in 1802.

***L'AMARANTE* Class**. (Pierre-Alexander Forfait design of 1793). Both brigs built to this design were taken by and added to the RN.

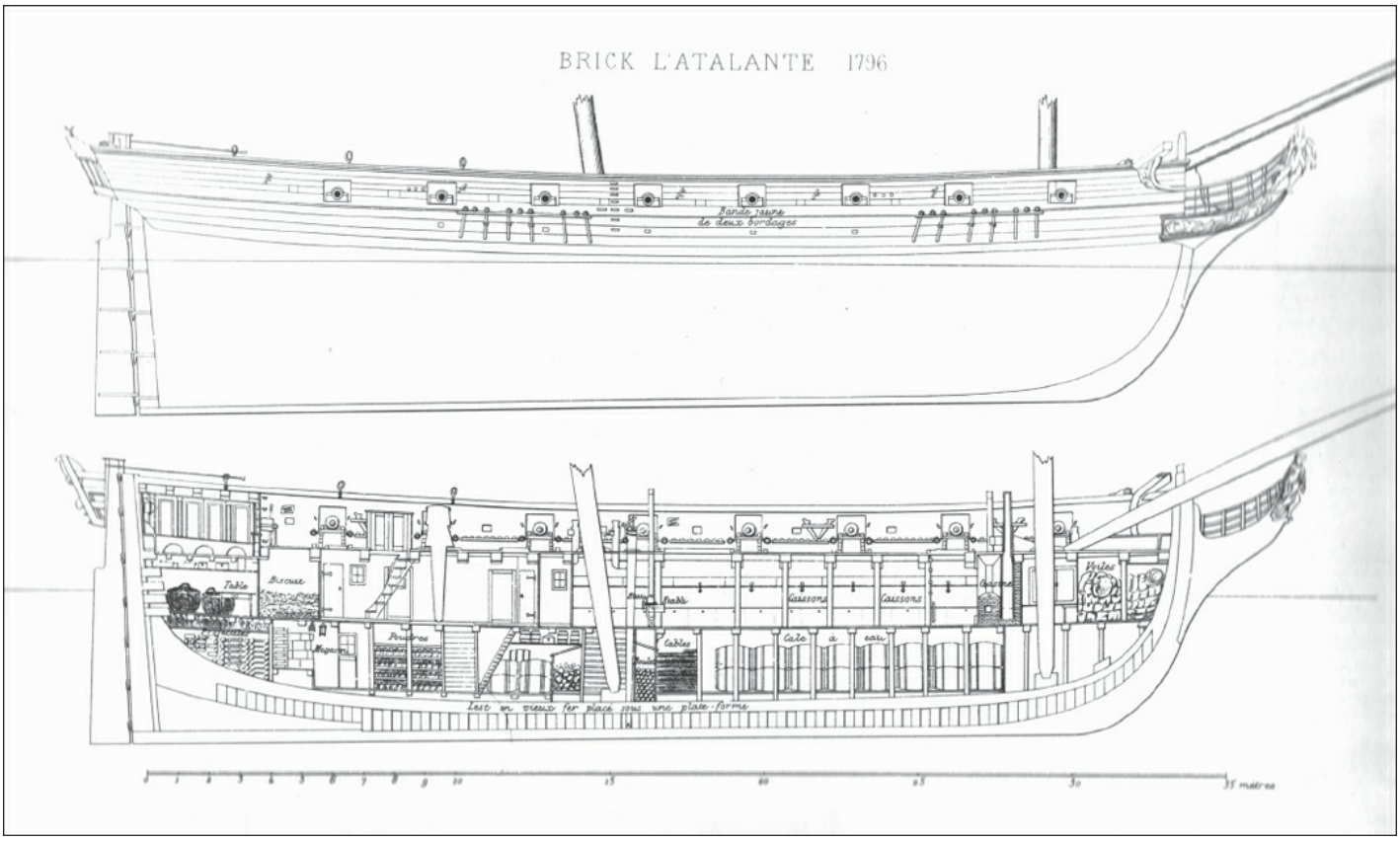
Suffisante (French brig *La Suffisante*, built 3 – 10.1793 at Le Havre. L: 2.9.1793), 16 guns.

Dimensions & tons: 86ft 1in, 67ft $4^{5}/_{8}$in x 28ft 3¼in x 12ft 7¾in. $286^{4}/_{94}$ bm.

Men: 86. Guns: 14 x 6pdrs.

Taken 25.8.1795 by Admiral Duncan's squadron off Texel. Established 20.10.1795. Fitted at Deptford (for £2,740) 2.10.1795 – 21.1.1796.

Commissioned: 11.1795 under Cmdr. Nicholas Tomlinson, for the North Sea; took privateers – 14-gun *La Revanche* 27.5.1796, *La Patriote* 9.6.1796, and 16-gun *Le Morgan* 28.6.1796. In 1797 under Cmdr. Josiah Wittman (-1801); took privateer cutters in the Channel – 14-gun *Le Buonaparte* 25.3.1797 and 2-gun *La Petite Hélène* 21.4.1797; took (with *Havock*) privateers in the Channel 29.1.1800 – 5-gun *Le Courageux* and *Le Grand Quinola*; took 4-gun privateer *La Josephina* 13.3.1800. In 1801 under Cmdr. Christopher Nesham. In 1803 under Cmdr. Gilbert Heathcote; fitted at Plymouth 7 – 9.1803; wrecked off Queenstown (Cork) 25.12.1803.



Sheer and profile drawings of the French brig *L'Atalante*, from *Souvenir de Marine* by Admiral Paris, a nineteenth-century compilation of plans and technical data on historical vessels and one of the greatest published works in the field.

Amaranthe (French brig *L'Amarante*, built 5 – 10.1793 at Honfleur. L: 23.8.1793), 14 guns.

Dimensions & tons: 86ft 1¼in, 68ft $8^{3}/_{8}$in x 28ft 2½in x 13ft 2¾in. $290^{30}/_{94}$ bm.

Men: 86. Guns: 12 x 24pdr carronades, and 2 x 6pdrs.

Taken 31.12.1796 by *Diamond* off Alderney. Arrived Portsmouth 2.1.1797; fitted there (for £5,222) 8.1797 – 2.1798.

Commissioned: 8.1797 under Cmdr. Francis Vesey; sailed for Jamaica 7.1798; took privateers – 4-gun *Le Petite Française* ?2.1799 (with *Surprise*) and *Le Vengeur* 13.4.1799. Later in 1799 under Cmdr. George Blake; wrecked near Cape Canaveral, Florida 25.10.1799 (22 drowned).

ATALANTE. Final Raymond-Antoine Haran brig design, much larger than his *Goéland* Class; only one built.

Atalante (French brig *L'Atalante*, built 1793 – 4.1794 at Bayonne. L: 1.1794), 16 guns.

Dimensions & tons: 99ft 0in, 78ft $0^{3}/_{8}$in x 27ft $3^{7}/_{8}$in (26ft $11^{7}/_{8}$in mld.) x 12ft 2¼in. $309^{80}/_{94}$ bm.

Men: 90. Guns: 16 x 6pdrs, then under AO 4.8.1798 established with 14 x 24pdr carronades, and 2 x 6pdrs.

Taken 10.1.1797 off Scilly Isles by *Phoebe*. Arrived Portsmouth 22.1.1797. Registered 13.3.1797. Fitted at Plymouth (for £6,311) 6 – 9.1798.

Commissioned: 7.1798 under Cmdr. Digby Dent (died 11.1798); paid off 10.1798. Recommissioned 12.1798 under Cmdr. Anselm Griffiths; took (with *Boadicea*) 14-gun privateer cutter *Le Milan* 20.2.1799; took 6-gun privateer *Le Succès* off the Downs 4.12.1799; took (with cutter *Viper*) 14-gun privateer *Les Héros* in the Channel 1.4.1801; her cutter took 2-gun lugger *L'Eveillé* in Quiberon Bay 10.8.1801. In 5.1802 under Cmdr. Joseph Masefield (-1807), at Portland; recommissioned 1.1803 for Channel fleet; her boats destroyed a brig in Quiberon Bay 9.10.1803; in Hood's squadron 25.9.1806. In 1807 under Lieut. John Bowker (acting); wrecked 12.2.1807 off Île de Ré (Rochefort).

***L'EXPÉDITION* Class**. (Pierre-Alexander Forfait design of 1787). Six 'brick-avisos' were built to this design at Montmarin (St Malo), as lengthened versions of the 1786-built *Le Papillon* (taken 1797) and *Le Furet*. Three of the six were captured by the RN, but *Le Curieux* (taken 1793) and *L'Impatient* (taken 1803) were not added to the RN; even the *Epervier*, while added, was never commissioned, indicating that the Navy Board did not like these Forfait brigs. RN records show this vessel named as both *Epervoir* and as *Epervier* in British service.

Epervoir (French 'brick-aviso' *L'Épervier*, built 10.1787 – 3.1788 at St Malo. L: 23.2.1788).

Dimensions & tons: 94ft, 76ft $3^{1}/_{8}$in x 25ft 0¼in x 10ft 7in. $253^{89}/_{94}$ bm.

Men: 125. Guns: 18 x 18pdr carronades.

Taken 12.11.1797 on the Irish station by *Cerberus*. Arrived Plymouth 12.1.1798, registered 14.2.1798.

Not Commissioned: Sold at Plymouth (for £870) 7.9.1801.

***Le BRAVE* Class.** A *canonnière* or *corvette-canonnière*, one of a pair built to a design by Pierre-Alexandre Forfait in 1793 (her sister *La Citoyenne* was deleted in 1804). Initially classed in the RN as a gun-brig under her French name, but renamed 31.8.1798 and re-rated in 10.1811 as a brig-sloop. Described then as 'nearly the same as the *Crocus* and the other 252-ton brigs'.

Insolent (ex French gunboat *L'Arrogante*, ex *Le Brave* renamed 1794, built 1.1793 – 5.1793 at Le Havre. L: 26.4.1793.), 12 guns, later 14 guns.

Dimensions & tons: 91ft 9in, 72ft 1in x 25ft $11^{3}/_{8}$in (25ft $6^{3}/_{8}$in mld.) x 11ft 2in. $258^{14}/_{94}$ bm.

Men: 55 (85 as brig-sloop). Guns: 2 x 18pdrs + 10 x 32pdr carronades (2 x 6pdrs + 12 x 24pdr carronades as brig-sloop).

Taken 23.4.1798 by *Jason* and *Naiad* off Brest. Arrived Plymouth 26.4.1798. Retained original name until 31.8.1798, when renamed. Fitted at Plymouth 2 – 4.1801.

Commissioned: 3.1801 under Lieut. William Bevians (drowned 1801), in the Channel Islands. In 1802 under Lieut. ?N. Hartwright, at Milford; paid off 1802. Recommissioned 1.1803 under Lieut. William Smith, at Guernsey; coppered at Plymouth 1.1805. In 5.1805 under Lieut. John Row Morris (-1809); sailed for the Mediterranean 25.8.1807. Large repair at Plymouth 10.1809 – 9.1811; re-rated as a brig-sloop and recommissioned 10.1811 under Cmdr. Edward Brazier, for North Sea and Baltic. In 11.1812 under Cmdr. John Forbes, then 6.1814 Cmdr. William Kelly, for North America; paid off at Deptford 1815. Sold to J. Crystall there (for £860) 11.6.1818.

MONDOVI. Originally a Venetian brig, taken by the French 5.1797.

Mondovi (French brig *Le Mondovi*, ex Venetian *Pollux*, built Venice 6.1791 – 9.1796. L: 6.8.1796), 14 guns.

Dimensions & tons: 81ft 5½in, 63ft 8in x 25ft 0in x 12ft 8in. $211^{62}/_{94}$ bm.

Men: 76. Guns: 14 x 6pdrs (possibly re-gunned with 18pdr carronades later).

Taken 13.5.1798 by *Flora*'s boats at Cerigo.

Commissioned: 10.1798 in the Mediterranean under Cmdr. William Selby. Fitted at Portsmouth 20.8.1799 – 10.1799; recommissioned 4.1800 under Lieut. John Stewart, for the

Mediterranean; later under Lieut. Archibald Duff (acting) for Egypt operations. In 2.1802 under Cmdr. Henry Richardson; arrived Portsmouth 8.1802 and laid up. In 5.1804 under Cmdr. Henry Lyford, then 10.1804 Cmdr. John Phillmore; paid off 2.1805. BU at Portsmouth 5.1811.

SALAMINE. Originally a Spanish brig, taken by the French 12.1793 and re-armed at Toulon 1.1794.

Salamine (French brig *La Salamine*, ex *La Liberté*, ex Spanish *Infante*), 16 guns.
Dimensions & tons: 93ft 6in, 79ft 0in x 24ft 8in x 10ft 0in. 240 bm.
Men: 86. Guns: 16 x 6pdrs.
Taken 18.6.1799 off Cape Sicié (near Toulon) by Markham's squadron.
Commissioned: 1.1800 in the Mediterranean under Cmdr. Thomas Briggs (-1801). In ?7.1801 under Cmdr. Alexander Campbell. Paid off 7.1802 at Malta and sold there (for £1,280) later in 1802.

RAVEN. Jean-François Gautier design.

Raven (French brig *L'Arethuse*, built 10.1797 – 1.1799 at Basse-Indre [Nantes]. L: 29.4.1798), 18 guns.
Dimensions & tons: 107ft 7in, 85ft 0¾in x 29ft 4¼in (28ft 11¼in mld.) x 13ft 7½in. $389^{81}/_{94}$ bm.
Men: 96. Guns: 16 x 18pdr carronades, and 2 x 6pdrs.
Taken 11.10.1799 by *Excellent* off Lorient. Arrived Plymouth 26.11.1799. Fitted there 9 – 12.1800.
Commissioned: 9.1800 under Cmdr. James Sanders, for Channel service. Recommissioned 6.1802 under Cmdr. Spelman Swaine; sailed for the Mediterranean 8.1802; wrecked off Mazari on the south coast of Sicily 6.1.1804.

ALBANAISE. Built as a tartane, converted to a *cannonière* 1795 and a brig 2.1799.

Albanaise (French brig *L'Albanaise*, built 4.1790 – 3.1792 at Toulon. L: 30.7.1790), 14 guns.
Dimensions & tons: 88ft 7¾in, 68ft 7½in x 24ft 3½in x 11ft 8in. 238 bm (but $215^{37}/_{94}$ bm by calculation).
Men: 45-50. Guns: … .
Taken 3.6.1800 off Cape Fano by *Phoenix* and *Port Mahon*.
Commissioned: 1800 in the Mediterranean under Lieut. Francis Newcombe; seized by mutineers 23.11.1800, handed over to the Spanish at Malaga the next day, and restored to France (later disposal unknown).

Ex FRENCH PRIVATEERS

Jack Tar (French privateer …, origins unknown), 14 guns.
Dimensions & tons: dimensions not recorded. 193 bm.
Men: 90. Guns: 14 x 4pdrs.
Taken 16.3.1794 by Adm. Ford's squadron in the West Indies.
Commissioned: 4.1794 under Cmdr. Pulteney Malcolm. Registered as a sloop 17.7.1794; arrived at Woolwich 16.10.1794 and sold there (for £300) 20.11.1794.

Eugenie (French privateer *La Nouvelle Eugénie*, built 1797 at Nantes), 16 guns.
Dimensions & tons: 84ft 9in, 66ft 3in x 26ft 2in (25ft 9in mld.) x 13ft 6in. $241^{26}/_{94}$ bm.
Men: 90. Guns: 16 x 6pdrs.
Taken 11.5.1797 in the Channel by *Indefatigable* and others. Fitted at Plymouth (for £4,159) 9.8 – 27.11.1797 and converted from ship to brig rig.
Commissioned: 10.1797 under Cmdr. Philip Somerville (-1801), for the Downs; in attack on Boulogne 15/16.8.1801. In 5.1802 under Cmdr. Fasham Roby. Sold to Mr. Freake 3.1.1803.

Pandour (French privateer *L'Eugénie*, built 1793 at Nantes), 16 guns.
Dimensions & tons: 85ft 10in, 67ft 9¼in x 25ft 11¾in x 11ft 11in. 243 bm.
Men: 86. Guns: 16 x 6pdrs.
Taken 16.3.1798 by *Magnanime*. Arrived Plymouth 4.5.1798 and laid up.
Not Commissioned: Renamed *Wolf* 14.6.1800. BU at Plymouth 3.1802.

Drake (French privateer *Le Tigre*, built 1797 at Nantes), 14 guns.
Dimensions & tons: 79ft 0in, 76ft 3in x 23ft 9in x 10ft 6in. 212 (or 226?) bm. GD length clearly mis-stated.
Men: 86. Guns: 14 x 6pdrs, plus 12 x ½pdr swivels.
Taken 17.11.1798 by *Melpomene* in the West Indies.
Commissioned: ?9.1800 in the West Indies under Cmdr. George Younghusband, for the Leeward Islands. In ?10.1801 under Cmdr. William Ferris; her boats (with *Blenheim*'s) took 6-gun privateer *L'Harmonie* at Marin (Martinique) 16.11.1803. In 1804 under Cmdr. William King (acting) ; in attempt to cut out three vessels at Trinité (Martinique) 19.2.1804; wrecked on a shoal off Nevis 12.7.1804.

Utile (French privateer *L'Utile*, built 1799 and fitted at Bordeaux), 16 guns.
Dimensions & tons: 89ft 6in, 74ft 0½in x 26ft 7in x 12ft 10in. $278^{88}/_{94}$ bm.
Men: 76. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 1.4.1799 by *Boadicea* in the Channel. Arrived Portsmouth 11.4.1799, and fitted there 5 – 10.1801.
Commissioned: 9.1801 under Cmdr. Edward Canes, for the Mediterranean; lost, presumed foundered with all hands, after sailing from Gibraltar to Minorca 11.1801.

Vidette (French privateer *La Vedette*, ex *La Montagne* 1796, ex *La Pensée* 1.1794), 14 guns.
[This brig was formerly the British privateer cutter *Thought*, captured 10.1793 by the French; originally the RN cutter *Barracouta*.]
Dimensions & tons: dimensions not stated. ?234 bm [but note that the details of the former cutter *Barracouta* built by Stewart at Sandgate in 1782 and sold in 19.1.1792 were: 75ft 2in, 54ft 11in x 25ft 11¾in x 10ft 6in. 197 bm].
Taken 10.2.1800 by *Triton*.
Not Commissioned: Sold 1802.

Goree (French privateer brig ..., built 1799), 14 guns.
Dimensions & tons: 88ft 7¾in, 68ft 7½in x 24ft 3½in x 11ft 8in. $215^{37}/_{94}$ bm.
Men: 70. Guns: 12 x 12pdr carronades.
Taken ?5.4.1800 at Gorée Island (Senegal), possibly by *Magnanime* and *Melpomene*.
Commissioned: ?4.1800 on West African station under Lieut. Charles Irvine (acting). Arrived Portsmouth 3.9.1801. Under Cmdr. Thomas Tidy 10.1801; paid off 12.1801 and laid up. Delivered to Thomas Heather 21.4.1806 'for the Claimant'.

Gironde (French privateer brig *La Gironde*, built as naval gunboat [same name] 5 – 8.1793 at Rochefort, sold at Bordeaux 1797 and re-rigged), 16 guns.
Dimensions & tons: 91ft 7in, 72ft 6in x 25ft 11in x 12ft 1¾in. $259^{2}/_{94}$ bm.
Men: 67. Guns: 14 x 18pdr carronades, and 2 x 6pdrs.
Taken 14.7.1800 by *Boadicea*. Arrived Plymouth 25.8.1800 and laid up.
Not Commissioned: Sold at Plymouth (for £705) 7.9.1801.

Morgiana (French privateer brig *L'Actif*, built Bordeaux 1799), 16 guns.
Dimensions & tons: 95ft 8in, 76ft 0in x 26ft 5½in x 11ft 11½in. $282^{93}/_{94}$ bm.
Men: 90. Guns: UD 14 x 18pdr carronades, QD 2 x 6pdrs.
Taken 30.11.1800 in the Bay of Biscay by *Thames*. Arrived Plymouth 19.12.1800, and fitted 5 – 7.1801.
Commissioned: 5.1801 under Cmdr. Charles Otter, then 6.1802 Cmdr. Robert Raynsford (-1806); recommissioned 10.1802; in the Mediterranean 1804-07. In 1.1807 under Cmdr. James Slade, off Cadiz; laid up at Chatham 8.1807. BU there 8.1811.

Moucheron (French privateer brig *Le Moucheron*, built 1799), 16 guns.

Dimensions & tons: 93ft 0in, 76ft $1^{7}/_{8}$in x 26ft 7in x 12ft 0in. $286^{24}/_{94}$ bm.
Men: 96 (later 90). Guns: 14 x 18pdr carronades, and 2 x 6pdrs.
Taken 16.2.1801 by *Revolutionnaire*. Arrived Plymouth 7.3.1801, and fitted 4 – 7.1803
Commissioned: 6.1803 under Cmdr. James Hawes, for the Channel; sailed for the Mediterranean 17.1.1807; lost, presumed foundered with all hands, in the Dardanelles 4.1807.

Ex SPANISH PRIZES (1796 – 1800)

Corso (Spanish *El Corso*, built 1791), 18 guns.
Dimensions & tons: …, 72ft 8in x 24ft 7½in x 11ft 7in. $234^{36}/_{94}$ bm.
Men: 100. Guns: 18 x 6pdrs.
Taken 2.12.1796 (or 8.12.1796) by *Southampton* off Monaco. Registered 9.3.1797, established 3.5.1797.
Commissioned: 12.1796 in the Mediterranean under Cmdr. Batholomew James; took 2-gun privateer *Le François* 24.8.1798; took 6-gun privateer *L'Adolphe* 20.11.1798, and another small privateer 1.12.1798 (?temp. under Lieut. Coryndon Boger). In 1.1799 under Cmdr. Lord William Stuart, then 11.1799 under Cmdr. William Ricketts; took (with cutter *Pigmy*) 6-gun privateer *L'Achille* 15.3.1801; took dispatch vessel *La Corvesse* 27.5.1801; her boats (with *Mercury*'s) took 8-gun *Tigre* off Venice 27.6.1801. Fitted as receiving ship at Deptford 20.7.1802 – 24.3.1803; recommissioned 3.1803 for Woolwich under Lieut. E. Kneeshaw, then 1804 under Lieut. George Spencer (-1809). Fitted at Woolwich as receiving ship 17.1 – 24.3.1806 for Gravesend. In 1808 under Lieut. George Taylor, then 1813 Lieut. Curry Wm. Hillier, later Lieut. Charles Carter. Paid off and sold at Woolwich (for £500) 1.9.1814.



The *Vincejo* was a Spanish prize with the unusual feature in a naval brig of a forecastle and quarterdeck. It may have been this oddity (which made the ship look more like a merchant vessel) that led to her employment on inshore espionage and other 'cloak and dagger' duties. Commanded by John Wesley Wright, an intelligence specialist and close acquaintance of Sir Sidney Smith, the brig was eventually captured in May 1804 after an epic battle with a large force of French gunboats and small craft. Wright was incarcerated in the Temple prison in Paris, where he was to die under very suspicious circumstances in October 1805.

Rosario (Spanish *Nuestra Señora del Rosario*),14 guns.
Dimensions & tons: (approx.) 89ft 0in, 71ft 4in x 23ft 6in x … . 209 bm.
Men: … (45 as fire vessel). Guns: … (6 x 18pdr carronades as fire vessel).
Taken 24.5.1797 by *Romulus* and Mahonesa off Cadiz. Arrived Sheerness 29.8.1797.
Commissioned: 1797 under ?C. Hubert; paid off 10.1797. Fitted as a 'temporary' fire vessel at Sheerness (for £2,097) 5.1798 – 8.1799; recommissioned as fireship 6.1798 under Cmdr. James Carthew; expended in Dunkirk roads 7.7.1800.

San Leon (Spanish *San Leon*), 16 guns.
Dimensions & tons: Unknown.
Men: 76. Guns: 16 x 6pdrs.
Taken 28.11.1798 by *Santa Dorothea*, *Stromboli*, *Perseus* and *Basilisk* on the Lisbon station.
Not Commissioned: Sold 20.2.1800.

Port Mahon (Spanish …, building at Port Mahon, Minorca), 18 guns.
Dimensions & tons: 91ft 5½, 82ft 1in x 25ft 2in x 12ft 8in. $276^{50}/_{94}$ bm.
Men: 121. Guns: 18 x 6pdrs.
Taken on the stocks 15.11.1798. L: 1798.
Commissioned: ?10.1799 under Cmdr. William Buchanan (-1802); took 1-gun privateer *L'Enfant Chérie de la Victoire* in the Mediterranean 8.5.1800; too (with *Phoenix*) 12-gun *L'Albanaise* 3.6.1800. Egypt operations 1801. Paid off 1802. Fitted 27.7 – 27.10.1802 at Portsmouth. Recommissioned 8.1802 under Cmdr. Walter Grossett; in 1803 under Capt. Martin Nevile (died 7.1803); sailed for Leeward Islands 5.1803. In ?2.1804 under Cmdr. Francis M'Donald (died 6.1804), then Cmdr. Thomas Garth, at Jamaica. In 1805 under Cmdr. Samuel Chambers (-1809); took 14-gun schooner *Galgo* 30.9.1805; boats took 7-gun privateer *San Josef* at Puerto de Banes 25.6.1806; took 16-gun privateer *Le Furet* 8.2.1808, on Home station; took 3-gun *Le Général Paris* 18.11.1808. Under Cmdr. John Lawson in 6.1809, then Cmdr. Villiers Hatton in ?3.1810 and Cmdr. Thomas Everard in ?10.1810, in the Channel. In ?2.1812 under Cmdr. Frederick Burgoyne, on Irish statio0n; to South America 1814. Fitted at Deptford as a receiving ship 5.1815, for Gravesend under Lieut. Charles Carter. Loaned to Thames Police 29.1.1817 (-1837). Sold 8.1837 at Woolwich.

Vincejo (Spanish *El Vencejo*, built 1799), 18 guns.
Dimensions & tons: 91ft 5½in, 82ft 1in x 25ft 2in x12ft 8in. $276^{50}/_{94}$ bm.
Men: 100. Guns: UD 16 x 18pdr carronades; QD 2 x 6pdrs.
Taken 19.3.1799 by *Cormorant* in the Mediterranean.
Commissioned: 11.1799 in the Mediterranean under Cmdr. George Long (died 15.9.1801); took privateer *La Surprise* in the Mediterranean 17.4.1800. In 4.1802 under Cmdr. James Prevost; arrived Sheerness 6.4.1803, then fitted at Chatham 9.1803 – 2.1804; recommissioned 11.1803 under Cmdr. John Wright; taken by a force of 17 French gunboats in Quiberon Bay 8.5.1804 (2 killed and 12 wounded). Retaken (as privateer *La Comte de Reginaud*) by *Rover* 30.11.1810 but not re-added to RN.

Galgo (Spanish *Galgo*, built 1795 at Ferrol), 18 guns.
[This sloop was recorded in some documents as a ship-sloop, but the evidence indicates she was brig-rigged.]
Dimensions & tons: 99ft 0in, 89ft 0in x 29ft 0in x 13ft 0in. 395 bm (398 by calc.).
Men: 121. Guns: 16 x … .
Taken 15.11.1799 by *Crescent* on passage to the West Indies. Registered 26.2.1800.
Commissioned: ?6.1800 at Jamaica under Cmdr. George S. Stovin. The Admiralty had intended to rename her *Chance*, but this had not been implimented by the time she was lost. Capsized 9.10.1800 in a squall off Virginia (96 drowned including Stovin).

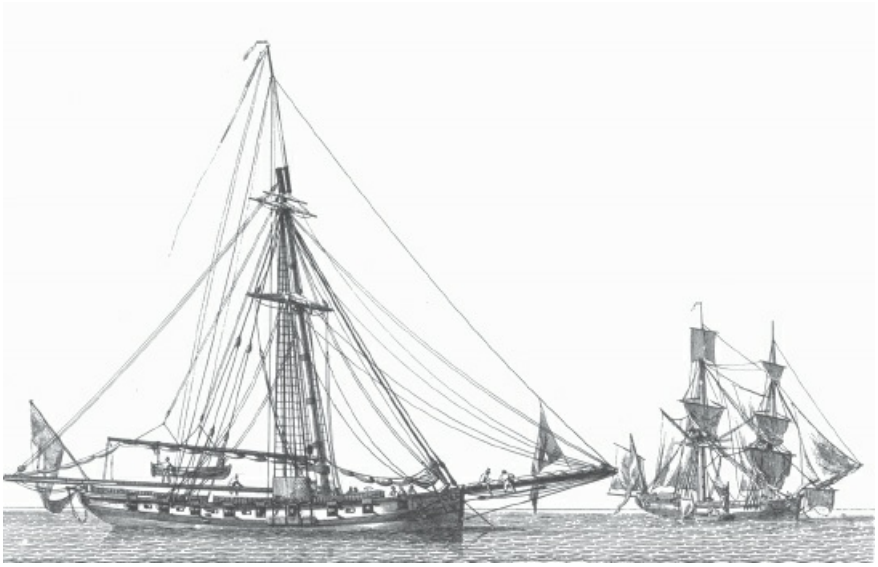
Vivo (Spanish *El Vivo*, built 1794 [or 1788?] at Cadiz), 14 guns.
Dimensions & tons: 80ft 10¼in, 60ft 6in x 25ft 11in x 10ft 4in. $216^{14}/_{94}$ bm.
Men: 67. Guns: 14 x 18pdr carronades.
Taken 30.9.1800 by *Fisgard* off the Spanish coast. Arrived Plymouth 18.10.1800 and laid up.
Not Commissioned: Not fitted by RN, sold at Plymouth (for £865 or £805) 7.9.1801.

Calpe (Spanish polacca *San Jose*, built 1796 in Greece), 14 guns.
Dimensions & tons: 75ft 4in, 57ft 0in x 26ft 3in x 12ft 6in. 209 bm.
Men: … . Guns: 14 x 18pdr carronades?
Taken 27.10.1800 by boats of *Phaeton* at Fuengirola (near Malaga).
Commissioned: 12.1800 in the Mediterranean under Cmdr. George Dundas; in Saumarez's Action off Algeciras 12.7.1801; in 9.1801 under Cmdr. Philip Dumaresq, then 1802 under Lieut. John Lamborn. Sold at Lisbon 1802.

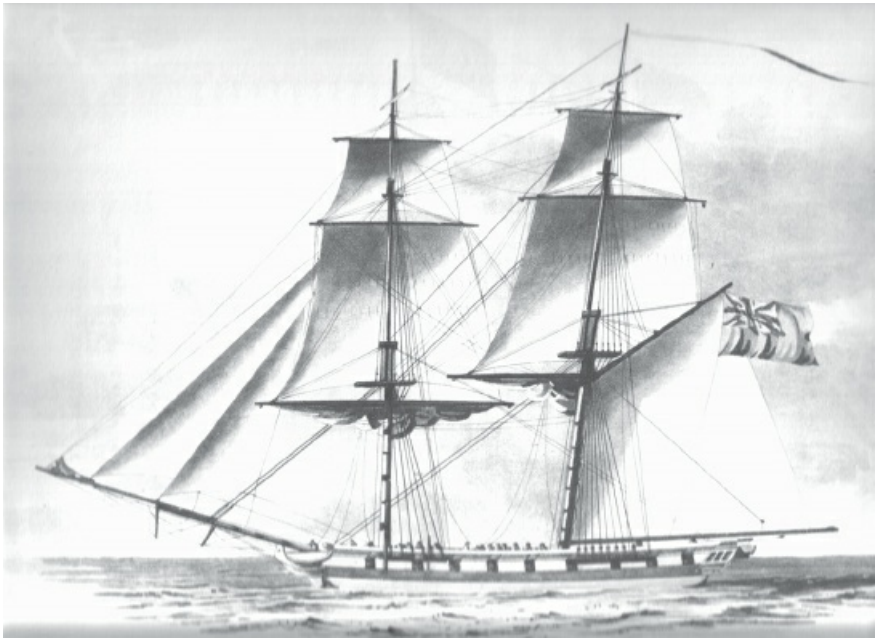
Ex DUTCH PRIZES (1795 – 1799)

Hope (Dutch East India Company *Star*, built 1788 at ?Vlissingen), 14 guns.
Dimensions & tons: 77ft 0in, *c.*69ft 0in x 24ft 6in x 14ft 1in. 220 bm.
Men: 60. Guns: 14 x 4pdrs.
Taken 18.8.1795 by Elphinstone's squadron at Simon's Bay. Named and registered 29.12.1795.
Commissioned: 2.1796 under Cmdr. ?James Turner. In 3.1796 under Cmdr. Edward Ramage; at capture of Dutch squadron in Saldanha Bay 17.8.1796. In 12.1796 under Cmdr. Thomas Alexander, then Cmdr. William Granger in 2.1797, then Cmdr. John Watts in 5.1797, finally Cmdr. Augustus Brine in 3.1798 (-1800), all at Cape of Good Hope; paid off 2.1800. Sold 1807.

Braak (Dutch cutter *Braak*, built 1781 by Zwÿndrecht, Rotterdam), 18 guns.
Dimensions & tons: 84ft 0in, 57ft 4¾in x 28ft 11in (28ft 6in mld.) x 11ft 2in. $255^{28}/_{94}$ bm.
Men: 86. Guns: 16 (later 14) x 24pdr carronades, and 2 x 6pdrs.
Taken 20.8.1795 (rigged as a cutter) by *Fortune* at Falmouth (where had arrived 23.2.1795). Registered 11.10.1796. Fitted and re-rigged as a brig at Plymouth (for £4,353) 5 – 8.1797.
Commissioned: 6.1797 under Cmdr. James Drew; sailed for Halifax 17.3.1798; capsized in the Delaware 23.5.1798 (24 drowned incl. Drew).



Although unidentified, this portrait of a Dutch cutter by J J Baugean clearly depicts a very large vessel of 18 guns. There were very few of these so it may well represent the *Braak* or a sister.



A portrait of the *Penguin*, ex Dutch brig *Komeet*, from *Liber Nauticus* by D. and J. Serres, published in 1805. This shows virtually all of a brig's suit of plain sail, although the royals are not set.

Comeet (Dutch brig *Komeet*, built 1789 at Amsterdam), 16 guns.
Dimensions & tons: 92ft $9^{1}/_{8}$in, 73ft $3^{7}/_{8}$in x 29ft $4^{3}/_{8}$in (28ft $10^{3}/_{8}$in mld.) x 16ft 4½in. $336^{26}/_{94}$ bm.
Men: 125. Guns: 14 x 9pdrs, and 2 x 18pdr carronades.
Taken 28.8.1795 by *Unicorn* on the Irish station. Fitted at Portsmouth (for £3,943) 14.10.1795 – 10.1.1796.
Commissioned: 5.1796 under Cmdr. John Pulling, for the Irish station; took privateers – 8-gun *La Taupe à l'Oeil* off the Irish coast 18.9.1796, 4-gun *Le Terrible* off the Lizard 24.5.1797, and 18-gun *L'Oiseau* on the Irish station 21.8.1797; flagship of Kingsmill 12.1797. In 1798 under Cmdr. Bendall Littlehales (-1799). Renamed *Penguin* 2.10.1798 (some sources give earlier renaming – in 1796). In 1800 under Cmdr. Robert Mansel; sailed for Cape of Good Hope 2.1801; action with unidentified French ship in South Atlantic 18.2.1801. In 2.1802 under Cmdr. Duncombe Bouverie, on Irish station again, then 6.1802 Lieut. James M'Farland. Fitted at Portsmouth 5 – 11.1803; recommissioned 10.1803 under Cmdr. George Morris, for west coast of Africa; destroyed 14-gun privateer *La Renommée* in Senegal River 24.3.1804; took 3-gun Spanish privateer *Marsullois* 1806; later under ?Cmdr. Wm. H. Smith; paid off to Ordinary at Chatham 1806. Sold at ?Portsmouth 27.7.1809.

Miermen (Dutch *Meermin*), 16 guns.
Dimensions & tons: 74ft 7in, … x 26ft 3in x 9ft 9in. 203 bm.
Men: 86. Guns: 16 x 6pdrs.
Taken 4.3.1796 at Plymouth (having arrived 6.2.1795). Named & registered 25.10.1796.
Not Commissioned: No record of service. Sold at Portsmouth (for £160) 14.9.1801.

Pyl (Dutch *Pijl*, built 1784 at Amsterdam), 12 guns.
Dimensions & tons: [Dutch measurements 80 x 25 x 15¼ ft]. 200 bm.
Men: 70 (as fireship, 45). Guns: 12 x 6pdrs (as fireship, 8 x 18pdr carronades).
Taken 4.3.1796 at Plymouth (having arrived 6.2.1795). Named & registered 25.10.1796.
Not Commissioned: Converted to a fireship in 1798, but not expended. Sold (for £420) 31.8.1801.

Hermes (Dutch *Mercuur*, built 1781 at Amsterdam as a cutter), 16 guns.
Dimensions & tons: [Dutch measurements 85 x 30 x 13 ft]. 210 bm.
Men: 80. Guns: 14 x 24pdr carronades (repacing original 6pdrs), and 2 x 6pdrs.
Taken 12.5.1796 by *Sylph* off Texel. Named & registered 4.7.1796. Fitted at Sheerness 20.5 – 1.10.1796.
Commissioned: 7.1796 under Cmdr. William Mulso, for the North Sea; lost, presumed foundered with all hands, in a North Sea storm 31.1.1797.

Camphaan (Dutch *Kemphaan*, built 1781 at Rotterdam as a cutter, lengthened and brig rigged in 1787), 16 guns.
Dimensions & tons: [Dutch measurements 87 x $28^{4}/_{11}$ x $12^{9}/_{11}$ ft]. 262 bm.
Men: … . Guns: 16 x 6pdrs.
Taken 20.8.1799 by Lord Hugh Seymour's squadron at Surinam.
Commissioned: 1799 in the Leeward Islands under Lieut. Richard Thwaite (-1801). Sold 4.1802 to BU.

Galathee (Dutch *Galathe*, built 1795 at Rotterdam), 16 guns.
Dimensions & tons: [Dutch measurements 114 x 32 x 17 ft]. ?260 bm.
Taken 30.8.1799 by Mitchell's squadron in the Vlieter.
Commissioned: 11.1800 by 'Free Dutch' at Cork. Arrived Sheerness 13.4.1801 and made good defects, then laid up. In Ordinary at Chatham 1807. Sold 15.10.1807 to BU.

Gier (Dutch *Gier*, launched 10.7.1797 at Harlingen), 16 guns.
Dimensions & tons: 91ft 7in, 71ft $8^{1}/_{8}$in x 29ft 2in (28ft 9in mld.) x 12ft 3in. [Dutch 100 x 31 x 16 ft]. $324^{30}/_{94}$ bm.
Men: 86. Guns: UD 12 x 32pdr carronades; Fc 2 x 6pdrs.
Taken 12.9.1799 by *Wolverine* off Texel. Arrived at Sheerness 24.10.1799. Fitted there (for £2,804) 10 – 12.1800.
Commissioned: 10.1800 under Cmdr. John Russell (-11.1801?), for the Downs; paid off into Ordinary 11.12.1801. BU at Sheerness 9.1803.

Admiral Rainier (Dutch …, probably newly built at Batavia [Jakarta] *c.*1800), 16 guns.
Dimensions & tons: Dimensions not recorded. *c.*150 bm (but this seems very low for a 16-gun sloop!).
Men: … . Guns: 14 x 6pdrs & 4pdrs.
Taken 23.8.1800 by *Daedalus*, *Centurion*, *Braave* and *Sibylle* at Kuyper's Island, Batavia.
Commissioned: 1800 in the East Indies under Lieut. William Dobbie. Sold out of service 9.1803.

PURCHASED VESSELS (1795-1801)

The Navy Board purchased between 1795 and 1801 five brigs built or building at the Dover shipyard of Thomas King, in addition to other vessels built by King under contract in this period (the brig *Harpy* and ship-sloop *Echo*). *Rambler* was initially classed as a brig-rigged cutter, but is included here with the other purchases for convenience. Notably, King was the only commercial builder from whom the Navy Board took up 'on spec' brigs in this period.

Zephyr (Purchased while building by Thomas King, Dover), 14 guns.
Dimensions & tons: 82ft 6in, 62ft 7in x 27ft 1in x 10ft 8in. $244^{9}/_{94}$ bm.
Men: 76. Guns: 14 x 6pdrs (10 x 4pdrs as fireship).
Purchased 2.1795. Fitted at Chatham (for £2,660) 25.3 – 8.1795. Registered and named 13.5.1795.

Commissioned: 6.1795 under Cmdr. Robert Lawrie; took 12-gun privateer *La Réfléchie* while on passage to West Indies 8.1.1797; took further privateers – 4-gun *Le Vengeur des Français* off Dominica 16.6.1797, 6-gun *La Légère* off Marie Galante 6.7.1797 and 2-gun *Le Va-Tout* off Martinique 8.7.1797 . In 7.1797 under Cmdr. William Champain (-1800; but temp. under Cmdr. George Reynolds in late 1797); took 8-gun privateer *L'Espoir* off Désirade 8.2.1798 and (with *Victorieuse*) 6-gun privateer *La Couleuvre* at Gutupano 4.12.1798. Fitted at Woolwich as a fire vessel 11.1800 – 2.1801; recommissioned 1.1801 under Cmdr. Clotworthy Upton as fireship for Copenhagen expedition; at Battle of Copenhagen 2.4.1801, not expended. Fitted at Woolwich 11.1801 – 11.1803; recommissioned 9.1803 under Cmdr. Edwards Graham, then 1804-05 under Cmdr. Anthony Abdy. Laid up at Woolwich 9.1805, and sold there 21.7.1808.

Rambler (Purchased while building by Thomas King, Dover), 14 guns.

Dimensions & tons: 74ft 5¼in, 56ft 5½in x 25ft 4in x 10ft 1½in. $192^{69}/_{94}$ bm.

Men: 86. Guns: 14 x 6pdrs.

Purchased 2.1796. Fitted & coppered at Chatham (for £1,440) 13.2.1796 – 21.3.1797. Registered 27.2.1797.

Commissioned: 1.1797 (as a cutter) under Lieut. Alexander Schomberg (-1800); took (with *Tisiphone*) 14-gun privateer *Prosper* off the Dogger Bank 22.7.1797; re-rated as brig-sloop 3.4.1798 (Schomberg made Cmdr.); sailed for Newfoundland 30.7.1798. In 1.1801 under Cmdr. Peter Rye, then 8.1802 under Cmdr. Thomas Innes (-1804), at Liverpool. Recommissioned 2.1803 for Channel & Bay or Biscay. In 1805 under Cmdr. Henry Sturt; laid up at Plymouth in Ordinary 10.1805. In 1810 under Cmdr. Robert Hall at Gibraltar, but sold 18.10.1810.

Weazle (Purchased 'when built' by Thomas King, Dover), 12 guns.

Dimensions & tons: 77ft 0in, 59ft 1in x 26ft 1in (25ft 8in mld.) x 10ft 8½in. $213^{82}/_{94}$ bm.

Men: 70. Guns: 12 x 18pdr carronades.

Purchased 3.1799. Fitted at Chatham (for £3,002) 14.4 – 12.7.1799.

Commissioned: 1799 under Cmdr. William D'urban (-1803), for the North Sea; took privateer *Le Petit Chasseur* off Portland 19.9.1800. In 1.1804 under Lieut. William Layman (acting); wrecked on Cabrita Point (opposite Gibraltar) 1.3.1804.

Gannet (Purchased while building by Thomas King, Dover), 16 guns.

Dimensions & tons: 88ft 7in, 69ft 0in x 28ft 1½in x 12ft 6in. $290^{29}/_{94}$ bm.

Men: 86. Guns: UD 14 x 18pdr carronades; Fc 2 x 6pdrs.

Purchased 3.1800. Fitted at Chatham (for £2,083) 31.3 – 6.7.1800.

Commissioned: 4.1800 under Cmdr. Isaac Cotgrave; took 14-gun privateer *La Vengeance* off the Downs 28.3.1801. In 7.1802 under Cmdr. Edward Bass (1805); fitted at Portsmouth 6 – 7.1803. In 7.1806 under Cmdr. Charles Bateman, then 1807 Cmdr. James Stevenson (-1809); sailed for Lisbon 4.1.1807; in North Sea at end 1807. Fitted at Sheerness 3 – 8.1808; recommissioned 7.1808; sailed with convoy for Gibraltar 1.12.1808. In 2.1812 under Cmdr. William Style, then Cmdr. William Ferrie in 4.1812 and Cmdr. John Porteous in 5.1812; in Texel operations. In Ordinary at Sheerness 1813-14. Sold there (for £770) 21.7.1814.

Hunter (Purchased while building by Thomas King, Dover), 16 guns.

Dimensions & tons: 90ft 8in, 71ft 8¼in x 28ft 6in x … . $308^{76}/_{94}$ bm.

Men: … . Guns: 14 x 6pdrs, and 2 x 24pdr carronades.

Purchased 5.1801. Fitted at Chatham (for £1,583) 18.6 – 26.7.1801.

Commissioned: 7.1801 under Cmdr. George Jones; sailed for Jamaica 6.1802. In 10.1802 under Cmdr. Samuel Inglefield; took various privateers – 1-gun *La Liberté* on Jamaica station 10.6.1804, Spanish 3-gun *Santa Rosa* in 1805; Spanish 1-gun *San Josef y Animas* 21.9.1806, Spanish 3-gun *Isabella* 25.1.1807 and *L'Espérence* 28.7.1807. In 1808 under Cmdr. Francis Dickins, still on Jamaica station, later Cmdr. William ?Smith. Docked at Sheerness to BU 19.7.1809.

(C) Vessels acquired from 18 May 1803

The renewal of the *guerre de course* between 1803 and 1814 saw increasing numbers of British merchantmen falling prey to enemy privateers and warships – 222 were captured in 1803, 387 in 1804, 507 in 1805, 519 in 1806, 559 in 1807, 469 in 1808, 571 in 1809 and 619 in 1810 – before falling to 470 in 1811, 371 in 1813 and 145 in 1814. To counter the prededations of several hundred privateers, a world-wide pattern of regular convoys and (anti-corsair) cruising developed. This needed many more escort and patrol vessels, and 174 extra brig-sloops (plus 87 smaller gun-brigs – for which see next chapter) were ordered from a large range of shipyards between 1803 and 1813, while over fifty captured enemy brigs were likewise commissioned into the British Navy.

(i) 32pdr carronade type

***CRUIZER* Class** (Napoleonic War series production).

Over a hundred brigs-sloops to Sir William Rule's design of 1797 (106, to be precise) were ordered between 1802 and 1815, making this easily the second largest group of sailing warships built to one design (exceeded numerically only by the smaller *Cherokee* Class brigs, most of which were actually ordered and built after 1815). For convenience, they are grouped below according to the Admiralty Board under which the order was placed. See earlier page (the prototype) for data relating to the Class. The contracts for these generally described them as brigantines, an indication that the terms 'brig' and 'brigantine' were frequently interchangeable.

Ordered by St Vincent's Board (19):

Scorpion John King, Dover.

As built: 99ft 11½in, 77ft 2in x 30ft 7in x 12ft 9in. $383^{86}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 27.11.1802. K: 1.1803. L: 17.10.1803. C: 22.10.1803 – 8.1.1804 at Sheerness.

Commissioned: 11.1803 under Cmdr. George Hardinge, for the Channel and Downs; boats (with those of *Beaver*) took 16-gun *Atalante* in the Vlie 31.3.1804. In 4.1804 under Cmdr. Philip Carteret (-1807); took 16-gun *Le Bougainville* 16.2.1805; took 12-gun *L'Honneur* off Dutch coast 12.4.1805; took 16-gun privateer *La Glaneuse* 21.11.1805; took 10-gun privateer *Le Glaneur* 3.12.1805; sailed for the Leeward Islands 28.1.1806. In 1807 under Cmdr. Francis Stanfell (-1809); to Leeward Islands 1807, then home in 1808; sailed for the Leeward Islands 3.4.1809; took 14-gun *L'Oriste* in Basseterre 12.1.1810. In 1810 under Cmdr. John Gore (?drowned 1812), then Cmdr. Robert Giles in 3.1812. Laid up at Sheerness 7.1813. Sold to G.F. Young at ?Sheerness (for £1,100) 3.2.1819.

Dispatch or ***Despatch*** (i) Richard Symons & Co, Falmouth.

As built: 100ft 0in, 77ft 3½in x 30ft 6in x 12ft 9in. $382^{42}/_{94}$ bm.

Ord: 27.11.1802. K: 4.1803. L: 26.5.1804. C: 9.6 – 20.8.1804 at Plymouth.

Commissioned: 5.1804 under Cmdr. (Capt. 9.1806) Edward Hawkins, for the Channel and cruising; later in Sir Thomas Louis's squadron; took (with *Canopus*) French 40-gun *La Présidente* in the Bay of Biscay 27.9.1806. In 1807 under Cmdr. James Lillicrap, for the North Sea; in Copenhagen operations 8.1807; sailed for Jamaica 29.2.1808; took 4-gun privateer *La Dorade* 2.10.1808. In 11.1810 under Cmdr. James Aberdour; paid off 9.1811. BU at Plymouth 9.1811.

Scout Peter Atkinson & Co, Hull.

As built: 100ft 0in, 77ft 2½in x 30ft 5¾in x 12ft 9in. $381^{48}/_{94}$ bm. Draught 6ft 6in / 11ft 3in.

Ord: 27.11.1802. K: 5.1803. L: 7.8.1804. C: 19.8 – 24.10.1804 at Sheerness.

Commissioned: 8.1804 under Cmdr. Donald Mackay, for the Downs; joined Collingwood's fleet 23.10.1805. In 1.1806 under Cmdr. William Raitt (-1809); took Spanish privateers – 20-gun *Amiral del Tariffa* 27.3.1807, 3-gun *El Determinando* 20.5.1807, and (with *Redwing*) 3-gun *De Bon Vassallio* 13.6.1807; under Lieut. Thomas Stamp (temp.), when landing party stormed batteries 14.6.1809 and 14.7.1809. In 10.1809 under Cmdr. Alexander Sharpe (-1811); in Hallowell's squadron at Rosas 31.10 – 1.11.1809; destruction of *La Girafe* and *La Nourrice* in Gulf of Sagone 1.5.1811. In 1812 under Cmdr. George Hooper; sailed for the Mediterranean 15.5.1812. In 1813 under Cmdr. Benjamin Crispin, then 12.1813 under Cmdr. James A. Murray (-1815), off Cadiz. Middling Repair and fitted for sea at Deptford 2 – 7.1818; recommissioned 4.1818 under Cmdr. William Ramsden (-1820), for the Mediterranean. In 10.1821 under Cmdr. John Theed, at Chatham. In 6.1822 under Cmdr. James Wigston (-1825), for the West Indies; damaged by stranding in Gulf of Mexico 5.1823; paid off 1825. Sold to John Small Sedger to BU (for £1,010) 11.7.1827.

Musquito John Preston, Gt. Yarmouth.

As built: 100ft 0in, 77ft 3½in x 30ft 7in x 12ft 9in. $384^{51}/_{94}$ bm. Draught 6ft 6in / 10ft 3in.

Ord: 27.11.1802. K: 5.1803. L: 4.9.1804. C: 25.9 – 18.11.2804 at Chatham.

Commissioned: 10.1804 under Cmdr. Samuel Jackson; took 1-gun privateers *L'Orestes* and *Le Pylades* in the Channel 14.4.1805; off Calais 1807. Recommissioned 10.1807 under

Cmdr. William Goate, for the North Sea; took 6-gun *Sol Fuglen* in the North Sea 25.5.1809; operations in the River Elbe 7.1809, then paid off. Recommissioned 6.1811 under Cmdr. Christopher Bell, then 2.1812 under Cmdr. James Tomkinson; sailed for the Leeward Islands 24.4.1813; in Home waters 1814. In 8.1815 under Cmdr. George Brine, for St Helena station; paid off at Deptford 1817. Sold to Thomas King (for £1,050) 7.5.1822.

Swallow Benjamin Tanner, Dartmouth.

As built: 100ft 1½in, 77ft 3¼in x 30ft 8in x 13ft 0in. $386^{50}/_{94}$ bm.

Ord: 27.11.1802. K: 5.1804. L: 24.12.1805 (11 months late). C: 28.1 – 8.6.1806 at Plymouth.

Commissioned: 3.1806 under Cmdr. Alexander Milner (-1809); took 2-gun privateer *Le Friedland* in Home waters 15.11.1807; sailed for the Mediterranean 7.11.1809. In 1810 under Cmdr. John Bedford; took 12-gun privateer *Le Général Ottaway* in the Mediterranean 19.4.1810. In 1811 under Cmdr. Edward Sibly (-1813); took (with *Euryalus*) 2-gun privateer *L'Intrepide* off Corsica 7.6.1811; took 2-gun privateer *La Belle Genoise* off Sicily 26.7.1811; action against 16-gun *Le Renard* and 14-gun *Le Goéland* off Frejus 16.6.1812; in 1812 under Cmdr. Benjamin Crispin (temp.), under Lieut. George Canning (acting) 6.1812; her boats took 4-gun *Le Guerrier* off Anzio 16.9.1813. In ?3.1814 under Cmdr. Lord Algernon Percy, in the Mediterranean, then 5.1814 under Cmdr. Edwin James, then paid off. BU at Chatham 11.1815.

Ferret Benjamin Tanner, Dartmouth.

As built: 100ft 2in, 77ft $5^{1}/_{8}$in x 30ft 8in x 12ft 9in. $387^{30}/_{94}$ bm.

Ord: 27.11.1802. K: 5.1805. L: 4.1.1806 (19 months late). C: 17.2 - 27.5.1806 at Plymouth.

Commissioned: 3.1806 under Cmdr. George Cadogan; sailed for the Leeward Islands 2.6.1806. In ?3.1807 under Cmdr. John Bowker, then Cmdr. George Lennock; took (with *Lark*) 8-gun *La Mosquito* on the Jamaica station 23.8.1807. In 1808 under Cmdr. Samuel J. Pechell, in the Leeward Islands, then 6.1808 Cmdr. Richard Wales (-1810); took 3-gun privateer *La Becune* on the Halifax station 26.10.1808. Between Middling and Large Repair at Portsmouth 11.1811 – 2.1812; recommissioned 12.1811 under Cmdr. Francis Halliday, for the North Sea; bilged near Newbiggin (Northumberland) 7.1.1813; abandoned as a wreck 17.1.1813.

Leveret John King, Dover.

As built: 100ft 0in, 77ft 2¾in x 30ft 7in x 12ft 9in. $384^{22}/_{94}$ bm. Draught 6ft 8in / 11ft 0in.

Ord: 16.7.1803. K: 8.1805. L: 14.1.1806. C: 11.1 – 9.4.1806 at Sheerness.

Commissioned: 2.1806 under Cmdr. George Salt; sailed for the Mediterranean 4.1807; off Cadiz 7.1807; later in Baltic expedition. In 10.1807 under Cmdr. Richard O'Connor; wrecked on the Galloper Rock (Long Sands) 10.11.1807, without casualties.

Belette (i) John King, Dover.

As built: 100ft 0in, 77ft $2^{7}/_{8}$in x 30ft 7in x 12ft 9in. $384^{26}/_{94}$ bm. Draught 6ft 6in / 10ft 0in.

Ord: 16.7.1803. K: 8.1805. L: 21.3.1806. C: 28.3 – 14.5.1806 at Sheerness.

Commissioned: 4.1806 under Cmdr. Richard Piercy, for the North Sea. In 11.1806 under Cmdr. John Phillimore, for North Sea and then the Baltic. In 2.1808 under Cmdr. George Sanders; sailed for the Leeward Islands 3.5.1808; took privateers – 4-gun *La Jaiduse* 2.7.1808, 7-gun *La Confiance* 23.8.1808, and 6-gun *La Revanche* 5.12.1808; at capture of Martinique 2.1809. In 1810 under Cmdr. David Sloan; in the Leeward Islands 1810, then Home waters 1811 and the Baltic 1812; wrecked off Laesø in the Kattegat 24.11.1812 (116 died including Sloan).

Amaranthe John Dudman, Deptford.

As built: 100ft 0in, 77ft 2½in x 30ft 8in x 12ft 9in. $386^{21}/_{94}$ bm.

Ord: 15.10.1803. K: 12.1803. L: 20.11.1804.C: 15.1 – 12.3.1805 at Deptford Dyd.

Commissioned: 1.1805 under Cmdr. Edward Brenton, for the North Sea and Downs; sailed for the Leeward Islands 20.4.1808; destruction (with *Circe* and *Stork*) of 16-gun *Le Cygne* and a schooner at St Pierre (Martinique) 13.12.1808; at capture of Martinique 2.1809. In 12.1808 under Cmdr. George Pringle (-1814), at Jamaica. In 7.1814 under Cmdr. Richard Yates. Sold at Woolwich (for £900) 12.10.1815.

Calypso John Dudman, Deptford.

As built: 100ft 0in, 77ft 3½in x 30ft 6in x 12ft 9in. 382 bm. Draught 6ft 6in / 11ft 0in.

Ord: 15.10.1803. K: 3.1804. L: 2.2.1805. C: 11.2 – 16.5.1805 at Deptford Dyd.

Commissioned: ?8.1805 under Cmdr. Matthew Forster, for the Downs; in action against Ver Huell's convoy off Griz Nez 18.7.1805. In ?1.1806 under Cmdr. Matthew Bradby (-1810), for the Downs and North Sea. Recommissioned 2.1810, still under Bradby. In 6.1810 under Cmdr. Henry Weir, for the Baltic (-1812); in action (with *Dictator*, *Podargus* and *Flamer*) against Danish squadron at Mardö (Norway) 6 - 7.7.1812, losing 3 dead and 1 wounded, but Danish vessels destroyed. In 7.1812 under Cmdr. Thomas Groube, then 6.1814 Cmdr. Charles Reid, then 1816 Lieut. John Sisson (acting). In Ordinary at Chatham 1817-20. BU there 3.1821.

Espoir John King, Dover.

As built: 100ft 1½in, 77ft 6in x 30ft 7in x 12ft 9in. 385 bm. Draught 5ft 6in / 10ft 3in.

Ord: 7.11.1803. K: 2.1804. L: 22.9.1804. C: 1.10 – 16.12.1804 at Sheerness.

Commissioned: 10.1804 under Cmdr. Joseph Edmonds. In 1.1806 under Lieut. William King (acting, then later same month Cmdr. Henry Hope (-1806); at occupation of Cape of Good Hope; sailed for the Mediterranean 29.6.1807. In 4.1808 under Lieut. William Higgs (acting); at Gibraltar, then coast of Portugal. In 1809 under Cmdr. Robert Mitford (-1813), in the Mediterranean. In 4.1813 under Lieut. Higgs again (acting), then 7.1813 Cmdr. Robert Spencer. In ?6.1814 under Cmdr. Robert Russell, then 6.1815 Cmdr. Norwich Duff, in North America and the West Indies; paid off 10.1816, and laid up. BU at Portsmouth 4.1821.

Surinam Obadiah Ayles, Topsham (Exeter).

As built: 100ft 1in, 77ft 4½in x 30ft 6½in x 12ft 9in. 384 bm.

Ord: 7.11.1803. K: 2.1804. L: 1.1805. C: 3.3 – 2.5.1805 at Plymouth.

Commissioned: 3.1805 under Cmdr. Alexander Shippard, for the Channel. In 2.1806 under Cmdr. John Lake (-1809); took 14-gun privateer *L'Amiral Dacres* 17.11.1807; sailed for the Leeward Islands 15.12.1808; at capture of Martinique 2.1809. In 1810 under Cmdr. Andrew Hodge, then 1811 Cmdr. Alexander Kennedy, then 1812 Cmdr. John Watt (died 9.1813), in the Leeward Islands. Middling Repair at Chatham 5.1814 – 10.1815, then to Ordinary at Sheerness. Recommissioned 11.1820 under Cmdr. William Godfrey, for Jamaica. In 7.1822 under Cmdr. Alfred Matthews, still on Jamaica station, then 4.1823 Cmdr. Charles Crole. Sold at Chatham to John Small Sedger to BU (for £1,450) 20.7.1825.

Wolverine Thomas Owen, Topsham.

As built: 100ft 1½in, 77ft 4½in x 30ft 8in x 12ft 9in. 387 bm.

Ord: 7.11.1803. K: 2.1804. L: 1.3.1805.C: 11.5 – 8.7.1805 at Plymouth.

Commissioned: 4.1806 under Cmdr. John Smith, later under Cmdr. Francis Collier (-1808); sailed for the Leeward Islands 7.1806; took *La Petite Confiance* off Barbados 31.1.1807, then schooner *Le Tremeuse* 12.3.1807, packet *La Guadeloupe* 16.10.1807, and (with *Dart*) 8-gun *La Jeune Gabrielle* 9.11.1807 and *La Marianna* 12.11.1807. In 1809 under Cmdr. John Simpson; at capture of Martinique 2.1809; later under Cmdr. Richard Spear, then Cmdr. Charles Kerr (-1814), in the Leeward Islands, and then in the Channel 1811-13; took 14-gun privateer schooner *La Courageuse* 9.11.1811; took 6-gun *Lugger No.961* off Cape Barfleur 7.11.1813. In 10.1814 under Cmdr. George Burton; paid off 8/9.1815. Sold at Deptford (for £810) 15.2.1816.

Moselle John King, Dover.

As built: 100ft 1½in, 77ft 6in x 30ft 7in x 12ft 9in. 385 bm. Draught 5ft 2in / 10ft 6in.

Ord: 7.11.1803. K: 3.1804. L: 10.1804. C: 8.11.1804 – 28.1.1805 at Sheerness.

Commissioned: 12.1804 under Cmdr. Robert Simpson, for the Downs; in 1.1805 under Cmdr. John Carden; at blockade of Cadiz 1805. In 1806 under Cmdr. Alexander Gordon; sailed for the Mediterranean 7.1.1807; home by end of 1807; sailed for Jamaica 16.1.1808. In 1809 under Cmdr. Henry Boys (-1811); took 8-gun *Le Beau Narcisse* in the West Indies 28.5.1809. In 11.1811 under Cmdr. Christopher Askew, at Jamaica, then 1812 under Cmdr. George Mowbray in North America. In 10.1812 under Cmdr. Hutton Dawson (died 2.1813), then under Cmdr. John Kinsman, and in 7.1813 under Cmdr. John Moberley (-1815). Sold at Deptford (for £850) 14.12.1815.



By the end of the war *Cruizer* Class brigs were to be found operating in every theatre. As an example, the *Weazle* was highly active in the Adriatic, one notable action taking place off the Dalmatian coast in April 1813. Pursuing a convoy into a defended harbour, the brig was surrounded by gunboats, and even though six were sunk or disabled in the ensuing fight, it took great skill to extricate the heavily damaged brig from a dangerous position.

Weazle Thomas Owen, Topsham.

As built: 100ft 3in, 77ft 5½in x 30ft 8½in x 12ft 9in. 388 bm.

Ord: 7.11 & 9.12.1803. K: 5.1804. L: 2.3.1805. C: 30.4 – 5.7.1805 at Plymouth.

Commissioned: 1805 under Cmdr. Peter Parker. In 10.1805 under Cmdr. John Clavell (-1807); sailed for the Mediterranean; took ships of troop convoy en route for Corfu 8.1807. In 2.1808 under Cmdr. Henry Prescott (-1811); sailed for the Mediterranean again 10.3.1809; took privateers – 4-gun *Le Véloce* 27.10.1809 and 14-gun *L'Eole* 25.12.1809; her boats (with *Thames*'s and *Pilot*'s) destroyed convoy protected by 7 gunboats on the Calabrian coast 25.7.1810. In 1811 under Cmdr. John Strutt Peyton; took 10-gun privateer *Le Roi de Rome* off Cyprus 29.8.1811. In 10.1811 under Cmdr. John Andrew; in action (with *Victorious*) against 74-gun *Le Rivoli*, 18-gun *Le Jena* and *Le Mercure*, and 10-gun *Le Mamelouk* off Pola 16.2.1812 (*Le Rivoli* taken, and *Le Mercure* sunk). In ?9.1812 under Cmdr. James Black; her boats (with *Bacchante*'s) took 2-gun gunboats *L'Indomptable*, *L'Arrogante*, *La Diligente* and *La Salmino*, and 1-gun *La Calypso*, off Cape Otranto 6.1.1813; action against 14 gunboats at Bassoglina 22.4.1813 (6 destroyed); took (with *Saracen*) port of Mezzo 22.7.1813; her boats (with *Milford*'s) in action at Pogoznica 4.8.1813. In 7.1813 under Cmdr. Frederick Noel, still in the Mediterranean; took 2-gun gunboats *L'Auguste* and *La Tonnant* 24.8.1813; paid off 1814 into Ordinary at Portsmouth. Sold there (for £840) 23.11.1815.

Minorca Josiah & Thomas Brindley, King's Lynn.

As built: 100ft 2in, 77ft 4½in x 30ft 8in x 12ft 9in. 385 bm. Draught 6ft 1in / 11ft 2in.

Ord: 24.10 & 7.11.1803. K: 5.1804. L: 14.6.1805. C: 5.8 – 16.9.1805 at Chatham.

Commissioned: 8.1805 under Cmdr. Henry Duncan; sailed for the Mediterranean. In 4.1806 under Cmdr. George Waldegrave, in the Mediterranean; took 2-gun privateer *Nuestra Señora del Carmen* 23.12.1806; off Cadiz 1807. In 3.1807 under Cmdr. Phipps Hornby; home at end of 1807; sailed for the Mediterranean 3.8.1808. In 1810 under Lieut. Thomas Everard (acting), then 2.1810 Cmdr. Ralph Wormeley (-1814); took 1-gun privateer *Le Sans Peur* 4.6.1810. BU at Portsmouth 5.1814.

Racehorse Hamilton & Breeds, Hastings.

As built: 100ft 1½in, 77ft 4¼in x 30ft 7¼in x 12ft 9½in. 385 bm.

Ord: 7.11.1803. K: 6.1804. L: 17.2.1806 (345 days late!). C: ?

Commissioned: 3.1806 under Cmdr. Robert Forbes; sailed for the Mediterranean 25.5.1806. In 6.1807 under Cmdr. William Fisher (-1810), for cruising; took 4-gun privateer *L'Amiral Ganteaume* in Home waters 2.3.1808, then in Channel Islands; sailed for Cape of Good Hope 29.9.1808. In 12.1810 under Cmdr. James de Rippe (-1813); in Schomberg's action off Madagascar 20.5.1811; at capture of *La Néréide* at Tamatave 23.5.1811; sailed for Cape again 7.8.1811; paid off 1813 into Ordinary at Portsmouth. Middling Repair and fitted for sea there 2.1816 – 7.1818; recommissioned 5.1818 under Cmdr. George Pryse Campbell, for the Mediterranean. In 1.1821 under Cmdr. ?Charles Abbot, then 1822 Cmdr. William Suckling; wrecked on Langness, Isle of Man 14.12.1822 (9 drowned).

Avon Richard Symons & Co, Falmouth.

As built: 100ft 0in, 78ft 2½in x 30ft 8in x 12ft 9in. 391 bm.

Ord: 7.11 & 9.12.1803. K: 6.1804. L: 31.1.1805. C: 23.2 – 27.4.1805 at Plymouth.

Commissioned: 2.1805 under Cmdr. Francis Snell; sailed for the Mediterranean 18.4.1805. In 3.1806 under Cmdr. James Stewart, for convoys and cruising; in 5.1806 under Cmdr. Mauritius de Starck; sailed for North America 28.8.1806 (escape from the *Regulus*). In 1/2.1807 under Cmdr. Thomas Thrush; sailed for Jamaica 16.4.1807. In ?6.1809 under Cmdr. Henry T. Frazer (-1811), at Jamaica. In 8.1813 under Cmdr. George Sartorius. Middling Repair at Portsmouth 11.1813; recommissioned 7.1814 under Cmdr. James Arbuthnot; taken by 22-gun USS *Wasp* in the Channel 27.8.1814, with 10 killed and 32 wounded; retaken same day by *Castilian*, but found to be in a sinking condition; foundered just after midnight.

Rover Joseph Todd, Berwick.

As built: 100ft 4in, 77ft $4^{3}/_{8}$in x 30ft 7in x 12ft 9in. $384^{85}/_{94}$ bm. Draught 6ft 6in / 11ft 5in.

Ord: 9.12.1803. K: 6.1804. L: 13.2.1808. C: 8.1808 at Leith.

Commissioned: 5.1808 at Leith under Cmdr. Francis Nott; at Barõ Sound, Gulf of Finland 7.7.1809. In 11.1810 under Cmdr. Justice Finley; took 14-gun privateer *Le Comte Reginaud* (ex sloop HMS *Vincejo*) 30.11.1811. In 1812 under Lieut. Francis Loch (acting); took US 6-gun privateer *Experiment* 21.10.1812. In 6.1814 under Cmdr. James Pickard, later under Cmdr. Henry Montresor and 9.1814 Cmdr. Henry Bruce, for convoys and cruising; laid up 9.1815 at Plymouth and paid off 10.1815. Sold at Plymouth to Adam Gordon (for £980) 26.3.1828.

Ordered by Melville's First Board (6, all fir-built):

Beagle Perry, Wells & Green, Blackwall.

As built: 100ft 0in, 77ft 3¼in x 30ft 6¼in x 12ft 10½in. $382^{82}/_{94}$ bm.

Ord: 22.5.1804. K: 6.1804. L: 8.8.1804. C: 11.8 – 7.10.1804 at Woolwich.

Commissioned: 8.1804 under Cmdr. John Burn (-1806), for the Mediterranean; in 6 – 8.1805 under Cmdr. George Digby (temp.); in Orde's squardon off Cadiz 1805. In 2.1806 under Cmdr. Francis Newcombe, in the Mediterranean 1806-07 then the Downs 1808-09; took 3 privateers in the Channel – 14-gun *Le Hazard* 2.10.1808, 16-gun *Le Vengeur* 24.1.1809 and 14-gun *La Fortune* 18.2.1809; convoyed fireships for Basque roads operations 4.1809; in action of 12-13.4.1809. Later in 1809 under Cmdr. William Dolling; in Scheldt operations. In 8.1811 under Cmdr. John Smith; in Collier's squadron at San Sebastien 8 – 9.1813. Laid up in Ordinary at Plymouth 1813, and sold there (for £900) 21.7.1814.

Elk (i) (Mrs.) Frances Barnard, Sons & Co, Deptford.

As built: 100ft 1in, 77ft 4¾in x 30ft 6in x 12ft 9in. $382^{90}/_{94}$ bm.

Ord: 22.5.1804. K: 6.1804. L: 22.8.1804. C: 3.9 – 11.12.1804 at Deptford Dyd.

Commissioned: 9.1804 under Cmdr. William Woolridge, then 11.1804 under Cmdr. Randall McDonnell; sailed for Jamaica 20.1.1805. In 10.1805 under Cmdr. James Dacres. In 1.1806 under Cmdr. William Wise, then Cmdr. John Langdale Smith; took a small Spanish privateer 5.5.1806. In 8.1806 under Cmdr. George Morris; destroyed 5-gun privateer *L'Alliance* on Jamaica station 1.10.1806; took 4-gun Spanish privateer *La Coccila* 11.1806; later under Cmdr. William Sumner Hall. In 8.1807 under Cmdr. Jeremiah Coghlan (-1811); took 2-gun privateer *L'Harlequin* on the Jamaica station 12.2.1808; took Spanish 1-gun privateer *Posta de Caraccas* 7.11.1808. BU at Chatham 10.1812.

Raven Perry, Wells & Green, Blackwall.

As built: 100ft 2in, 77ft 6¼in x 30ft 6¼in x 12ft 10½. $384^{10}/_{94}$ bm. Draught 5ft 8in / 10ft 7in.

Ord: 23.5.1804. K: 6.1804. L: 25.7.1804. C: 30.7 – 3.10.1804 at Woolwich.

Commissioned: ?8.1804 under Cmdr. William Layman (carried 2 x 68pdr carronades in lieu of 6pdrs, specially 'for operating against gunboats in the Straits'); sailed for the Mediterranean 21.1.1805; wrecked in Cadiz Bay 30.1.1805 (2 men drowned).

Saracen (i) Perry, Wells & Green, Blackwall.

As built: 100ft 2in, 77ft 6in x 30ft 6¾in x 12ft 9in. $385^{5}/_{94}$ bm. Draught 5ft 6in / 10ft 7in.

Ord: 23.5.1804. K: 6.1804. L: 25.7.1804. C: 30.7 – 3.10.1804 at Woolwich.

Commissioned: 8.1804 under Cmdr. William Proctor, for the Irish station. In 2.1805 under Cmdr. James Prevost (-1809); on South American station 1807; sailed for the Mediterranean 15.11.1807. In 4.1809 under Cmdr. Buckland Bluett; sailed for Jamaica 10.5.1809; took 1-gun privateer *La Caroline* off Cuba 12.10.1810. BU at Chatham 5.1812.

Reindeer S(amuel) & D(aniel) Brent, Rotherhithe.

As built: 100ft 0in, 77ft 2½in x 30ft 7½in x 12ft 10in. $385^{16}/_{94}$ bm. Draught 5ft 3in / 10ft 6in.

Ord: 23.5.1804. K: 6.1804. L: 15.8.1804. C: 25.8 – 3.10.1804 at Deptford Dyd.

Commissioned: 9.1804 under Cmdr. John Fyffe; sailed for Jamaica 21.11.1804; took privateer *Santa Rosalia Golondrina* 7.3.1805; took 2-gun privateer *La Renommée* 13.9.1805; took 14-gun *La Créole* and destroyed another small privateer 21.4.1806. In ?2.1807 under Cmdr. Peter Douglas (-1811); took 2-gun privateer *L'Experiment* 21.12.1807; took 5-gun *La Lyonnaise* 25.1.1808 and destroyed a 3-gun privateer 28.1.1808; took (with consorts) 5-gun privateers *Guerrière* and *Exchange* at Samana (San Domingo) 11.11.1808; in North Sea 1809; sailed for Jamaica 4.11.1809. In ?11.1811 Cmdr. Christopher Askew, then 8.1812 Cmdr, Daniel Ross. In 1813 under Cmdr. William Manners; took 14-gun privateer *Le Spéculation* 22.11.1813; taken by the US sloop *Wasp* in the Channel 28.6.1814 (having 25 killed including Manners, and 42 wounded), and then burnt.

Harrier (i) (Mrs.) Frances Barnard, Sons & Co, Deptford.

As built: 100ft 0in, 77ft $3^{1}/_{8}$in x 30ft 6½in x 12ft 9in. $383^{32}/_{94}$ bm.

Ord: 23.5.1804. K: 6.1804. L: 22.8.1804. C: 3.9 – 24.10.1804 at Deptford Dyd.

Commissioned: 11.1804 under Cmdr. William Woolridge; sailed for the East Indies 24.12.1804. In 1805 under Cmdr. Edward Ratsey; in action (with *Phaeton*) against *La Sémillante* at Jacinto 2.8.1805. In 1806 under Lieut. (Cmdr. 9.1806) Cmdr. Edward Troubridge; took (with *Greyhound*) 36-gun *Pallas* and Dutch E.I.Co. *Victoria* and *Batavia* 25/26.7.1806. Later in ?8.1807 under Cmdr. William Wilbrahim, then under Cmdr. George Pigot in the East Indies, then under Cmdr. Justice Finley (acting) at the Cape of Good Hope. In 1809 under Cmdr. John Ridge; lost, presumed foundered with all hands, near Rodrigues Island in the Indian Ocean 3.1809.

Ordered by Barham's Board (22):

Forester John King, Dover.

As built: 100ft 0in, 77ft $2^{7}/_{8}$in x 30ft 7in x 12ft 9in. $384^{26}/_{94}$ bm. Draught 6ft 0in / 10ft 10in.

Ord: 16.7.1805. K: 3.1806. L: 3.8.1806. C: 11.8 – 20.10.1806 at Sheerness.

Commissioned: 9.1806 under Cmdr. John Richards, for the North Sea; sailed for the Leeward Islands 29.8.1808; at capture of Martinique 2.1809. Later in 1809 under Cmdr. John Watt (-1811), in the Leeward Islands. In 1812 under Cmdr. Alexander Kennedy (dismissed 4.1814); sailed for Jamaica 23.3.1813; took (with *Sapphire*) US 2-gun privateer *Mary Anne* off San Domingo 15.5.1813. In 4.1814 under Cmdr. William Hendry, at Jamaica; paid off 1815 at Portsmouth. Sold there to ?G. Young (for £1,130) 8.3.1819.

Foxhound John King, Dover.

As built: 100ft 0in, 77ft $2^{7}/_{8}$in x 30ft 7in x 12ft 9in. $384^{26}/_{94}$ bm. Draught 7ft 0in / 11ft 0in.

Ord: 16.7.1805. K: 8.1806. L: 30.11.1806. C: 8.12.1806 – 17.7.1807 at Sheerness.

Commissioned: 3.1807 under Cmdr. Pitt Greene (-1809), for the Channel. In 1809 under Cmdr. James Mackenzie; sailed with Quebec convoy 16.5.1809; lost, presumed foundered with all hands, in the Atlantic while returning from Halifax 8.1809.

Mutine Henry Tucker, Bideford.

As built: 100ft 0in, 77ft 3¼in x 30ft 8in x 12ft 10½in. 386 bm. Draught 7ft 1in / 11ft 6in.

Ord: 22.7.1805. K: 9.1805. L: 15.8.1806. C: 16.9.1806 – 11.2.1807 at Plymouth.

Commissioned: 8.1806 under Cmdr. Hew Stewart (-1807); in Copenhagen expedition 8.1807, then in North Sea. Recommissioned 10.1808 under Cmdr. Charles Fabian (-1810); sailed for Brazil 8.11.1808. In 10.1810 under Cmdr. Frederick Burgoyne, on South American station; in 11.1810 under Cmdr. Nevinson de Courcy (-1814); home in 7.1812; took 16-gun privateer *L'Invincible* in the Bay of Biscay 17.4.1813. From 7.6.1814 under Cmdr. James Athill, in the Leeward Islands, then 10.1814 under Cmdr. James Mould; at Algiers 27.8.1816. In 10.1816 under Cmdr. William Sargent, at Cork. Sold at Plymouth to G. Young (for £1,310) 3.2.1819.

Emulous William Row, Newcastle.

As built: 100ft 1½in, 77ft 4¾in x 30ft 6¼in x 12ft 9½in. 383 bm. Draught 6ft 10in / 11ft 0in.

Ord: 21.8.1805. K: 12.1805. L: 6.1806. C: 25.7 – 30.9.1806 at Chatham.

Commissioned: 8.1806 under Cmdr. Gustavus Stupart, for convoys and cruising; sailed with Halifax convoy 18.8.1807; in North America 1808-09. In 11.1810 under Cmdr. William Mulcaster; took 2-gun privateer *L'Adele* 25.7.1811; took US 14-gun privateer *Gossamer* off Cape Sable 30.6.1812; wrecked on Sable Island 7.8.1812.

Grasshopper (i) Richards (Brothers) & (John) Davidson, Hythe.

As built: 100ft 0in, 77ft $2^{5}/_{8}$in x 30ft 6½in x 13ft 1in. $383^{12}/_{94}$ bm. Draught 6ft 6in / 10ft 6in.

Ord: 30.8 & 31.10.1805. K: 4.1806. L: 29.9.1806. C: 2.10 – 15.12.1806 at Portsmouth.

Commissioned: 11.1806 under Cmdr. Thomas Searle; sailed for the Mediterranean 1.2.1807; her boats (with *Renommee*'s) in action at Torre de Estacion 6.11.1807; took 12-gun brig *San Josef* off Cape Palos 11.12.1807; destroyed (with *Alceste* and *Mercury*) two gunboats off Cadiz 4.4.1808; destroyed (with *Rapid*) two more gunboats 23.4.1808. In 6.1808 under Cmdr. Henry Fanshawe (-1811); in Mediterranean 1808-09; sailed with convoy for Quebec 21.6.1810; in North Sea 1811; surrendered to the Batavian government off Texel 25.12.1811; became Dutch brig *Irene*.

Columbine Balthazar & Edward Adams, Bucklers Hard.

As built: 100ft 77ft 1¾in x 30ft 8in x 12ft 10in. $385^{85}/_{94}$ bm. Draught 6ft 8in / 11ft 0in.

Ord: 12.11.1805. K: 1.1806. L: 16.7.1806. C: 19.7 – 11.9.1806 at Portsmouth.



A modern scenic model of the *Grasshopper* built by Philip Reed.

Commissioned: 8.1806 under Cmdr. James Bradshaw (-1808); sailed for Halifax 6.4.1807. In 4.1808 under Cmdr. George Hills, in North America; paid off 3.1810. In 7.1810 under Cmdr. James Collins; sailed for the Mediterranean 18.9.1810. In ?12.1810 under Cmdr. William Shepheard, then Lieut. George Westphal (acting) in 6.1811 and Cmdr. Richard Muddle in 11.1811 (-1815); on the Portuguese coast 1812-13 and West Indies 1814. Between Small and Middling Repair at Plymouth 11.1818 – 1.1820. Fitted for sea at Plymouth 4 – 9.1823; recommissioned 1823 under Cmdr. Charles Abbott; wrecked on Sapienza Island (Greece) 25.1.1824.

Pandora John Preston, Gt. Yarmouth.

As built: 100ft 0in, 77ft $3^{3}/_{8}$in x 30ft 6½in x 12ft 9in. $383^{42}/_{94}$ bm. Draught 6ft 1in / 10ft 11in.

Ord: 12.11.1805. K: 2.1806. L: 11.10.1806. C: 31.10.1806 – 17.3.1807 at Chatham.

Commissioned: 12.1806 under Cmdr. Henry Hume Spence (-1809), for the North Sea and Downs; took 15-gun privateer *L'Entreprenante* in Home waters 13.1.1808. In 10.1809 under Richard Janvrin, off Texel. In 10.1810 under Cmdr. John Fergusson; took 16-gun privateer *Le Chasseur* in the North Sea 31.12.1811; wrecked in the Kattegat 13.2.1811 (27 died).

Alacrity William Row, Newcastle.

As built: 99ft 10½in, 77ft 1¾in x 30ft 6¼in x 12ft 9¾in. $382^{23}/_{94}$ bm. Draught 6ft 8in / 11ft 8in.

Ord: 14.1.1806. K: 5.1806. L: 13.11.1806 (ready coppered). C: 7.12.1806 – 31.3.1807 at Chatham.

Commissioned: 2.1807 under Cmdr. William Croft, for Baltic expedition. In 9.1807 under Cmdr. Nisbit Palmer (-1811); took 18-gun privateer *Le Friedland* in Home waters 14.12.1807; sailed for the Mediterranean 29.3.1808; taken by French 20-gun brig *L'Abeille* off Corsica 26.5.1811 (4 killed and 18 wounded, 4 fatally including Palmer); in French Navy as *L'Alacrity* until 1822.

Raleigh Francis Hurry, Newcastle.

As built: 100ft 0in, 77ft 2½in x 30ft 6½in x 12ft 9in. $383^{7}/_{94}$ bm. Draught 6ft 4in / 11ft 3in.

Ord: 16.1.1806. K: 3.1806. L: 24.12.1806. C: 15.1 – 20.7.1807 at Chatham.

First cost: fitting £4,059.

Commissioned: 2.1807 under Cmdr. Joseph Masefield; at blockade of Rochefort. In 12.1808 under Cmdr. Henry Butt; in North Sea 1809. In 2.1809 under Cmdr. George Sayer; took 14-gun privateer *La Modeste* 24.2.1810; in the Baltic 1810 (-1812); took 10-gun privateer schooner *Admiral Nils Juel* 2.11.1810. In 11.1810 under Cmdr. John Sheridan (temp.), then 1.1811 Cmdr. George Hooper (-1813). Repaired by Pitcher, Northfleet (for £1,415, although this may just be dyd costs) 12.1812 – 2.1813; sailed for North America 18.3.1813; to Ordinary at Plymouth 1814. Between Middling and Large Repair at Plymouth (for £13,708) 12.1815 – 7.1817. Recommissioned 8.1818 under Cmdr. William Baumgardt, for Jamaica; from 6.1820 under Cmdr. George Blackman; paid off 1.1822. Small Repair and re-rigged as ship-sloop at Chatham (for £8,430) 3 – 7.1826; recommissioned 4.1826 under Cmdr. John Dalling, for the Mediterranean; from 1.1828 under Cmdr. John Dundas then 7.1828 Cmdr. George Haye and 3.1829 Cmdr. Sir William Dickson. Small Repair and fitted for sea at Woolwich (for £9,803) 3 – 10.1830; recommissioned 7.1830 for the Mediterranean (-1833), then to East Indies 7.1834 (-1838). Fitted as target ship at Sheerness 8.1839. Sold to John Small Sedger (for £810) at Sheerness 27.5.1841.

Primrose Thomas Nickells, Fowey.

As built: 100ft 2½in, 77ft 6in x 30ft 6¼in x 12ft 9¼in. 384 (exact) bm. Draught 6ft 6in / 11ft 4in.

Ord: 21.1.1806. K: 6.1806. L: 5.8.1807. C: 31.8.1807 – 19.1.1808 at Plymouth.

Commissioned: 11.1807 under Cmdr. James Mein; wrecked on the Manacle Rocks near Helston 22.1.1809 (all drowned including Mein, except for one boy).

Cephalus Custance & Stone, Gt. Yarmouth.

As built: 100ft 0in, 77ft 3½in x 30ft 8in x 13ft 0in. $386^{60}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 22.1.1806. K: 4.1806. L: 10.1.1807. C: 27.2 – 23.7.1807 at Chatham.

Commissioned: 5.1807 under Cmdr. Charles Hawtayne; sailed for the Mediterranean 10.9.1807. In 1.1808 under Cmdr. Edward Harvey (-1811); took 4-gun privateer *Le Scipion* in the Mediterranean 11.1.1810. In 2.1811 under Cmdr. Augustus Clifford; her boats (with *Unite*'s) at mouth of Tiber 5.7.1811; took (with *Thames*) a convoy at Porto del Infreschi 21.7.1811 (11 gunboats captured). In 7.1812 under Cmdr. Edward Flin (-1814); took privateers in the Mediterranean – 8-gun *La Diligente* 22.2.1813, 10-gun *Le Jeune Thétis* off Minorca 10.6.1813, 3-gun *Le Petit Chasseur* off Sardinia 2.7.1813 and 1-gun *L'Ecureuil* off Cagliari 25.7.1813. In 6.1814 under Cmdr. Henry Elton, then 7.1814 Cmdr. John Furneaux; arrived Plymouth 11.9.1815 to pay off into Ordinary. BU at Plymouth completed 13.3.1830.

Procris Custance & Stone, Gt. Yarmouth.

As built: 100ft 0in, 77ft $2^{7}/_{8}$in x 30ft 7in x 12ft 10in. $384^{26}/_{94}$ bm. Draught 6ft 3in / 11ft 1in.

Ord: 22.1.1806. K: 5.1806. L: 27.12.1806. C: 30.1.1807 – 4.1807 at Chatham.

Commissioned: 3.1807 under Cmdr. Francis Beauman, for the North Sea. In 10.1807 under Cmdr. James M. Gordon; sailed for the East Indies 18.12.1807. In 2.1808 under Cmdr. Robert Maunsell (-1811); destroyed Dutch 8-gun *Wagster* 1809; captured 5 gunboats and destroyed another in Indromayo River (Java) 31.7.1811. In 8.1811 under Lieut. Walter Forman (acting). In 2.1812 under Lieut. Nathaniel Norton, then 4.1813 Cmdr. Thomas Cusson. Sold at Portsmouth (for £900) 23.11.1815.

Redwing Matthew Warren, Brightlingsea.

As built: 100ft 0in, 77ft 3½in x 30ft 6½in x 12ft 10in. $383^{46}/_{94}$ bm. Draught 5ft 10in / 11ft 7in.

Ord: 24.1.1806. K: 3.1806. L: 30.8.1806. C: 14.9 – 23.11.1806 at Chatham.

Commissioned: 10.1806 under Cmdr. Thomas Ussher (-1808); sailed for the Mediterranean 31.1.1807; took (with *Scout*) Spanish 10-gun privateer *De Bon Vassallio* 13.6.1807; attacked Spanish convoy off Cape Trafalgar 7.5.1808 (destroyed 4 escorts and took another, took or sunk most of convoy); sailed for the Mediterranean 23.9.1808. In 8.1808 under Cmdr. Edward Down (-1812); her boats (with *Amphion*'s) cut out armed brig and coaster at Melada (Dalmatia) 8.2.1809; in 1809 temp. under Lieuts. Thomas Stamp and later John Nicholas; took 4-gun privateer *Le Victorieux* off Sicily 16.9.1811. In 8.1812 under Cmdr. Sir John Sinclair, in the Mediterranean; her boats (with *Undaunted*'s and *Volontaire*'s) at Morgion 30.3.1813 and again (adding *Repulse*'s boats) 2.5.1813; storming of batteries at Cassis 18.8.1813. In 8.1814 under Cmdr. Thomas Young; paid off 1815. Middling Repair and fitted for sea at Woolwich 8.1817 – 11.1818; recommissioned 8.1818 under Cmdr. Frederick Hunn, for St Helena, than 11.1820 Cmdr. George Trefusis (-1822). Re-rigged as ship-sloop at Chatham 2 – 5.1824; in 2.1824 under Cmdr. Adolphus Fitzclarence, at the Nore. Paid off 1.1825 and recommissioned same month under Cmdr. Douglas Clavering; took 2 slavers off West Africa 10.1825 – *Isabella* (273 slaves) and *Teresa* (199 slaves); lost, presumed foundered with all hands, on West Africa station 6.1827.

Ringdove Matthew Warren, Brightlingsea.

As built: 100ft 1½in, 77ft $4^{3}/_{8}$in x 30ft 7in x 12ft 9in. $384^{85}/_{94}$ bm. Draught 5ft 9in / 11ft 1in.

Ord: 27.1.1806. K: 4.1806. L: 16.10.1806. C: 25.10.1806 – 29.1.1807 at Chatham.

Commissioned: 12.1806 under Cmdr. George Andrews (-1810), for the Baltic and North Sea; in 1808 under Lieut. ?G. Peak (temp.); took 10-gun Danish privateer *Tordenskjold* on the Home station 30.3.1808; sailed for the Leeward Islands 4.12.1808; at capture of Martinique 2.1809; in 6.1809 under Cmdr. Humphrey Senhouse (temp.). In 1810 under Cmdr. William Dowers (-1814); at capture of *La Loire* and *La Seine* 18.12.1809; in Leeward Islands 1810-12; sailed for North America 2.6.1813; in Jamaica 1814. In 11.1814 under Cmdr. James Creighton; paid off at end of 1815. Large Repair at Portsmouth 1 – 7.1818. Forecastle and head housed over 8.1821. Fitted for sea at Portsmouth 12.1822 – 2.1823; recommissioned 11.1822 under Cmdr. George Rich, for the West Indies; succeeded 7.1823 by his brother, Cmdr. Edwin Rich. In 8.1826 under Cmdr. Edward Thornbrough, at Halifax, Nova Scotia, then 4.1827 Cmdr. Charles English. Sold to S(amuel?) Cunard & Co (for £505) at Halifax 11.6.1829.

Peacock Jabez Bailey, Ipswich.

As built: 100ft 3in, 77ft $5^{7}/_{8}$in x 30ft 7in x 12ft 9in. $385^{49}/_{94}$ bm.

Ord: 27.1.1806. K: 4.1806. L: 9.12.1806. C: 1.1 – 14.6.1807 at Chatham.

Commissioned: 2.1807 under Cmdr. William Peake (1812), for the North Sea; on Jamaica station 1812; taken by 20-gun brig USS *Hornet* off the mouth of the Demerara River 24.2.1813 (5 killed including Peake, 33 wounded) and sunk.

Sappho Jabez Bailey, Ipswich.

As built: 100ft 3in, 77ft 6½in x 30ft 6in x 12ft 9in. $383^{64}/_{94}$ bm.

Ord: 27.1.1806. K: 4.1806. L: 15.12.1806. C: 1.1 – 31.3.1807 at Chatham.

Commissioned: 2.1807 under Cmdr. George Langford, for the North Sea; destroyed 28-gun *Admiral Jawl* off Flamborough Head 3.3.1808. In 4.1808 under Cmdr. William Charleton; sailed for Jamaica 22.6.1808. In 1810 under Cmdr. Thomas Graves, at Jamaica. In late 1810 under Cmdr. Edmund Denman, then Cmdr. Hayes O'Grady in 1811; paid off into Ordinary at Sheerness 4.1814. Middling Repair at Chatham 1 – 12.1815. Fitted for sea at Chatham 2 – 5.1818; recommissioned 2.1818 under Cmdr. James Plumridge, for Cork; under Cmdr. Henry Rous in 11.1820 and Cmdr. William Bruce in 3.1821. In 2.1822 under Cmdr. Jenkin Jones, for Halifax, Nova Scotia; in 4.1824 under Cmdr. William Hotham, then 4.1825 Cmdr. W.P. Canning. BU at Halifax 1830.

Recruit Thomas Hills, Sandwich.

As built: 100ft 0in, 77ft 3½in x 30ft 6¼in x 12ft 9½in. $382^{91}/_{94}$ bm. Draught 6ft 2in / 10ft 10in.

Ord: 27.1.1806. K: 4.1806. L: 31.8.1806. C: 3.10.1806 – 27.6.1807 at Sheerness.

Commissioned: 3.1807 under Cmdr. George Acklom, then 7.1807 under Cmdr. Warwick Lake; sailed with convoy for West Indies 9.1807. In 8.1808 under Cmdr. Charles Napier; in action against 18-gun *La Diligente* off Antigua 6.9.1808; at capture of Martinique 2.1809. In 6.1809 under Cmdr. James Murray. In 1810 under Cmdr. Humphrey Senhouse (-1812); in chase of *D'Hautpoult* 14 – 17.4.1810. In 5.1810 under Cmdr. John Cookesley, then 12.1810 Cmdr. Humphrey Senhouse; sailed for North America 9.11.1811. In 5.1813 under Lieut. George Pechell (acting); drove ashore privateer *Inca* 2.11.1813. Under Cmdr. Thomas Sykes in 2.1814, then Cmdr. John Lawrence in 1815; paid off into Ordinary at Plymouth 13.6.1815. Sold there to R. Forbes (for £1,050) 7.8.1822.

Royalist Thomas Hills, Sandwich.

As built: 100ft 0in, 77ft 3½in x 30ft 6in x 12ft 9in. $382^{42}/_{94}$ bm. Draught 6ft 4in / 11ft 0in.

Ord: 27.1.1806. K: 5.1806. L: 10.1.1807. C: 1.3 – 30.7.1807 at Sheerness.

Commissioned: 5.1807 under Cmdr. John Maxwell (-1810), for the Downs; took privateers – 6-gun Danish *Aristides* off Gothenburg 16.7.1808, 16-gun lugger *La Princesse* in the Channel 1.5.1809; 18-gun *Le Grand Napoléon* off Dungeness 17.11.1809, 2-gun *L'Heureuse Etoile* 6.12.1809, 14-gun *Le Beau Marseille* 10.12.1809, 14-gun *Le François* 31.12.1809, and 14-gun *Le Prince Eugene* in the Channel 24.2.1810. In ?7.1810 under Cmdr. George Downie (-1812); took more privateers – 14-gun *Le Roi de Naples* in the Channel 5.12.1810, 14-gun *L'Aventurier* off Fécamp 18.12.180, 10-gun *Le Braconnier* off Fécamp 3.2.1811, 14-gun *Le Rodeur* off Calais 19.12.1811, 14-gun *Le Furet* off Folkestone 6.1.1812, and 16-gun *Le Rusé* off Hythe 29.12.1812. In 1.1813 under Cmdr. James J.G. Bremer, with Collier's squadron on the north coast of Spain; took (with *Scylla*) 40-gun *Le Weser* off Ushant 21.10.1813; to North America 1814; took privateers – US 6-gun *Ned* 6.9.1814, and 2-gun *Antoinette* 18.12.1814. Sold to W.S. Harper (for £1,130) 3.2.1819.

Carnation (i) William Taylor, Bideford.

As built: 100ft 1in, 77ft 3in x 30ft 6½in x 12ft 9¼in. $383^{27}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 28.1.1806. K: 8.1806. L: 3.10.1807. 30.10.1807 – 21.1.1808 at Plymouth.

Commissioned: 11.1807 under Cmdr. Charles Gregory; sailed for Halifax, Nova Scotia 4.2.1808; taken by French brig *Le Palinure* off Martinique 3.10.1808 (10 killed including Gregory, 30 wounded); burnt to avoid recapture 2.1809.

Clio James Betts, Mistleythorn.

As built: 100ft 0in, 77ft 5in x 30ft 9in x 13ft 1in. $389^{35}/_{94}$ bm.

Ord: 29.1.1806. K: 5.1806. L: 10.1.1807. C: 21.1 – 12.6.1807 at Chatham.

First cost: fitting £4,213.

Commissioned: 2.1807 under Cmdr. Thomas Baugh (-1810), for North Sea (Leith); took 6-gun Danish privateer 21.9.1808. In 10.1810 under Cmdr. William Farington (-1815), for North Sea and Baltic; took (with *Hamadryad*) 4-gun privateer *Le Pilotin* in the Baltic 14.10.1812. In Ordinary at Chatham to 1822. Between Middling and Large Repair, and fitted for Ordinary at Chatham (for £8,183) 11.1818 – 4.1820. Fitted for sea at Chatham (for £4,975) 2 – 5.1823; recommissioned 2.1823 under C. Strangways, for the Nore. In 4.1826 under Cmdr. Robert Aitchinson, then 4.1827 under Cmdr. Robert Deans (-1829), at the Nore and the 1828-29 at Cork. Between Very Small and Small Repair, and fitted as ship-sloop at Plymouth (for £9,164) 12.1829 – 7.1830; in 4.1830 recommissioned for South America; at re-occupation of Falklands 12.1832; paid off 6.1833. Between Small and Middling Repair, and altered to a 16-gun brig again and fitted for sea at Portsmouth (for £6,948) 6.1833 – 6.1835; recommissioned 4.1835 for the Mediterranean (-1838), then 5.1839 for South America, 1841 to East Indies, and in Yangtse operations 7.1842. BU at Portsmouth 3.1845.

Philomel (Nicholas) Bools & (William) Good, Bridport.

As built: 100ft 0in, 77ft 3in x 30ft 7in x 12ft 9in. $384^{31}/_{94}$ bm. Draught 6ft 6in / 11ft 4in.

Ord: 4.2.1806. K: 4.1806. L: 11.9.1806. C: 2.10.1806 – 6.2.1807 at Plymouth.

Commissioned: 11.1806 under Cmdr. George Crawley (died 3.1810); sailed for the Mediterranean 10.5.1807; at Rosas Bay 31.10.1809. In ?3.1810 under Cmdr. George Davies, then Cmdr. Spelman Swaine, then ?5.1810 Cmdr. Gardiner Guion (-1811); in action off Porqueroiles 31.8.1810; at capture of Ithica 8.10.1810; in 2.1811 under Cmdr. Augustus Clifford; in operations off Benidorm 12.8.1812. In 9.1811 under Cmdr. Charles Shaw, then 7.1814 under Cmdr. William Nares, 11.1814 Cmdr. James Plumridge and 11.1816 Cmdr. Lewis Campbell. Sold at Chatham (for £800) to Mr. Manlove 30.4.1817.

Frolic (Nicholas) Bools & (William) Good, Bridport.

As built: 100ft 0in, 77ft 3in x 30ft 7in x 12ft 9in. $384^{31}/_{94}$ bm.

Ord: 4.2.1806. K: 4.1806. L: 9.12.1806. C: 1.3 – 6.9.1807 at Plymouth.

Commissioned: 4.1807 under Cmdr. Thomas Whynyates (-1812), for the North Sea; sailed for the Leeward Islands 21.2.1808; at capture of Martinique 2.1809; taken by USS *Wasp* off Bermuda 18.10.1812 (15 killed and 43 wounded), but retaken same day by *Poictiers*. Recommissioned 10.1812 under Lieut. Andrew Mitchell (acting), for North America. BU at Portsmouth 11.1813.

Ordered by Grenville's Board (10):

Derwent Isaac Blackburn, Turnchapel (Plymouth).

As built: 100ft … etc (quoted as design only). 382 bm.

Ord: 1.10.1806. K: 12.1806. L: 23.5.1807. C: 23.5 – 6.9.1807 at Plymouth.

Commissioned: 6.1807 under Cmdr. William Goate, for the Channel. In 11.1807 under Cmdr. Frederick Parker (-1809); sailed for African coast 17.11.1807; at capture of Senegal 7 – 13.7.1809 (Parker drowned 7.7.1809). In 8.1809 under Cmdr. Joseph Tetley. Fitted at Portsmouth 1 – 11.1810; recommissioned 5.1810 under Cmdr. George Sutton (-1813); took privateer *L'Edouard* off the Lizard 7.2.1813. In 6.1814 under Cmdr. Thomas Williams; paid off 1815. Sold to Mr. Young at Chatham (for £850) 7.3.1817.



The brig *Barracouta* (left) was part of Christopher Cole's small squadron which surprised and captured the heavily fortified Dutch island of Banda Neira (in the South Moluccas) in August 1810.

Éclair (ex *Pelican*) Matthew Warren, Brightlingsea.

As built: 100ft … etc (quoted as design only). 382 bm.

Ord: 1.10.1806. K: 12.1806. L: 8.7.1807. C: 19.7 – 21.12.1807 at Chatham.

First cost: £5,300 to build, plus £4,707 fitting.

Commissioned: 12.1807 under Cmdr. Charles Quash (-1810); sailed for the Mediterranean 20.2.1809; took 8-gun privateer *La Revanche* in the Mediterranean 10.3.1810. In 1.1811 under Cmdr. John Markland, then 8.1811 Cmdr. Arden Adderley and – later same month – Cmdr. John Bellamy (-1815); her boats (with *America*'s) in destruction of convoy at Laiyueglia 9.5.1812, and (with *Leviathan*'s, *Imperieuse*'s and *Curacao*'s) convoy at same place 27.6.1812; squadron destroyed another convoy at Anzio 5.10.1813; paid off

9.1815 into Ordinary. Altered to a ship-sloop, and Large Repair at Deptford (for £8,504) 12.1822 – 5.1823; recommissioned 2.1823 under Cmdr. William Hope Johnstone, for South America; in 10.1823 under Cmdr. Thomas Bourchier (-1824). In 7.1827 under Cmdr. S.L.H. Vassall; paid off 9.1827 at Plymouth. BU there 3.1831.

Eclipse John King, Dover.

As built: 100ft 0in, 77ft $2^{7}/_{8}$in x 30ft 7in x 12ft 9in. $384^{26}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 1.10.1806. K: 12.1806. L: 4.8.1807. C: 12.8 – 24.12.1807 at Sheerness.

Commissioned: 9.1807 under Cmdr. John Douglas. In 12.1807 under Cmdr. George Creyke (-1809); sailed for Portugal 1.2.1808; sailed for the Leeward Islands 3.3.1809. In 1810 under Cmdr. George Henderson; sailed with convoy for East Indies 16.6.1810. In 12.1810 under Lieut. (acting; confirmed Cmdr. 4.1811) Henry Lynne (-1814); at capture of Tamatave 12.2.1811; sailed for Leeward Islands 6.2.1813. Sold at Woolwich (for £1,400) for mercantile use 31.8.1815.

Barracouta Jabez Bailey, Ipswich.

As built: 100ft 7in, 77ft 10½in x 30ft 6in x 12ft 10in. $385^{31}/_{94}$ bm.

Ord: 1.10.1806. K: 1.1807. L: 6.7.1807. C: 31.7 – 6.11.1807 at Chatham.

Commissioned: 9.1807 under Cmdr. George Harris. In 12.1807 under Cmdr. William Wells (-1809); sailed for the East Indies 4.2.1808. In 1810 under Lieut. Richard Kenah (acting); took (with *Modeste*) 8-gun privateer *Tuyneelaar* 26.7.1810. In 11.1810 under Cmdr. William F. Owen, then 5.1811 under Lieut. Charles Rayley (acting), still in East Indies. In 1812 under Cmdr. Samuel Leslie, then 1813 under Cmdr. Charles Hawkey (-1814). Sold (for £1,200) 23.3.1815.

Nautilus James Betts, Mistleythorn.

As built: 100ft 0in, 77ft 3¾in x 30ft 7in x 13ft 0in. $384^{60}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 1.10.1806. K: 1.1807. L: 5.8.1807. C: 17.8 – 26.11.1807 at Chatham.

Commissioned: 9.1807 under Cmdr. Matthew Smith; sailed for Portugal 20.12.1807, and stationed there to 1809. In 8.1808 under Cmdr. Thomas Dench (-1814); sailed for the Mediterranean 1.4.1810; took privateers – 5-gun *Le Brave* in the Mediterranean 21.7.1810, 14-gun *Le Leonide* off the Esquerques 7.2.1813, and 4-gun *La Colombe* 24.5.1813. In 11.1814 under Cmdr. John Bradley (-1815). Delivered to the Committee for Distressed Seamen at Deptford 19.1.1818, but returned 3.1818. Fitted there for foreign service 10.1818 – 2.1819. BU at Portsmouth 7.10.1823.

Pilot Robert Guillaume, Northam.

As built: 100ft 0in, 77ft 4½in x 30ft $6^{3}/_{8}$in x 12ft 11in. $383^{61}/_{94}$ bm. Draught 6ft 6in / 11ft 1in.

Ord: 1.10.1806. K: 1.1807. L: 6.8.1807. C: 9.8.1807 – 28.1.1808 at Portsmouth.

Commissioned: 8.1807 under Cmdr. William Walpole; took 3-gun privateer *La Princesse Pantine* in the Mediterranean 11.1808. In 7.1809 under Lieut. (Cmdr. 1.1810) Charles Sotheby, for the North Sea. In 1810 under Cmdr. Edmund Waller, then 4.1810 Cmdr. John Toup Nicholas (-1816); sailed for the Mediterranean 26.4.1810; destroyed (with *Thames* and *Weazle*) convoy at Amontea 25.7.1810 (6 Neapolitan gunboats and many transports taken); her boats took 3 settees and destroyed a fourth in Gulf of Taranto 26.5.1811; at Castella 6.9.1811, at Policastro 16.4.1812, and (with *Thames*) at Sapri 14.5.1812; took 6-gun privateer *Le Hart* off the Esquerques 4.6.1813; action against 22-gun *La Légère* off Cape Corso 17.6.1815; arrived Plymouth 7.7.1816 and laid up. Sold to Adam Gordon (for £1,010) 26.3.1828.

Sparrowhawk Matthew Warren, Brightlingsea.

As built: 100ft 1in, 77ft $3^{7}/_{8}$in x 30ft 7in x 12ft 7in. $384^{65}/_{94}$ bm. Draught 5ft 9in / 10ft 11in.

Ord: 1.10.1806. K: 1.1807. L: 20.8.1807. C: 2.9 – 29.12.1807 at Chatham.

First cost: £5,241 to build, plus £1,890 fitting.

Commissioned: 11.1807 under Cmdr. James Pringle (-1812), for the Downs and Channel Islands; repair at Dartmouth by Cock (for £250) 2.1809; sailed for the Mediterranean 11.2.1809; took 6-gun privateer *L'Intrépide* 19.6.1809; in Roger's attack on Palamos 13.12.1809; took 2-gun privateer *L'Invincible* off Malaga 6.11.1811. In 6.1812 under Cmdr. Thomas Clowes (-1814); in the Mediterranean 1813, then West Indies 1814. In 12.1814 under Cmdr. Frederick Burgoyne (-1815), in the Mediterranean. Between Middling and Large Repair at Chatham (for £8,407) 5.1817 – 1.1819. Fitted for sea at Chatham (for £5,727) 9 - 11.1822; recommissioned 9.1822 under Cmdr. Edward Boxer, for Halifax station; later under Cmdr. Richard Dundas, at Halifax and in Mediterranean. Altered to a ship-sloop at Portsmouth (for £4,050) 12.1823 – 3.1824; in 7.1824 under Cmdr. Robert Stuart, for the Mediterranean. In 11.1825 under Cmdr. James Folkinghorne, for the Cape of Good Hope, then 8.1828 under Cmdr. ?Henry Colpoys; by 4.1829 under Cmdr. Thomas Gill, at Jamaica. Fitted for foreign service at Woolwich (for £9,802) 5 – 10.1829. Recommissioned 7.1830 for the West Indies; paid off 5.1833. Altered to a brig again, and between Small and Middling Repair at Portsmouth (for £5,735) 6.1833 – 2.1834; recommissioned 11.1833 for South America; paid off at Plymouth 2.1837, but recommissioned 4.1837, for South America and the Pacific (-1839). Sold to Messrs. Twyncham (for £880) 27.5.1841.

Zenobia Josiah & Thomas Brindley, King's Lynn.

As built: 100ft 1½in, 77ft 4in x 30ft 7in x 12ft 9in. $384^{70}/_{94}$ bm. Draught 6ft 0in / 10ft 10in.

Ord: 1.10.1806. K: 3.1807. L: 7.10.1807. C: 4.11.1807 – 29.1.1808 at Chatham.

First cost: £5,159 to build, plus £4,757 fitting.

Commissioned: 12.1807 under Cmdr. Alexander R. Mackenzie (-1812), for the North Sea; sailed for Portugal 25.10.1810, and again 24.1.1812. In 7.1812 under Cmdr. Richard Foley, then 6.1814 under Cmdr. Nicholas Dobree, at Lisbon; arrived Plymouth 8.4.1816 and laid up. Sold to Tibbett (for £650) to BU 8.1835.

Magnet Robert Guillaume, Northam.

As built: 100ft … etc (quoted as design only). 382 bm.

Ord: 1.10.1806. K: 4.1807. L: 19.10.1807. C: 23.10.1807 – 18.2.1808 at Portsmouth.

Commissioned: 12.1807 under Cmdr. George Morris, for the Baltic; crushed by ice and wrecked near Malmö 11.1.1809.

Peruvian George Parsons, Warsash.

As built: 99ft 10in, 77ft $0^{1}/_{8}$in x 30ft 7in x 13ft 0in. $383^{13}/_{94}$ bm. Draught 6ft 9in / 11ft 1in.

Ord: 1.10.1806. K: 9.1807. L: 26.4.1808. C: 28.4 – 14.7.1808 at Portsmouth.

Commissioned: 5.1808 under Cmdr. Francis Douglas, for the Downs; sailed for the Leeward Islands 14.1.1810. In 11.1810 under Cmdr. Francis Dickinson (died 23.4.1812), then under Lieut. (Cmdr. 8.1812) Amos Westropp; took US 7-gun privateer *Yankee* 24.10.1812. In 1813 under Cmdr. George Kippen; took US 16-gun privateer *John* 5.2.1813; at destruction of US 28-gun *Adams* at Hampden 3.9.1814. In 10.1814 under Cmdr. James K. White; at Cape of Good Hope 1815; laid up at Plymouth 7.1816. BU there 25.2.1830.

Ordered by Mulgrave's Board (14):

The contract price for the first two vessels was £14 per ton.

Pelorus Robert Guillaume, Northam.

As built: 100ft 0in, 77ft 3¾in x 30ft 7in x 12ft 9in. $384^{60}/_{94}$ bm. Draught 6ft 4½in / 11ft 6in.

Ord: 30.3.1807 (contract 7.10.1807). K: 1.1808. L: 25.6.1808. C: 28.6 – 11.9.1808 at Portsmouth.

First cost: £3,912 for building, plus £5,425 fitting.

Commissioned: 7.1808 under Cmdr. James Wm. King; sailed for the Leeward Islands 15.12.1808. In 1.1809 under Cmdr. Thomas Huskinson; at capture of Martinique 1 – 2.1809; destroyed (with *Hazard*) a privateer schooner at St Marie, Guadeloupe 17.10.1809. In 1810 under Cmdr. Alexander Kennedy, in the Leeward Islands, then ?5.1811 under Cmdr. Joshua Rowley; sailed for the Mediterranean 5.4.1812. In 9.1812 under Cmdr. Robert Gambier, then 1814 under Cmdr. Arthur Stow; her boats (with *Endymion*'s and *Rattler*'s) took US 15-gun privateer *Mars* 7.3.1814. In 9.1814 under Cmdr. John Gourly; paid off 9.1815 at Plymouth. Middling Repair at Plymouth (for £11,050), then laid up. Fitted for sea at Plymouth (for £5,570) 4 – 8.1823; recommissioned 4.1823 under Cmdr. William Hamley, for Cork; paid off 7.1826. Altered to a ship-sloop at Plymouth (for £3,882) 7 – 10.1826; recommissioned 10.1826 under Cmdr. Peter Richards, for the Mediterranean; from 9.1828 under Cmdr. Michael Quin; paid off 5.1830. Altered back to a brig, and between Small and Middling Repair at Portsmouth 12.1830 – 12.1831; recommissioned 9.1831 for the Cape of Good Hope; recommissioned 1.1837 and sailed 11.4.1837 for the East Indies. Sold at Singapore 1842 (by AO 16.10.1841).

Doterel Richard Blake & John Scott, Bursledon.

As built: 100ft 2in, 77ft 2¼in x 30ft 8in x 12ft 10in. $386^{11}/_{94}$ bm. Draught 6ft 6in / 10ft 0in.

Ord: 31.12.1807 (contract 9.1.1808). K: 4.1808. L: 6.10.1808. C: 7.10 – 3.12.1808 at Portsmouth.

First cost: £5,354 to build.

Commissioned: 10.1808 under Cmdr. Anthony Abdy; in 3.1809 at the Basque roads; sailed for Portugal 24.5.1809. In 10.1810 under Cmdr. William W. Daniel, for the West Indies; sailed for Portugal 1.1.1811; sailed for Jamaica 22.4.1813. In 12.1813 under Cmdr. John Knatchbull; on North America station 1814; paid off and laid up 8.1815 at Chatham. Fitted for sea at Chatham 2 – 4.1818; recommissioned 2.1818 under Cmdr. John Gore, for Cork. In 7.1821 under Cmdr. William Hendry, for Halifax station, then 7.1822 under Cmdr. Richard Hoare, 8.1825 Cmdr. Henry Edwards, and ?8.1826 Cmdr. William Hamilton. Laid up at Bermuda by AO 10.4.1827 'in consequence of her defective state. She is to

be used as a Dwelling for the workmen employed upon the improvements at Bermuda.' BU at Bermuda ordered 28.8.1848, and carried out *c.*1855.

Arachne Thomas Hills, Sandwich.

As built: 100ft 2½in, 77ft 9in x 30ft 7in x 13ft 0in. $386^{77}/_{94}$ bm. Draught 6ft 6in / 11ft 6in.

Ord: 4.8.1808. K: 9.1808. L: 18.2.1809. C: 26.3 – 27.8.1809 at Sheerness (coppered).

First cost: £5,142 to build, plus £6,256 fitting & coppering.

Commissioned: 5.1809 under Cmdr. Samuel Chambers (-1812); sailed for the Leeward Islands 9.5.1809. In 9.1812 under Cmdr. Charles Hope Watson, then 1813 Lieut. Robert J. Gordon and 7.1814 Cmdr. William M. Godfrey, still in the Leeward Islands. Defects made good at Portsmouth (for £7,428) 1 – 4.1815. Between Middling and Large Repair at Portsmouth (for £9,369) 4.1819 – 1.1820. Altered to a shipsloop and fitted at Portsmouth (for £5,278) 11.1823 – 3.1824; recommissioned 11.1823 under Capt. Henry Chads; in Burma War 1824-26; from 11.1825 under Cmdr. John Dawson (killed 2.12.1825), then 5.1826 Cmdr. Andrew Baird, 11.1826 Cmdr. William Pettman, 9.1827 Cmdr. George Courtnay at Jamaica, 4.1828 Cmdr. ?Henry Smith, and 7.1829 Cmdr. H.S. Nixon; paid off 7.1830. Small Repair at Plymouth (for £8,671) 1 – 9.1831 recommissioned 7.1831 for West Indies (-1835). Sold there to John Small Sedger (for £1,110) 1.1837.

Persian Daniel List, Cowes.

As built: 100ft 2in, 78ft 5in x 30ft 6¼in x 12ft 9in. $388^{51}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 4.8.1808. K: 9.1808. L: 2.5.1809. C: 11.5 – 10.7.1809 at Portsmouth.

Commissioned: 5.1809 under Cmdr. Samuel Colquitt; sailed for the West Indies 24.3.1810. In 11.1810 under Charles Bertram; took privateers – 14-gun *L'Ambuscade* off Beachy Head 6.4.1811 and 16-gun *Le Petit Jean* in the Channel 28.3.1812; sailed for the Leeward Islands 3.4.1813; wrecked on the Silver Keys off Haiti 26.6.1813.

Castilian Thomas Hills, Sandwich.

As built: 100ft 3in, 77ft 10in x 30ft 7in x 13ft 0in. $387^{22}/_{94}$ bm. Draught 6ft 0in / 11ft 0in.

Ord: 4.8.1808. K: 10.1808. L: 29.5.1809. C: 20.6 – 16.12.1809 at Sheerness.

First cost: £5,271 to build, plus £6,032 fitting.

Commissioned: 10.1809 under Cmdr. Robert Tom, for the Downs. In 10.1810 under Cmdr. David Brainer, then 5.1811 under Cmdr. Edward Denman (-1815); beat off (with *Naiad*, *Rinaldo*, *Redpole* and *Viper*) an attack by vessels of Boulogne Flotilla (during visit by Napoleon), with 12-gun *La Ville de Lyons* being taken 21.9.1811; retook (with *Bermuda*, *Rinaldo* and *Phipps*) *Apelles* off Etaples 4.5.1812; on Irish station 1813-15. In 1814 under Lieut. George Lloyd (acting); in action with US sloop *Wasp* 1.9.1814; laid up at Deptford 1815. BU there 9.1829.

Charybdis Mark Richards & John Davidson, Hythe.

As built: 100ft 3in, 77ft 6½in x 30ft 6¾in x 12ft 9in. 385 bm. Draught 7ft 0in / 11ft 0in.

Ord: 5.9.1808. K: 10.1808. L: 28.8.1809 (7½ weeks late!). C: 6.9 – 1.12.1809 at Portsmouth.

Commissioned: 9.1809 under Cmdr. Robert Fowler; sailed for the Leeward Islands 22.1.1810. In 6.1811 under Cmdr. James Clepham; took US 10-gun privateer *Blockade* near Saba 31.12.1811; laid up at Deptford 8.1815. Sold to Thomas Pittman (for £1,100) 3.2.1819.

Scylla Robert Davy, Topsham.

As built: 100ft 4in, 77ft 81/8in x 30ft 6½in x 12ft 10in. 385 bm. Draught 6ft 8in / 11ft 0in.

Ord: 5.9.1808. K: 12.1808. L: 29.6.1809. C: 15.8 – 9.12.1809 at Plymouth.

First cost: £5,190 to build, plus £6,698 fitting.

Commissioned: 9.1809 under Cmdr. Arthur Atchinson (-1812); took 11-gun *Le Canonnier* off Île de Batz 8.5.1811. In 8.1812 under Cmdr. Colin M'Donald; took (with *Pheasant* and *Whiting*) US 8-gun privateer *Fox* 6.5.1813; took (with *Royalist*) 40-gun *Le Weser* off Ushant 29.9.1813. In 6.1814 under Cmdr. George B. Allen; paid off 1815 at Plymouth. Middling to Large Repair at Plymouth (for £7,224) 2.1821 – 1.1822. Fitted for sea and altered to a ship-sloop at Plymouth (for £4,565) 9 – 12.1824; recommissioned 9.1824 under Cmdr. George Russell, for Jamaica; in 3.1826 under Cmdr. William Hobson and 1828 Cmdr. Stannard Eaton Travers. Middling Repair and fitted for sea at Portsmouth (for £8,320) 10.1829 – 5.1830; recommissioned 3.1830 for the Mediterranean; paid off 3.1834. Very Small Repair and fitted for sea at Plymouth (for £5,284) 9.1841 – 4.1842; recommissioned 1.1842 for North America and West Indies. BU at Plymouth 1.1846.

Thracian Josiah & Thomas Brindley, Frindsbury.

As built: 100ft 0in, 77ft 3½in x 30ft 6½in x 12ft 9in. 383 ($384^{51}/_{94}$ by calc) bm. Draught 6ft 6in / 10ft 6in.

Ord: 30.9.1808. K: 12.1808. L: 15.7.1809. C: 20.11.1809 at Chatham.

First cost: £5,446 to build.

Commissioned: 9.1809 under Cmdr. James Grant. In 1810 under Cmdr. John Lawson, then 11.1810 Lieut. Henry Hart (acting) and 8.1811 Cmdr. Joseph Symes; destroyed 18-gun privateer 27.12.1811. In 3.1812 under Cmdr. John Carter (-1815); in Baltic 1813; took 14-gun privateer *L'Emile* off St Valery 8.2.1814; at Jamaica 1814-15. Large Repair at Chatham 3.1817 – 9.1818, then laid up. Altered to a shipsloop 8 – 10.1822; recommissioned 6.1822 under Cmdr. John W. Roberts, for the West Indies; her boats (with *Tyne*'s) took pirate schooner *Zaragozana* 28.3.1823; in 6.1823 under Cmdr. Andrew Forbes; paid off 10.1825. BU completed at Portsmouth 6.6.1829.

Trinculo Richard Blake & John Tyson, Bursledon.

As built: 100ft 5in, 77ft 8¾in x 30ft 8in x 12ft 10in. $388^{78}/_{94}$ bm. Draught 6ft 6in / 11ft 0in.

Ord: 5.11.1808. K: 10.1808. L: 15.7.1809. C: 19.7 – 9.12.1809 at Portsmouth.

First cost: £5,192 to build, plus £5,524 fitting.

Commissioned: 8.1809 under Cmdr. Fitzowen Skinner (died 23.5.1810), for the Downs; then under Cmdr. John Lamborn, and in ?10.1810 under Cmdr. Alexander Renny (-1814), on the Irish station. Between Middling and Large Repair at Portsmouth (for £10,133) 7.1818 – 4.1819. Fitted for sea at Portsmouth (for £2,751) 1 – 4.1823; recommmissioned 1.1823 under Cmdr. Rodney Shannon, for Cork; in 5.1826 under Cmdr. Robert Patton, then 4.1827 Cmdr. Thomas Bennett. Altered to a ship-sloop at Plymouth (for £2,665) 9 – 11.1828; from 9.1828 under Cmdr. Samuel Price (-1830), still at Cork. Between Small and Middling Repair at Plymouth, and altered back into a brig (for £7,359) 3.1831 – 6.1832; recommissioned 4.1832, for the Cape of Good Hope; sailed for Lisbon 21.3.1837 (-1838). BU at Plymouth 7.1841.

Hecate John King, Upnor.

As built: 100ft 2in, 77ft 4in x 30ft 7in x 12ft 9in. $384^{70}/_{94}$ bm. Draught 6ft 9in / 11ft 3in.

Ord: 5.11.1808. K: 12.1808. L: 30.5.1809. C: 30.5 – 23.9.1809 at Chatham.

Commissioned: 7.1809 under Cmdr. William Buchanan; in ?10.1809 under Cmdr. Edward Hoare; sailed for East Indies 31.10.1809. In 1810 under Lieut. George Rennie (acting); at capture of Mauritius 11 – 12.1810. In 1811 under Cmdr. Thomas Graham, then ?7.1811 Cmdr. Henry Peachey; in 8.1812 under Cmdr. William Case, then 2.1814 Cmdr. John Allen and 11.1815 Cmdr. John Reynolds, still in East Indies (-1816). Sold to Mr. Parkin (for £860) 30.10.1817, and thence to the Chileans, being renamed *Galvarino*.

Crane Josiah & Thomas Brindley, Frindsbury.

As built: 100ft 0in, 77ft 3½in x 30ft 7½in x 12ft 9in. $385^{55}/_{94}$ bm. Draught 6ft 0in / 10ft 6in.

Ord: 5.11.1808. K: 12.1808. L: 29.7.1809. C: 29.7 – 11.11.1809 at Chatham.

Commissioned: 9.1809 under Cmdr. James Stuart (-1813), for the Irish station; in 8.1811 under Cmdr. William Haydon (temp.); sailed for the Leeward Islands 29.9.1812. In 12.1813 under Cmdr. Robert Standly; lost, presumed foundered with all hands, en route from Bermuda to Canada 9.1814.

Rifleman John King, Upnor.

As built: 100ft 2in, 77ft 4in x 30ft 8in x 12ft 9in. $386^{80}/_{94}$ bm. Draught 6ft 8in / 11ft 2in.

Ord: 5.11.1808. K: 1.1809. L: 12.8.1809. C: 12.8 – 6.12.1809 at Chatham.

First cost: £5,285 to build.

Commissioned: 9.1809 under Cmdr. Alexander Innes. In 11.1810 under Cmdr. Joseph Pearce; retook cutter *Alban* (taken by Danes 12.9.1810) 11.5.1811; sailed for the Leeward Islands 23.3.1813; took US 5-gun privateer *Diomede* 28.5.1814. In 6.1814 under Cmdr. Henry Napier, for North America and the West Indies. In 1815 under Cmdr. George Allen, then 8.1816 Cmdr. Houston Stewart, at Jamaica, then 6.1817 Cmdr. Robert Felix and 9.1817 Cmdr. Norwich Duff; paid off 8.1818. Repair at Portsmouth 1 – 7.1820. Fitted for sea there 4 – 7.1823; recommissioned 4.1823 under Cmdr. James Montagu, for Halifax; in 7.1824 under Cmdr. William Webb, then 12.1826 Cmdr. Frederick Michell, for the Mediterranean; paid off 1830. Sold at Portsmouth (for £1,010) 21.1.1836.

Echo John Pelham, Frindsbury.

As built: 100ft 4in, 77ft $6^{3}/_{8}$in x 30ft 8in x 12ft 9in. $387^{79}/_{94}$ bm. Draught 6ft 2in / 10ft 3in.

Ord: 21.11.1808. K: 12.1808. L: 1.7.1809. C: 1.7 – 8.11.1809 at Chatham.

Commissioned: 9.1809 under Cmdr. Robert Keen, for the Downs; took 16-gun privateer *Le Capricieux* off Dieppe 12.3.1810. In 10.1810 under Cmdr. Arden Adderley; took 16-gun

privateer *La Confiance* 21.2.1811. In ?5.1811 under Cmdr. John Haswell (died 28.7.1811), then 8.1811 Cmdr. Thomas Percival (-1815); on North American station 1813-14. BU at Chatham 5.1817.

Sophie John Pelham, Frindsbury.

As built: 100ft 3in, 77ft $5^{3}/_{8}$in x 30ft 8in x 12ft 9in. $387^{40}/_{94}$ bm. Draught 6ft 4in / 10ft 6in.

Ord: 21.11.1808. K: 12.1808. L: 8.9.1809. C: 8.9 – 23.12.1809 at Chatham.

Commissioned: 10.1809 under Cmdr. Nicholas Lockyer (-1814), for Portsmouth station; sailed for North America 28.8.1812; destroyed US 17-gun privateer *Pioneer* in the Chesapeake 31.12.1812; took US 2-gun privateer *Starks* 24.4.1814; in attack on Fort Bowyer (Mobile) 15.9.1814; in New Orleans operations 12.1814 – 1.1815; under Lieut. James Tattnall (acting) in 12.1814. In ?4.1815 under Cmdr. Silas Hood, later under Lieut. William G. Roberts (acting); paid off at Portsmouth 1815. Between Middling and Large Repair at Chatham 12.1815 – 5.1817. Fitted for sea there 8 – 12.1818; recommissioned 8.1818 under Cmdr. Sir William Wiseman (-1820), for Jamaica. Fitted for sea at Chatham again 12.1820 – 4.1821; recommissioned 12.1820 under Cmdr. George French, for the East Indies; in 7.1822 under Cmdr. Robert Dunlop, then Lieut. George Ryves (acting) 4 – 10.1823, then Lieut. Edward Blanckley 4/5.1825; in Burma War 1824-25. Sold in the East Indies (for £3,200) 15.8.1825.

Ordered by Charles Yorke's Board (15):

Childers Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 100ft 1in, 77ft $3^{5}/_{8}$in x 30ft 6½in x 12ft 10in. $383^{51}/_{94}$ bm. Draught 6ft 10in / 11ft 6in.

Ord: 19.1.1811. K: 8.1811. L: 9.7.1812. C: 22.8.1812.

Commissioned: 7.1812 under Cmdr. Buckland Bluett. In 8.1812 under Cmdr. John Bedford; sailed for the Leeward Islands 29.9.1812; took (with *Acasta*, *Maidstone* and *Aeolus*) US 10-gun privateer *Snapper* 3.11.1812. In 12.1813 under Cmdr. John Umfreville (-1815); in attack on Fort Bowyer, Mobile 15.9.1814. In 10.1815 under Cmdr. Richard Wales, in the Leeward Islands. In 9.1816 under Lieut. Edward Astley (acting), then 1.1817 Cmdr. Amos Westropp, still in Leeward Islands. BU at Chatham 7.3.1822

Curlew (William) Good & Co, Bridport.

As built: 100ft 1in, 77ft 3½in x 30ft 7½in x 12ft 10in. $385^{55}/_{94}$ bm. Draught 6ft 6in / 11ft 6in.

Ord: 30.8.1811. K: 10.1811. L: 27.5.1812. C: 12.6 – 6.8.1812 at Portsmouth.

Commissioned: 7.1812 under Cmdr. Michael Head (-1814); sailed for North America 28.8.1812; took (with *Tenedos*) US 4-gun privateer *Enterprise* 21.5.1813. In 6.1814 under Cmdr. Hugh Pearson. Large Repair (begun as Small Repair) at Chatham 11.1815 – 1.1817. Fitted for sea at Chatham 2 – 4.1818; recommissioned under Cmdr. William Walpole, for the East Indies; at Ras al-Khaimah 1819. In 12.1819 under Cmdr. George Gambier, then 4.1820 Lieut. (Cmdr. 6.1821) Price Blackwood, still in East Indies (-1822). Sold at Bombay to James Matheson (for 15,100 rupees) 28.12.1822, renamed *Jamesina*.

Wasp Robert Davy, Topsham.

As built: 100ft 1in, 77ft 4in x 30ft 7½in x 12ft 10in. $385^{75}/_{94}$ bm. Draught 6ft 9in / 11ft 1in.

Ord: 30.8.1811. K: 10.1811. L: 9.7.1812. C: 31.7 – 3.10.1812 at Plymouth.

First cost: £5,837 to build, plus £7,216 fitting.

Commissioned: 8.1812 under Cmdr. Thomas Everard (-1814); sailed for North America 22.4.1813. In 6.1814 under Cmdr. John Fisher, at Halifax, then 8.1815 under Cmdr. William Wolrige (-1818), in the Mediterranean. In 11.1818 under Cmdr. Thomas Wren Carter (-1820), in the Leeward Islands. Large Repair at Portsmouth (for £6,364) 4.1821 – 2.1822. Fitted as ship-sloop at Portsmouth (for £6,275) 11.1827 – 4.1828; recommissioned 4.1828 under Cmdr. William Wellesley, for the Mediterranean. In 1.1829 under Capt. Richard Dickinson, then 2.1829 Cmdr. Thomas Hoste and 4.1830 Cmdr. Brunswick Popham, still in Mediterranean. Fitted as brig again and Small Repair at Portsmouth (for £4,491) 8.1832 – 9.1833; recommissioned 7.1833 for North America and West Indies; in 1838 in the Mediterranean; at Bombardment of Acre 3.11.1840; on African station 1844-46. Paid off 17.10.1846. BU at Sheerness 9.1847.

Fairy William Taylor, Bideford.

As built: 100ft 1½in, 77ft 4in x 30ft 8in x 13ft 3in. $386^{80}/_{94}$ bm. Draught 6ft 6in / 11ft 0in.

Ord: 30.8.1811. K: 1.1812. L: 11.6.1812. C: 17.7 – 3.10.1812 at Plymouth.

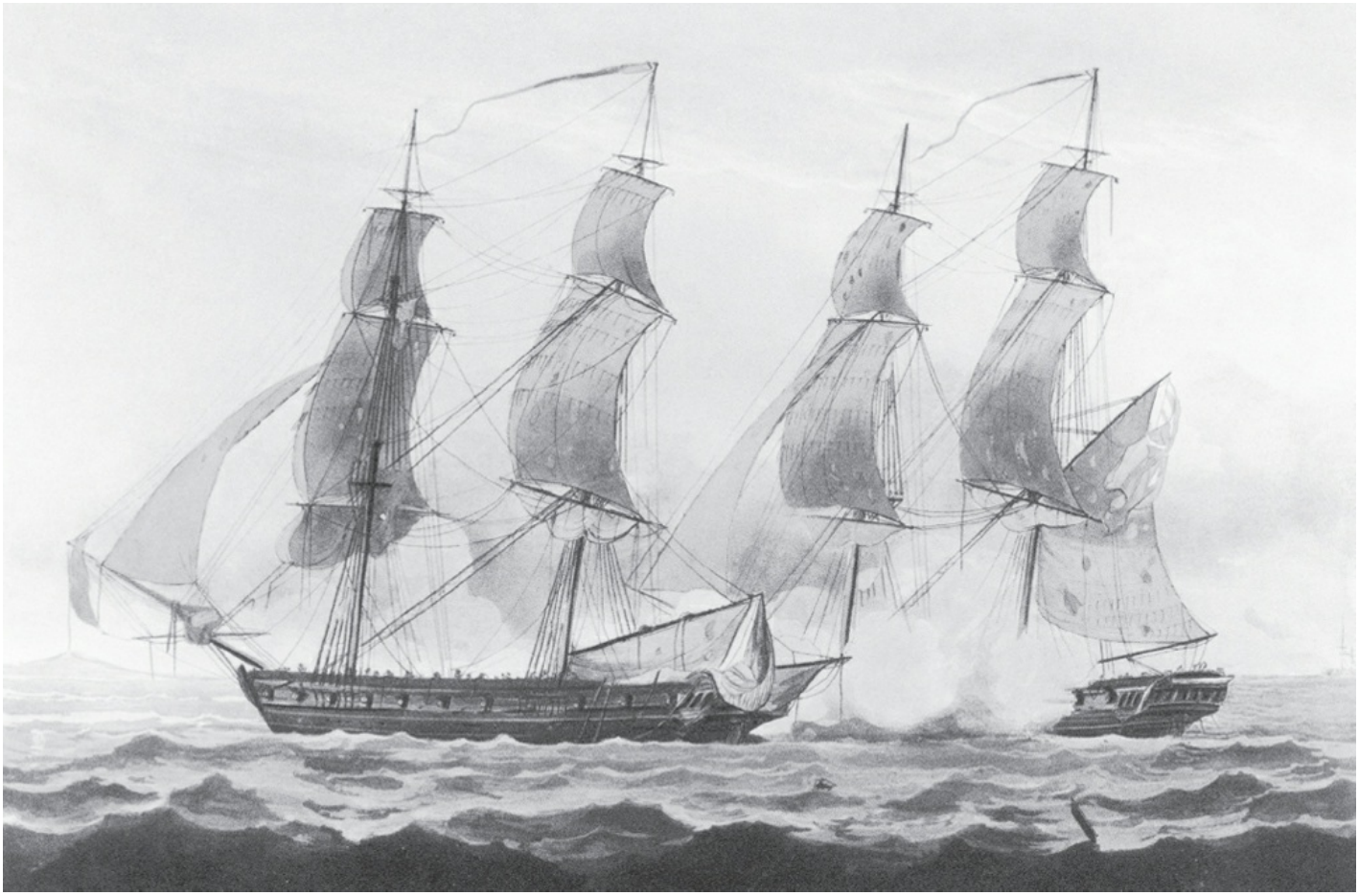
Commissioned: 8.1812 under Cmdr. Edward Grey, for South America. In 3.1814 under Cmdr. Henry L. Baker; in Potomac operations 1814. In 6.1815 under Cmdr. Hugh ?Palton; paid off into Ordinary at Plymouth 3.1816. BU there 27.12.1820 – 1.1821.

Pelican Robert Davy, Topsham.

As built: 100ft 0in, 76ft $7^{5}/_{8}$in x 30ft 9in x 12ft 9in. $385^{41}/_{94}$ bm. Draught 6ft 6in / 11ft 1in.

Ord: 30.8.1811. K: 1.1812. L: 8.1812. C: 7.9 – 11.12.1812 at Plymouth.

First cost: £5,928 for building, plus £5,903 for fitting.



During the War of 1812 a number of *Cruizer* Class brigs were defeated by American ship-sloops, but in the one combat of the war between brig-sloops the US *Argus* was captured by the *Cruizer* Class *Pelican*. Armed with 32pdr carronades to her opponent's 24s, the British brig was more powerful, but used her advantage to good effect, putting an end to a highly successful commerce-raiding operation by the American vessel in British home waters.

Commissioned: 11.1812 under Cmdr. John Fordyce Maples for the Irish Station; took USS *Argus* (16 guns) on 14.8.1813. In 8.1813 under Cmdr. Thomas Mansell; took US 12-gun privateer *Siren* 31.1.1814; at Lisbon in 1814; later under Cmdr. William Bamber. In 12.1814 under Cmdr. Thomas Prickett, then 10.1815 Cmdr. Robert Coulson at Portsmouth, then 6.1816 Cmdr. Edward Curzon, at Bermuda; paid off 1817 at Portsmouth. Large Repair there (for £7,234) 7.1820 – 3.1821, then laid up. Fitted for sea at Portsmouth (for £4,730) 8 – 10.1826; recommissioned 8.1826 under Cmdr. Charles Irby, for the Mediterranean; took schooner *Aphrodite* in Gulf of Kalamata 3.1.1827. In 7.1827 under Cmdr. William A.B. Hamilton, then 8.1828 F.D. Hutchinson and 4.1830 Cmdr. Joseph Gape (-1833), still in Mediterranean. Partial Repair and fitted for sea at Chatham (for £2,981) 8.1834 – 1.1835; recommissioned 12.1834 for Cape of Good Hope, then to East Indies (for China War). Between Small and Middling Repair at Chatham (for £5,624) 6.1839 – 1.1841. Paid off 14.1.1845 at Portsmouth and laid up. To Coast Guard 1850, stationed at Rye Harbour 1850-65 (by 1863 renamed *CGWV 29*). Sold to Mr. Fryman, Rye on 7.6.1865.

Bacchus Chatham Dyd (M/Shipwright Robert Seppings).

As built: 100ft 3½in, 77ft 3½in x 30ft 7in x 12ft 9in. $384^{51}/_{94}$ bm. Draught 7ft 1in / 11ft 0in.

Ord: 30.8.1811. K: 1.1812. L: 17.4.1813. C: 10.6.1813.

Commissioned: 5.1813 under Cmdr. (Capt. 12.1813) Lewis Hole, for Irish station. In 2.1814 under Cmdr. George Willes, then 5.1814 Cmdr. William Slaughter and 6.1814 Cmdr. William Hill. In 12.1816 under Cmdr. Edward Barnard, then 7.1817 Cmdr. John Parkin. Laid up at Deptford 1.1820. Fitted there to receive coals 8.1826, then at a breakwater 6 – 8.1829, for Harwich. Towed to Harwich 13.8.1829.

Pandora Deptford Dyd (M/Shipwright Robert Nelson to 7.1813, completed by William Stone).

As built: 99ft 10½in, 77ft $1^{7}/_{8}$in x 30ft 6½in x 12ft 11in. $382^{77}/_{94}$ bm. Draught 7ft 1in / 10ft 11in.

Ord: 30.8.1811. K: 9.1812 (as *Lynx*, renamed 24.9.1812). L: 12.8.1813. C: 28.11.1813.

Commissioned: 10.1813 under Cmdr. Thomas Stamp, for cruising. In 6.1814 under Cmdr. James Meara, at Cork, and 12.1814 under Cmdr. William Popham (temp.) then Cmdr. Samuel Malbon, and in 8.1815 under Cmdr. Frederic Noel. In 1.1817 under Cmdr. George Jones, still at Cork, then 1.1819 Cmdr. Charles Randolph; paid off 6.1822, but recommissioned same month under Cmdr. Frederick Hunn, and in 1.1823 under Cmdr. William Gordon. Altered to a ship-sloop at Portsmouth 11.1824 – 2.1825; recommissioned 7.1825 under Cmdr. William Jervoise, for the East Indies. In 8.1828 under Cmdr. John Gordon for the East Indies; paid off 2.1830 at Plymouth. Sold there to Mr. Snooks (for £910) 13.4.1831.

Nimrod Jabez Bailey, Ipswich.

As built: 100ft 0in, 77ft 2¾in x 30ft 7in x 12ft 10in. $384^{22}/_{94}$ bm. Draught 6ft 2in / 11ft 4in.

Ord: 26.9.1811. K: 11.1811. L: 25.5.1812. C: 3.6 – 12.9.1812 at Sheerness.

Commissioned: 8.1812 under Cmdr. Nathaniel Mitchell; sailed for North America 22.9.1812; took (with *Poictiers* and *Maidstone*) US 20-gun privateer *Yorktown* 17.7.1813. In 6.1814 under Cmdr. George Hilton, then 8.1815 Cmdr. John M.P. Ferguson, on Leith station. In 1816 under Cmdr. John Gedge, then 1.1817 Cmdr. John Dalling, still at Leith. In 6.1819 under Cmdr. Charles Nelson, then 7.1822 Cmdr. William Rochfort; at Tyne coal strike 1822, later at Cork; paid off 10.1825. In 9.1826 under Cmdr. Samuel Sparshot; bilged in Holyhead Bay in a gale 14.1.1827; salved 12.2.1827 but sold as unrepairable to Rowland Robert & Co (for £510) 22.2.1827.

Saracen (ii) (Nicholas) Bools & (William) Good, Bridport.

As built: 100ft 1in, 77ft 3½in x 30ft 8in x 12ft 10in. $386^{60}/_{94}$ bm. Draught 6ft 6in / 11ft 0in.

Ord: 26.9.1811. K: 11.1811. L: 25.7.1812. C: 10.8 – 17.9.1812 at Portsmouth.

Commissioned: 8.1812 under Cmdr. John Harper; took 14-gun privateer *Le Courier* off Beachy Head 21.9.1812; sailed for the Mediterranean 17.11.1812; landing party at Guipanna (Dalmatia) 17.6.1813; took (with *Weazle*) the *Mizzo* 22.7.1813; her boats (with *Bacchante*'s) took 4 gunboats at Ragusa 13.10.1813; at surrender of Cattaro 5.1.1814. In 6.1814 under Cmdr. Alexander Dixie (acting), then 8.1815 under Cmdr. John Gore, at Bermuda; paid off 1817. Sold to William Wilkinson at Chatham (for £1,150) 18.8.1819.

Satellite Daniel List, Fishbourne.

As built: 100ft 6in, 77ft $7^{1}/_{8}$in x 30ft 6½in x 12ft 9½in. $384^{93}/_{94}$ bm. Draught 5ft 10in / 11ft 0in.

Ord: 5.10.1811. K: 3.1812. L: 9.10.1812. C: 10.1812 – 18.12.1812 at Portsmouth.

Commissioned: 11.1812 under Cmdr. John Porteus, for Jamaica. In 6.1814 under Cmdr. Thomas Cecil (died 15.10.1814), then ?10.1814 Cmdr. Charles S. White and Autumn 1815

Cmdr. James Murray (-1817), for the Mediterranean. Small Repair and fitted for sea at Portsmouth 11.1820 – 3.1821; recommissioned 10.1820 under Cmdr. Armar Corry, for the East Indies. In 7.1821 under Cmdr. Robert Gore. Sold in the East Indies (for 30,000 rupees) 3.1824.

Arab John Pelham, Frindsbury.

As built: 99ft 7¼in, 78ft $1^{3}/_{8}$in x 30ft $7^{5}/_{8}$in x 12ft 9½in. $389^{92}/_{94}$ bm. Draught 6ft 2in / 10ft 6in.

Ord: 24.10.1811. K: 11.1811. L: 22.8.1812. C: 22.8 – 16.10.1812 at Chatham.

Commissioned: 9.1812 under Cmdr. John Wilson; sailed for the Leeward Islands 13.12.1812; later under Lieut. Robert Standly (acting). In 7.1813 under Cmdr. Henry Jane; took US 5-gun privateer *Industry* 3.11.1813. In 1817 at Plymouth; Very Small Repair there 11.1818 – 2.1819; recommissioned 11.1819 under Cmdr. Charles Simeon, for Cork station. In 3.1822 under Cmdr. William Holmes, still Cork; wrecked off Belmullet (County Mayo) with loss of all hands 18.12.1823.

Espiegle Jabez Bailey, Ipswich.

As built: 100ft 2in, 77ft $4^{5}/_{8}$in x 30ft 7¼in x 12ft 9in. $385^{50}/_{94}$ bm. Draught 6ft 3in / 11ft 6in.

Ord: 2.11.1811. K: 1.1812. L: 10.8.1812. C: 18.8 – 1.10.1812 at Sheerness.

First cost: £5,666 to build, plus £5,259 fitting.

Commissioned: 9.1812 under Cmdr. John Taylor; sailed for the Leeward Islands 22.1.1813. In 2.1814 under Cmdr. Charles Mitchell, in the West Indies; paid off at Portsmouth 5.1816. Small Repair at Portsmouth (for £4,385) 4 – 7.1819. Fitted for sea at Portsmouth (for £3,763) 6 – 9.1822; recommissioned 5.1822 under Cmdr. Henry Collier, for Cape of Good Hope. In 1.1823 under Cmdr. Isaac Chapman, then 12.1824 Cmdr. Luke Wray. Altered to a ship-sloop at Portsmouth (for £5,733) 1 – 6.1826; recommissioned 1.1826 under Cmdr. Richard Yates, for Jamaica station, then 3.1827 Cmdr. William Sandom, 2.1828 Cmdr. ?Abraham Gossett, 4.1828 Cmdr. Joseph O'Brien, 7.1828 Cmdr. C.R. Drinkwater, and 12.1829 Cmdr. Russell Elliott; paid off at Portsmouth 3.1830. Sold to Thomas Ward, Ratcliffe (for £650) 11.1832.

Heron (ex *Rattlesnake*) John King, Upnor.

As built: 100ft 2in, 77ft 3¾in x 30ft 8in x 12ft 9in. $386^{70}/_{94}$ bm. Draught 6ft 2in / 10ft 8in.

Ord: 14.11.1811. K: 2.1812. L: 22.10.1812. C: 22.10 – 24.12.1812 at Chatham.

First cost: £5,845 to build, plus £5,883 fitting.

Commissioned: 11.1812 under Cmdr. William M'Culloch; sailed for the Leeward Islands 28.3.1813; took US 5-gun privateer *Mary* 7.7.1814. In 7.1814 under Cmdr. George Luke, then in same month under Cmdr. Francis Annesley, them 1815 Cmdr. Timothy Scriven. In 7.1816 under Cmdr. George Bentham; at Bombardment of Algiers 27.8.1816. In 10.1816 under Cmdr. Henry Powell, on Plymouth station, then in 1817 Cmdr. Robert Riddell. In 2.1819 under Cmdr. Job Hanmer (-1822), for St Helena; in 7.1822 under Cmdr. H.F. Grenfell. Small Repair and altered to a ship-sloop at Portsmouth (for £6,589) 9.1823 – 11.1825; fitted for sea at Portsmouth (for £4,984) 3 – 8.1826; recommissioned 3.1826 under Cmdr. Robert Tait, for South America; from 4.1827 under Cmdr. F.W. Grey, then 4.1828 Cmdr. J.A. Duntze (-1830), still in South America. BU at Portsmouth 3.1831.

Despatch (ii) John King, Upnor.

As built: 100ft 3in, 77ft 3½in x 30ft 8½in x 12ft 9in. $387^{65}/_{94}$ bm.

Ord: 14.11.1811. K: 2.1812. L: 7.12.1812. C: 7.12.1812 – 27.1.1813 at Chatham.

First cost: £5,745 to builder, plus £5,847 fitting.

Commissioned: 12.1812 under Cmdr. James Galloway (-1814), for Collier's squadron on the north coast of Spain; to North America 1814. In 11.1814 under Cmdr. William Cobbe; paid off 1815. Small Repair at Chatham (for £3,747) 10.1818 – 4.1819. Fitted for sea at Chatham (for £5,382) 1 – 4.1821; recommissioned 1.1821 under Cmdr. William Jervoise (-1822), for the Mediterranean. Small Repair and altered to a ship-sloop at Chatham (for £9,204) 4 – 10.1825; recommissioned 7.1825 under Cmdr. Robert Parsons (-1828); at Portsmouth 1827 then Cork 1828. Made good defects and altered the stations of the masts at Plymouth (for £4,025) 10.1828 – 1.1829; in 10.1828 under Cmdr. William Bowyer. In 2.1830 under Cmdr. Edward Frankland, at Cork. Altered to a brig and fiited for sea at Chatham (now 16 guns) 2 – 9.1832; recommissioned 6.1832 under Cmdr. ?G. Daniell (-1834), for North America and West Indies. Sold at Sheerness 5.1836.

Grasshopper (ii) Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 100ft 1½in, 77ft $6^{3}/_{8}$in x 30ft 7in x 12ft 9½in. $385^{69}/_{94}$ bm. Draught 7ft 0in / 11ft 8in.

Ord: 6.1.1812. K: 8.1812. L: 17.5.1813. C: 28.6.1813.

Commissioned: 5.1813 under Cmdr. Henry Battersby; sailed with convoy for the Mediterranean 1.1814. In 6.1814 under Cmdr. Sir Charles Burrard; paid off 2.1816 into Ordinary. Fitted for sea at Portsmouth 1 – 5.1818; recommissioned under Cmdr. Henry Forbes. In 5.1819 under Cmdr. David Buchan, for the Newfoundland station. Altered to a ship-sloop at Portsmouth 1 – 6.1822; in 12.1823 under Cmdr. John Aplin (-1826), for Halifax station. In 12.1826 under Cmdr. C.E.W. Boyle, still at Halifax. Small Repair and fitted for sea at Woolwich 6.1827 – 2.1828; recommissioned 12.1827 under Cmdr. Abraham Crawford, for Jamaica, then under Cmdr. Charles Deane in 1.1829, and Cmdr. J.E. Erskine in 5.1830. Sold to J. Ward at Portsmouth (for £910) 30.5.1832.

Ordered by Melville's Second Board (20):

Fly Jabez Bailey, Ipswich.

As built: 100ft 5in, 77ft 9in x 30ft 7in x 12ft 11½in. $386^{77}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 23.4.1812. K: 6.1812. L: 16.2.1813. C: 8.3 – 3.7.1813 at Sheerness.

Commissioned: 5.1813 under Sir William G. Parker for Channel station. Under Cmdr. John Baldwin for Newfoundland station 6.1814. Paid off 4.1815. Post-war, recommissioned under Cmdr. James Tomkinson 1818, then Cmdr. John T. Coffin 8.1819 on Cork station. Paid off 12.1821 and altered to a ship-sloop at Portsmouth 12.1821 – 5.1822. Recommissioned 12.1821 for Cape of Good Hope station, from 1823 in South America and from 1825 in East Indies. Sold at Bombay (for 8,300 rupees) 10.5.1828 (by AO 20.4.1827).

Epervier Mrs. Mary Ross, Rochester.

As built: 100ft 5in, 77ft 83/8in x 30ft 8½in x 12ft 9in. $389^{68}/_{94}$ bm. Draught 6ft 6in / 11ft 6in.

Ord: 6.5.1812. K: 7.1812. L: 21.12.1812. C: 21.12.1813 – 31.1.1813 at Chatham.

Commissioned: 1.1813 under Cmdr. Richard Wales; sailed for Leeward Islands 28.3.1813; took US 16-gun privateer *Alfred* 28.2.1814; taken by USS (22-gun sloop) *Peacock* in the West Indies 29.4.1814 (8 killed and 15 wounded).

Jaseur Jabez Bailey, Ipswich.

As built: 100ft 5in, 77ft 9¼in x 30ft 7in x 12ft 11½in. $386^{87}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.

Ord: 6.5.1812. K: 8.1812. L: 2.2.1813. C: 2.3 – 2.6.1813 at Sheerness.

First cost: £5,316 fitting only.

Commissioned: 4.1813 under Cmdr. George E. Watts; sailed with convoy for Baltic 29.6.1813; to Halifax station 1814; took US ?14-gun privateer *Grecian* 2.5.1814. In 6.1814 under Cmdr. Nicholas Pateshall, then 2.1815 Cmdr. Nagle Lock; laid up at Plymouth 7.1816. Very Small Repair and fitted for sea at Plymouth (for £6,648) 12.1820 – 5.1821; recommissioned 1.1821 under Cmdr. Henry Napier, for Halifax. Very Small Repair, rigged as a ship-sloop and fitted for sea at Plymouth (for £5,934 + £4,330) 11.1823 – 9.1824; recommissioned 6.1824 under Cmdr. Thomas Martin, for South America; from 8.1826 under Cmdr. Edward Handfield. Between Very Small and Small Repair and fitted at Plymouth (for £7,091) 3 – 10.1828; recommissioned 8.1828 under Cmdr. John Lyons, for Cape of Good Hope; from 7.1830 under Cmdr. ?Francis Harding; in 1832 under Cmdr. Archibald Sinclair; paid off end 1832. Between Small and Middling Repair and altered to 16-gun brig at Sheerness (for £4,748) 8.1833 – 2.1834; recommissioned 11.1833 for Mediterranean. Sold to Mr. Holmes at Portsmouth (for £510) 2.1845.

Argus Thomas Hills, Sandwich.

As built: 100ft 1½in, 77ft 3¾in x 30ft 8in x 12ft 9½in. $386^{70}/_{94}$ bm. Draught 6ft 4in / 10ft 10in.

Ord: 8.6.1812. K: 9.1812. L: 11.9.1813. C: 10 – 16.10.1813 (for Ordinary) at Sheerness.

Fitted for sea at Chatham 6 – 9.1821.

Commissioned: 7.1821 under Cmdr. Septimus Arabin, for Halifax. In 3.1823 under Cmdr. John Dundas; laid up at Portsmouth 11.1824. Sold to Mr. Freake (for £2,000) 11.7.1827; resold to John Small Sedger (for £1,110) 26.3.1828, 'Mr. Freake having been declared insane'.

Halcyon Edward Larking & William Spong, King's Lynn.

As built: 99ft 11in, 77ft 1¾in x 30ft 7in x 12ft 9½in. $383^{77}/_{94}$ bm. Draught 6ft 10in / 11ft 0in.

Ord: 7.7.1812. K: 9.1812. L: 16.5.1813. C: 29.5 – 7.10.1813 at Sheerness.

Commissioned: 13.7.1813 under Cmdr. John Marshall, for the West Indies; wrecked in Annotto Bay, Jamaica 19.5.1814.

Challenger Hobbs & Hellyer, Redbridge.

As built: 100ft 1¾in, 77ft 4¼in x 30ft 8in x 12ft 8½in. $386^{89}/_{94}$ bm. Draught 6ft 6in / 11ft 3in.

Ord: 29.7.1812. K: 8.1812. L: 15.5.1813. C: 17.5 – 9.7.1813 at Portsmouth.

Commissioned: 5.1813 under Cmdr. Frederick Vernon; at reduction of San Sebastian 8.9.1813; destroyed (with *Constant* and *Telegraph*) *Le Flibustier* 13.10.1813. In 12.1814 under Cmdr. Henry Forbes. Fitted for Channel service 9 – 10.1815. In 11.1816 under Cmdr. Philip Bridges, for East Indies; ordered to be sold in India 26.2.1818 'in consequence of her very defective state'; dismantled at Trincomalee and fitted to receive rice 5.1819; used as mooring tender 1820. Sold at Trincomalee (for 3,000 rupees) 3.1824.

Penguin William Bottomley, King's Lynn.

As built: 100ft 5in, 77ft 6½in x 30ft 7½in x 12ft 9in. $386^{79}/_{94}$ bm. Draught 6ft 7in / 11ft 8in.

Ord: 20.8.1812. K: 11.1812. L: 29.6.1813. C: 30.7.1813 – 4.6.1814 at Sheerness.

Commissioned: 11.1813 under Cmdr. Thomas Toker, then 12.1813 under Cmdr. George Byron. In 6.1814 under Cmdr. James Dickinson; taken 23.3.1815 by US sloop *Hornet* off Tristan da Cunha (with 10 killed including Dickinson, and 28 wounded), then scuttled by captors next day.

Lynx (ex *Pandora*, renamed 24.9.1812) Woolwich Dyd (M/Shipwright Edward Sison).

Ord: 7.9.1812. K: … . Cancelled 1818.

Victor East India Co, Bombay Dyd (teak-built) (M/Shipwright Jamsetjee Bomanjee Wadia).

As built: 100ft 0in, 77ft 3½in x 30ft 6in x 12ft 9in. $382^{42}/_{94}$ bm.

Ord: 2.10.1812. K: 1.1814. L: 29.10.1814. C: 18.3.1815 at Bombay.

First cost: £6,169 to build (paid by H.E.I.Co.), plus stores supplied by Government £2,838.

Commissioned: 2.1814 at Bombay under Cmdr. Basil Hall, for passage to England. Arrived Plymouth 30.8.1815 and paid off into Ordinary. Altered to a ship-sloop and fitted for sea there (for £4,993) 7 – 11.1823; recommissioned 8.1823 under Cmdr. Thomas Prickett, for the African station; in 8.1824 under Cmdr. George Woollcombe (-1827); at Cork 1826; paid off 8.1827 but recommissioned same month under Cmdr. George Lloyd, for Jamaica; in 8.1828 under Cmdr. Richard Keane (-1831). Refitted and altered back to a brig at Portsmouth 5 – 8.1831; recommissioned 12.1831 for North America and West Indies (-1838); recommissioned 8.1841 under Cmdr. Chgarles Otway, for same station; sailed 31.8.1842 from Veracruz for Halifax; lost, presumed foundered with all hands, 9.1842.

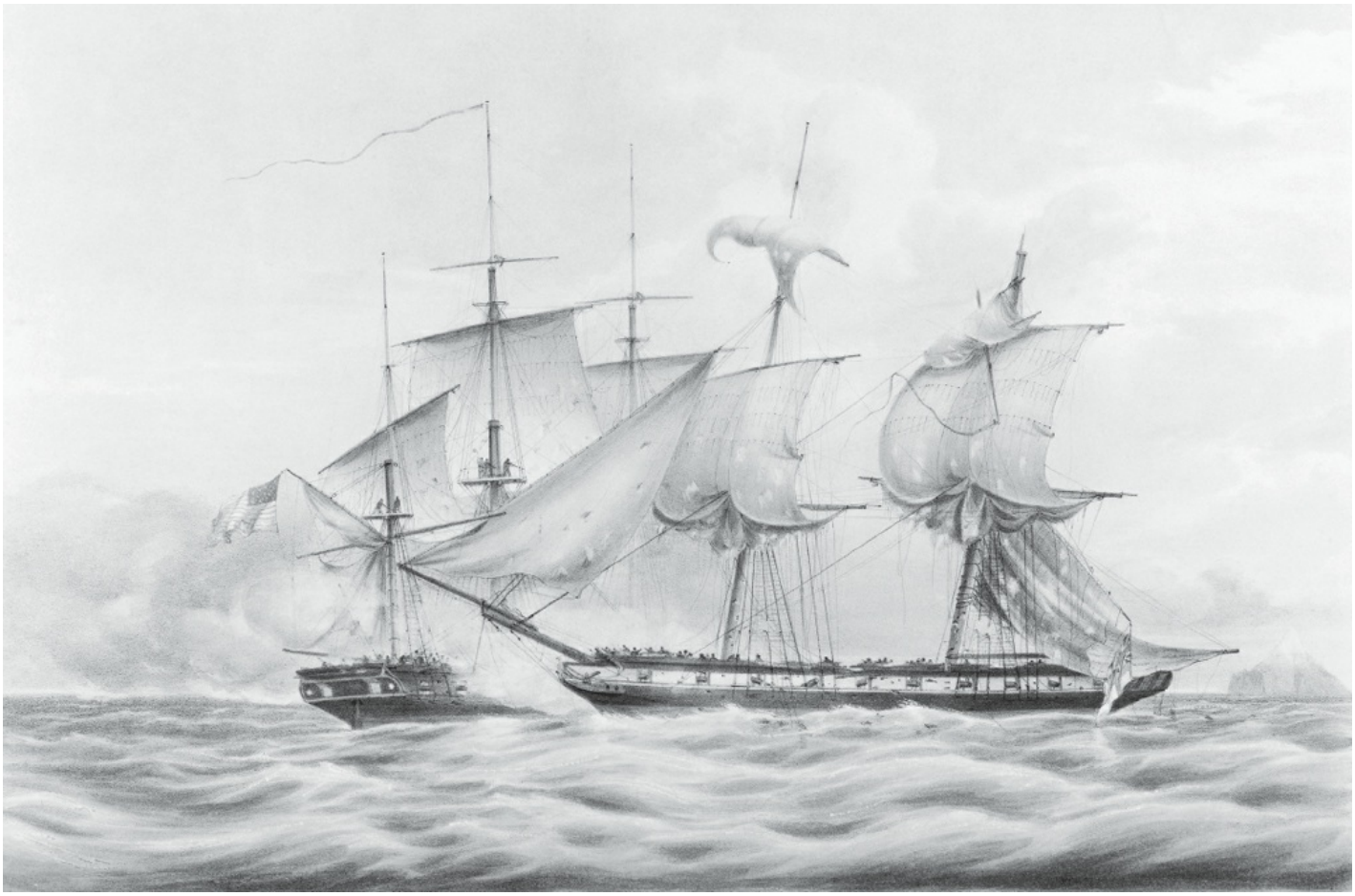
Zebra East India Co, Bombay Dyd (teak-built) (M/Shipwright Jamsetjee Bomanjee Wadia).

As built: 100ft 3in, 77ft 5in x 30ft 7oin x 12ft 9in. $385^{15}/_{94}$ bm. Draught 7ft 6in / 8ft 6in.

Ord: 2.10.1812. K: 9.11.1814. L: 18.12.1815. C: 1816 at Bombay.

First cost: £6,618 to build.

Commissioned: 12.1815 at Bombay under Cmdr. Robert Forbes, for passage to England. Reached Portsmouth 14.12.1816 and paid off into Ordinary. Fitted for Sea there (for £5,050) 1.1825 – 14.5.1825; recommissioned 2.1825, for the Mediterranean. In 4.1827 under Cmdr. Charles Cotton (died 1828); in attack on Grabusa 1.1.1828. In 10.1828 under Cmdr. Edmund Gilbert, still in the Mediterranean, then 1.1829 under Cmdr. Richard Pridham (-1830); paid off 1833. Very Small Repair and fitted for sea at Chatham (for £4,006) 2 – 9.1834; sailed for Cape of Good Hope 24.9.1834; in East Indies to 1837. Recommissioned 1840 under Cmdr. James Stopford, for the Mediterranean; wrecked off Haifa 2.12.1840 (3 drowned).



One of the most successful of the American ship-sloops of the 1812 War was the *Hornet*, which in February 1813 beat the *Cruizer* Class brig *Peacock* so comprehensively that the British vessel sank after the fight. A battle with her sister brig *Penguin* in March 1815, as shown here, also ended with an American victory. Questions were raised (rightly) about the state of British gunnery after these actions, but in a battle between a brig and a ship, the three-masted vessel will always have an advantage, and in the majority of their engagements the brigs suffered crippling damage aloft early in the engagement.

Carnation (ii) Wm. & James Durkin, Northam (Southampton).

As built: 100ft 1½in, 77ft $4^{3}/_{8}$in x 30ft 7in x 12ft 9in. $384^{85}/_{94}$ bm. Draught 6ft 4in / 11ft 1in.

Ord: 8.10.1812. K: 11.1812. L: 29.7.1813. C: 9.8 – 20.12.1813 at Portsmouth.

Commissioned: 10.1813 under Cmdr. George Bentham (-1815); in attack on US privateer *General Armstrong* at Faial 26 – 27.9.1814. In 1816 under Cmdr. Gregory Grant, then Cmdr. Thomas Wren Carter; paid off 1817. Fitted for sea at Portsmouth 2 – 5.1818; recommissioned 1818 under Cmdr. John Gordon; in 12.1818 under Cmdr. William Glasscock, then 5.1819 under Cmdr. Henry Shiffner, and 11.1819 Cmdr. Roger Hall, at Halifax; paid off 1821. Recommissioned 9.1821 under Cmdr. John Walcott; sailed for Jamaica 4.1.1822; in 5.1822 under Cmdr. Thomas Herbert, then 10.1824 under Cmdr. Rawdon Maclean, still at Jamaica; home to pay off at Plymouth 6.1825. Fitted for the Breakwater Department at Plymouth 5 – 8.1826. Sold at Plymouth (for £810) 21.1.1836.

Elk (ii) Hobbs and Hellyer, Redbridge (Southampton).

As built: 100ft 3in, 77ft 4½in x 30ft 7½in x 12ft 11½in. 386 bm. Draught 6ft 8in / 11ft 2in.
Ord: 2.11.1812. K: 12.1812. L: 28.8.1813. C: 29.8.1813 – 18.4.1814 at Portsmouth.
First cost: £5,865 to build, plus £5,750 fitting.
Commissioned: 11.1813 under Cmdr. John B.H. Curran (-1815), for the East Indies. In 11.1815 under Cmdr. John Reynolds; paid off into Ordinary at Plymouth 1816. Sold there (for £760) 21.1.1836.

Confiance Mrs. Mary Ross, Rochester.
As built: 100ft 3½in, 77ft $3^{1}/_{8}$in x 30ft 10½in x 12ft 10in. $391^{71}/_{94}$ bm. Draught 6ft 4in / 11ft 3in.
Ord: 2.11.1812. K: 12.1812. L: 30.8.1813 – 9.1813 (for Ordinary), 2.1818 – 26.6.1818 (for sea) at Chatham.
Commissioned: 1818 under Cmdr. William Morgan; wrecked in a gale on Irish coast (near Crookhaven), with no survivors, 21.8.1822.

Alert Thomas Pitcher, Northfleet.
As built: 100ft 4in, 77ft 6¼in x 30ft 8in x 12ft 9in. $387^{74}/_{94}$ bm. Draught 6ft 0in / 10ft 11in.
Ord: 2.11.1812. K: 1.1813. L: 13.7.1813. C: 27.11.1813 at builders.
First cost: £5,857 to build, plus £5,146 fitting.
Commissioned: under Cmdr. George Sartorius (date unknown), but from 10.1813 under Cmdr. Joseph Garland, for the Downs; paid off 7.1815. Fitted for Channel service at Woolwich (for £811) 8 – 10.1815; in 8.1815 under Cmdr. John Smith (-1817), for the North Sea; retook Hamburg vessel *Ocean* (taken by Tunisian pirates in North Sea) ?5.1816. In 1818 under Cmdr. Henry Leeke, then 2.1819 under Cmdr. Charles Farwell, for Home waters. Middling Repair at Chatham (for £6,382) 9.1821 – 5.1823. Altered to a ship-sloop at Chatham (for £3,325) 8.1826 – 4.1827; recommissioned 1.1827 under Cmdr. Samuel Burgess (-1829), for South America; from 11.1829 under Cmdr. John Fitzgerald. Sold to J. Crystall, Rotherhithe (for £638) 11.1832.

Harlequin Jabez Bailey, Ipswich.
As built: 100ft 2in, 77ft 4½in x 30ft 7in x 12ft 11½in. $384^{90}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.
Ord: 2.11.1812. K: 2.1813. L: 15.7.1813. C: 19.7.1813 – 6.6.1814 at Sheerness.
Commissioned: 11.1813 under Cmdr. William Kempthorne, for the Channel; laid up at Plymouth 11.1815. Fitted there 3 – 4.1818; recommissioned 2.1818 under Cmdr. Alexander Branch, for Queenstown; in 7.1819 under Cmdr. Charles Parker, then 6.1822 under Cmdr. John Weeks (died 24.10.1824) and 11.1824 under Cmdr. James Scott, still at Queenstown. Altered to a ship-sloop and fitted for sea at Plymouth 7 – 10.1825; recommissioned 8.1826 under Cmdr. William Sandom for Jamaica; in 4.1827 under Cmdr. Charles Elliot. Sold at Jamaica (for £403) 4.9.1829.

Harrier (ii) Jabez Bailey, Ipswich.
As built: 100ft 2½in, 77ft 5in x 30ft 7½in x 13ft 0in. $386^{20}/_{94}$ bm. Draught 7ft 6in / 11ft 6in.
Ord: 2.11.1812. K: 2.1813. L: 28.7.1813. C: 31.7.1813 – 17.4.1814 at Sheerness. First cost fitting £5,488.
Commissioned: 12.1813 under Cmdr. Andrew Green, later under Cmdr. Henry Forbes. In 6.1814 under Cmdr. Charles T. Jones (-1821). Small Repair at Portsmouth (for £4,714) 12.1818 – 1.1820. Fitted for sea at Portsmouth 4 – 5.1823, but did not sail. Altered to a ship-sloop at Portsmouth (for £5,042 including previous fitting) 8 – 12.1823; recommissioned 10.1823 under Cmdr. George Gosling, for Cork. In 8.1825 under Cmdr. John Pakenham, then 10.1826 under Cmdr. William Morier, for the Nore. Sold to Tibbetts & Co (for £810) 8.1.1829.

Ontario (ex *Mohawk*, renamed 9.4.1813) Richard Chapman, Bideford.
As built: 100ft 4in, 77ft 6¼in x 30ft 6½in x 12ft 9½in. $384^{59}/_{94}$ bm. Draught 6ft 8½in / 11ft 1in.
Ord: 2.11.1812. K: 2.1813. L: 26.10.1813. C: 17 - 23.12.1813 (for Ordinary) at Plymouth.
Fitted for sea at Plymouth 7.1818 – 25.9.1818.
Commissioned: 7.1818 under Cmdr. George Gosling (-1820), for Jamaica; destroyed pirate schooner off Cuba 17.12.1819. In 1821 under Cmdr. Jodrell Leigh; paid off 12.1821 and laid up at Plymouth. Re-rigged as a ship 1825. Sold to Mr. Stone of Grove Yard (for £760) at Plymouth 11.1832.

Belette (ii) Edward Larking & William Spong, King's Lynn.
As built: 99ft 10in, 77ft $2^{5}/_{8}$in x 30ft 8in x 12ft 9in. $386^{26}/_{94}$ bm. Draught 7ft 0in / 10ft 6in.
Ord: 14.8.1813. K: 10.1813. L: 18.6.1814. C: 8.1818 – 27.7.1818 at Sheerness.
Arrived Sheerness 13.7.1814 and laid up; not finished until 1818.
Commissioned: 5.1818 under Cmdr. George Pechell, for Halifax station; paid off 12.1821. Very Small Repair and fitted for sea at Plymouth 4 – 12.1822; recommissioned 9.1822 under Cmdr. John Leith, for the West Indies; paid off 1827 at Chatham. Sold to Adam Gordon at Chatham (for £1,210) 26.3.1828.

Gannet Edward Larking & William Spong, King's Lynn.
As built: 100ft 2in, 77ft 4½in x 30ft 7½in x 12ft 9½in. 386 (exact) bm. Draught 7ft 0in / 10ft 6in.
Ord: 14.8.1813. K: 12.1813. L: 13.11.1814. C: 23.11.1814 – 28.1.1815 at Sheerness (not completed).
First cost: ££5,152 to builder, plus fitting £1,726 (in 1814-15).
Fitted for sea at Sheerness (for £6,019) 4.1821 – 10.8.1821.
Commissioned: 7.1821 under Cmdr. William Simpson (-1822), for Cork. In 9.1824 under Cmdr. Francis Brace (-1827), for the Mediterranean; in 10.1827 under Cmdr. William Edwards (acting); refitted as a shipsloop *c.*1825; paid off at Chatham 1829. Between Small and Middling Repair and altered to ship rig at Plymouth (for £9,328) 1.1830 – 2.1831; recommissioned 11.1830 under Cmdr. Mark Sweny; to North America and West Indies 1831-32. Refitted as a 16-gun sloop at Sheerness (for £4,969) 3 – 5.1834. Sold to Mr. Soames at Sheerness (for £1,140) 16.8.1838.

Samarang Portsmouth Dyd (M/Shipwright Nicholas Diddams).
Ord: 6.9.1815. K: … . Cancelled 30.9.1820 (unstarted).

***PRIMROSE* Class**. Only one non-standard brig in the 32pdr carronade armed class was built for the RN during the Napoleonic War. The following vessel was designed by Henry Peake with considerably slimmer lines than the *Cruizer* Class, but carried an identical armament.
Dimensions & tons: 108ft 0in, 87ft 0in x 28ft 9in x 13ft 6in. $382^{47}/_{94}$ bm.
Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdrs (bow).

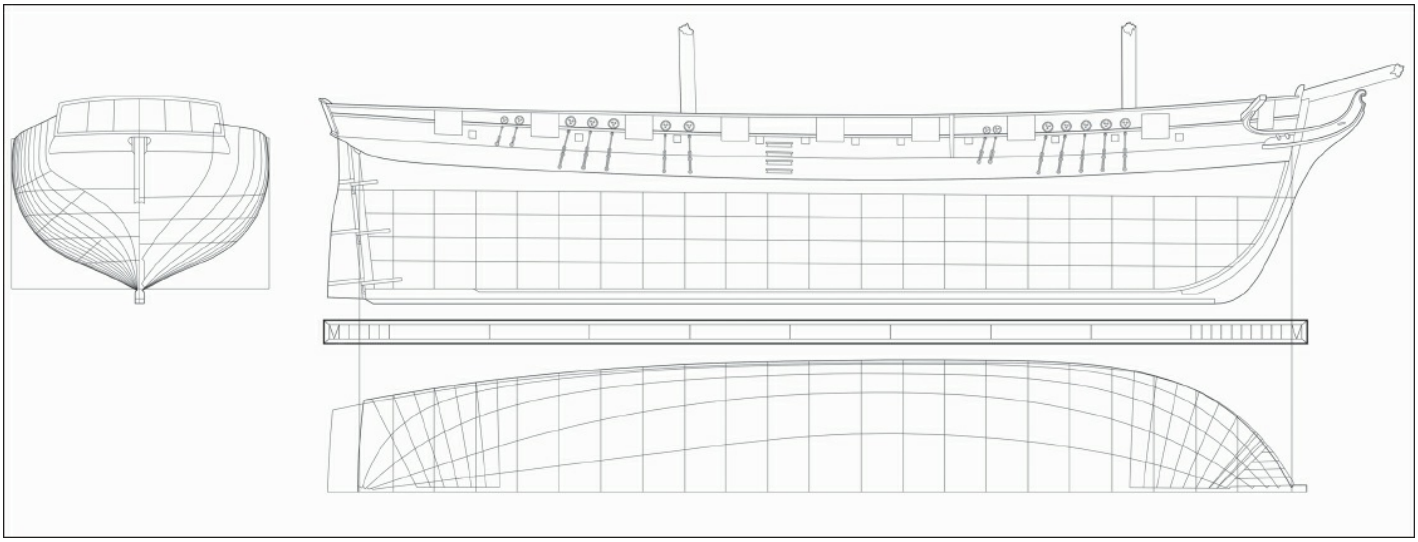
Primrose Portsmouth Dyd (M/Shipwright Nicholas Diddams).
As built: 108ft 0in, 87ft $0^{3}/_{8}$in x 28ft 9¼in x 13ft 6in. $383^{18}/_{94}$ bm. Draught 7ft 7in / 10ft 10in.
Ord: 3.5.1809. K: 5.1809. L: 22.1.1810. Completed fitting 1.5.1810.
First cost: £11,715.
Commissioned: 3.1810 under Cmdr. Thomas Burton for the Baltic station. After Burton was made captain on 21.10.1810, *Primrose* was under Cmdr. Charles G.R. Phillott for the rest of the war. On 12.3.1814, she was in action, due to mistaken signalling, against the British packet *Duke of Marlborough* in the Bay of Biscay, and captured the US privateer *Pike* on 25.8.1814. Post-war, the *Primrose* was fitted for sea service at Woolwich 9-10.1815, and recommissioned 8.1817 for the Jamaica station, but was back at Plymouth by 9.1819, and underwent a Middling Repair there until 6.1820. Recommissioned 1.1824 under Cmdr. John Stoddart, she was re-rigged as a ship-sloop at Plymouth from 2-5.1824, and then assigned to the West Indies. Under Cmdr. Octavius Vernon from 5.1825, then under Cmdr. Thomas Saville Griffenhoofe from 8.1827 on the African station. Following Griffenhoofe's death on 9.2.1830, under Cmdr. William Broughton, she captured the 20-gun slaver *Véloz Pasajedo* on 7.9.1830. At Plymouth from 4.1831, BU was completed there 25.8.1832.

(ii) 24pdr carronade type

The need during the Napoleonic War for a type of brig-sloop somewhat smaller than the 382-ton *Cruizer* Class led to the construction of a series of thirty brigs carrying a primary broadside armament of 24pdr slidemounted carronades (*vice* the 32pdr carronades in the *Cruizer* Class).

***SEAGULL* Class**. The first of the 24pdr-armed brigs were rated as 16-gun vessels. They were built to a William Rule design, approved 4.1.1805. Five vessels were ordered to this design in December 1804, with a further eight in the following summer.
Dimensions & tons: 93ft 0in, 76ft $0^{5}/_{8}$in x 26ft 5in x 12ft 0in. $282^{26}/_{94}$ bm.
Men: 95. Guns: UD 14 x 24pdr carronades (2 more added later), plus 2 x 6pdrs (bow).

Seagull John King, Dover.



Seagull, 16 guns, as designed. Designed to fill the need for a smaller and cheaper brig than the *Cruizer* design, they were armed with 24pdr carronades and manned with a complement about 20 per cent smaller than the 32pdr-armed *Cruizers*.

As built: 93ft 1¼in, 76ft 1¾in x 26ft 6in x 12ft in. $284^{40}/_{94}$ bm.

Ord: 12.12.1804. K: 2.1805. L: 1.7.1805. C: 8.7 – 21.10.1805 at Sheerness.

Commissioned: 8.1805 under Cmdr. Robert Cathcart (-1808), for North Sea & Downs; taken by Danish brig *Lougen* and six gunboats off Kristiansand (Norway) 19.6.1808, losing 8 killed and 20 wounded; she foundered soon after, but was salved by captors and added to Danish Navy.

Oberon James Shepheard, Hull.

As built: 93ft 2in, 75ft 11in x 26ft 5½in x 11ft 11½in. $282^{64}/_{94}$ bm. Draught 7ft 5in / 9ft 2in.

Ord: 12.12.1804. K: 3.1805. L: 13.8.1805. C: 20.8 – 19.12.1805 at Sheerness.

Commissioned: 9.1805 under Cmdr. John Bushby (-1807), for the Downs; in 1.1806 under Cmdr. George Sutton (-1807); took 14-gun privateer *La Rafifa* on the Home station 13.11.1807. In 5.1810 under Cmdr. James Murray, in the North Sea; to Baltic 1814; paid off into Ordinary 1814, and BU at Sheerness 5.1816.

Imogen Jabez Bailey, Ipswich.

As built: 93ft 0in, 76ft $0^{5}/_{8}$in x 26ft 6in x 12ft 0in. $284^{8}/_{94}$ bm.

Ord: 12.12.1804. K: 4.1805. L: 11.7.1805. C: 22.7 – 25.9.1805 at Chatham.

Commissioned: 8.1805 under Cmdr. Thomas Garth (-1807), for the North Sea; sailed for the Mediterranean 26.6.1807. In 3.1808 under Cmdr. William Stephens, then 2.1813 ?C. Taylor (acting), still in Mediterranean. In 11.1813 under Cmdr. William Bamber, on the Clyde, then 1815 Lieut. John Gilmore; in Ordinary 7.1815. Sold at Plymouth (for £690) to Mr. Ismay 3.4.1817.

Nightingale John King, Dover.

As built: 93ft 1¼in, 76ft 1¼in x 26ft 6in x 12ft 0in. $284^{26}/_{94}$ bm. Draught 7ft 0in / 7ft 8in.

Ord: 12.12.1804. K: 4.1805. L: 29.7.1805. C: 8.8 – 29.11.1805 at Sheerness.

Commissioned: 8.1805 under Cmdr. William Wilkinson (-1810), for the North Sea. In 11.1810 under Cmdr. John Eveleigh, then 1812 Cmdr. Christopher Nixon (-1815), still in North Sea. To Leith under NBW of 11.9.1813 to fit an additional 4in false keel. Sold at Sheerness (for £810) 23.11.1815.

Savage Robert Adams, Chapel (Southampton).

As built: 93ft 6in, 76ft $6^{3}/_{8}$in x 26ft 7½in x 12ft 0in. $288^{54}/_{94}$ bm. Draught 7ft 0in / 8ft 7in.

Ord: 12.12.1804. K: 4.1805. L: 30.7.1805. C: 9.11.1805 at Portsmouth.

Commissioned: 8.1805 under Cmdr. James Maurice (-1808), for the Irish station; sailed with convoy for Jamaica 30.8.1807; took 8-gun privateer *Quixote* 13.12.1807. In 1809 under Cmdr. William Robilliard, in the Leeward Islands. In 1810 under Cmdr. William Ferrie; sailed for Jamaica again 2.7.1810. Repair at Sheerness 9.1811 – 3.1812; recommissioned 2.1812 under Cmdr. William Bissel; sailed with convoy for Quebec 18.5.1812; stranded on Guernsey 20.1.1814 but salved (Bissel dismissed). In 1814 under C. Mitchell. Sold to John Tibbut (for £950) 3.2.1819.

Skylark William Row, Newcastle.

As built: 93ft $1^{1}/_{8}$in, 76ft 1½in x 26ft 5in x 12ft 0in. $282^{53}/_{94}$ bm.

Ord: 19.6.1805. K: 11.1805. L: 2.1806. C: 12.4 – 20.6.1806 at Chatham.

Commissioned: 5.1806 under Cmdr. Henry E.P. Sturt; took the 14-gun privateer *Le Renard* 8.11.1807. Recommissioned 12.1808 under Cmdr. James Boxer for North Sea station. Stranded and burnt to avoid capture near Boulogne 3.5.1812.

Paulina Robert Guillaume, Northam (Southampton).

As built: 93ft 4½in, 76ft $6^{7}/_{8}$in x 26ft 6½in x 12ft 0in. $286^{87}/_{94}$ bm.

Ord: 11.7.1805. K: 8.1805. L: 7.12.1805. C: 11.12.1805 – 20.3.1806 at Portsmouth.

Commissioned: 1.1806 under Cmdr. John Lumley (-1808), for cruising; in Stopford's squadron in North Sea 1.1807; sailed for the Mediterranean 13.2.1808 (in Med. 1808-1811). In 1809 under Cmdr. Westby Perceval; sailed for the Mediterranean 4.9.1812. In 4.1813 under Cmdr. Rowland Mainwaring (-1815), in the Mediterranean; paid off 1815. Sold at Deptford (for £700) 30.5.1816.

Delight Richard Thorne, Fremington (near Barnstaple).

As built: 93ft 0½in, 76ft $1^{7}/_{8}$in x 26ft 6in x 12ft 0¼in. $284^{44}/_{94}$ bm. Draught 7ft 11in / 9ft 1in.

Ord: 12.7.1805. K: 9.1805. L: 6.1806 (4 months late). C: 27.7 – 10.10.1806 at Plymouth.

Commissioned: 7.1806 under Cmdr. Phillips Handfield; sailed for the Mediterranean ?7.1807; grounded off Reggio di Calabra 31.1.1808, and burnt to prevent capture by French troops after bombardment from shore (Handfield killed).

Orestes Jabez Bailey, Ipswich.

As built: 93ft 0in, 76ft $0^{5}/_{8}$in x 26ft 6in x 12ft 0in. $284^{8}/_{94}$ bm. Draught 7ft 8in / 8ft 9in.

Ord: 16.7.1805. K: 8.1805. L: 23.10.1805. C: 3.11.1805 – 11.3.1806 at Chatham.

Commissioned: 1.1806 under Cmdr. George Poulett. In 10.1806 under Cmdr. John Lapenotiere (-1811), in North Sea 1807 and on Plymouth station 1808-10; took privateers – 10-gun *La Dorade* off the Lizard 9.5.1810, and 16-gun *Le Loup Garou* in the Channel 27.10.1810. In 8.1811 under Cmdr. John Carter, the 10.1811 Cmdr. William Richard Smith (-1815), still in Channel. Sold to Thomas Pittman at Chatham (for £710) 6.3.1817.

Electra James Betts, Mistleythorn (near Manningtree).

As built: 93ft 2in, 76ft 3in x 26ft 6in x 12ft 0½in. $284^{77}/_{94}$ bm.

Ord: 19.7.1805. K: 8.1805. L: 23.1.1806. C: 2.2 – 9.4.1806 at Chatham.

Commissioned: 3.1806 under Cmdr. George Trollope, for the North Sea; sailed for the Mediterranean 15.11.1807; at evacuation of Scilla (Calabria) 17.2.1808; wrecked off Port

Augusta, Sicily 25.3.1808; salved but BU at Malta later in 1808.

Julia Jabez Bailey, Ipswich.

As built: 93ft 1in, 76ft 1¼in x 26ft 6in x 12ft 0in. $284^{26}/_{94}$ bm. Draught 7ft 1in / 8ft 11½in.

Ord: 30.7.1805. K: 10.1805. L: 4.2.1806. C: 23.2 – 17.4.1806 at Chatham.

Commissioned: 2.1806 under Cmdr. Robert Yarker, for North Sea; sailed for the West Indies 28.6.1807. In 3.1808 under Cmdr. John Ellis Watt, then 4.1808 under Cmdr. Charles Warde, in the Leeward Islands; took privateer *Le Petit Décidé* 30.8.1808. In 11.1808 under Cmdr. Charles Kerr, then 1809 Cmdr. William Dowers. In 10.1809 under Cmdr. Henry Coxen, still in Leeward Islands, then 1811 Cmdr. Valentine Gardner. In Ordinary at Chatham 1813-15. Between Middling and Large Repair and fitted for Ordinary at Chatham 9.1813 – 3.1814. Fitted for sea at Chatham 8 – 11.1815; recommissioned 9.1815 under Cmdr. John Watling, for St Helena. In 5.1816 under Cmdr. Jenkin Jones, at St Helena; wrecked on Tristan da Cunha 2.10.1817 (55 drowned).

Satellite Thomas Hills, Sandwich.

As built: 93ft 2in, 76ft 3¾in x 26ft 8in x 12ft 0in. $288^{61}/_{94}$ bm.

Ord: 7.8.1805. K: 9.1805. L: 3.1806. C: 23.3 – 17.5.1806 at Sheerness.

Commissioned: 4.1806 under Cmdr. Harry Hopkins, for the Downs. In 12.1806 under Cmdr. Charles Payne; sailed for the Leeward Islands 15.11.1807. In 1808 under Cmdr. Edward Rushworth; sailed for Jamaica 15.12.1808. In ?9.1808 under Cmdr. Robert Evans at Jamaica, then ?4.1809 under Cmdr. Henry Montresor. In 1810 under Cmdr. Willoughby Bertie; capsized and foundered with all hands in a storm in the Channel 31.12.1810.

Sheldrake Mark Richards, Hythe.

As built: 93ft 1¼in, 76ft 2in x 26ft 6in x 12ft 0in. $284^{48}/_{94}$ bm. Draught 7ft 4in / 9ft 0in.

Ord: 30.8.1805. K: 10.1805. L: 20.3.1806. C: 21.3 – 28.5.1806 at Portsmouth.

Commissioned: 4.1806 under Cmdr. John Thicknesse (-1810), for the Channel Islands; at destruction of 26-gun (*en flûte*) *La Salamandre* near St Malo 12.10.1806; in the Baltic 1809-12. In 1811 under Cmdr. James P. Stewart; at defence of Anholt Island 27.3.1811 (took *Gunboat No.9* and *Lugger No.1*); took (with consorts) four Danish gunboats 5.7.1811. In 2.1812 under Cmdr. James Gifford, then 8.1812 Cmdr. George Brine, in North Sea and Baltic. Paid off ?8.1815 into Ordinary at Portsmouth. Sold at Chatham to Mr. Manclerk (for £700) 6.3.1817.

***FLY* Class**. Following closely on the *Seagull* Class, the contemporary design by Sir John Henslow was also originally built as 16-gun vessels, although an additional pair of carronades was added subsequently, raising them to 18 guns. Five vessels were ordered to this design in January 1805, with a further pair in that summer.

Dimensions & tons: 96ft 0in, 79ft 5in x 25ft 10in x 11ft 6in. $281^{85}/_{94}$ bm.

Men: 94. Guns: 14 x 24pdr carronades (2 more added later), plus 2 x 6pdr (bow).

Kite Matthew Warren, Brightlingsea.

As built: 96ft 0in, 79ft 5in x 25ft 10½in x 11ft 6in. $282^{77}/_{94}$ bm.

Ord: 4.1.1805. K: 3.1805. L: 13.7.1805. C: 22.7 – 29.11.1805 at Chatham.

Commissioned: 9.1805 under Cmdr. Joseph James (-1809), for North Sea; took 2-gun privateer *Le Chasseur* 6.2.1807; in Copenhagen expedition 8.1807; in severe action with Danish gunboats off Nyborg 3.9.1808, with ship 'reduced to a wreck' losing 2 killed, 13 wounded; repaired by Pitcher. Northfleet 2 – 3.1809; in the Baltic 1809. In 1810 under Cmdr. Benjamin Crispin; sailed with convoy for West Indies 13.3.1810; took (with *Quebec*) 6-gun privateer *Le Renard* 2.12.1810. In 1812 under Lieut. George Canning (acting) sailed for the Mediterranean 13.3.1812; affair with supposed pirates at Chiliodromia (Northern Sporades) 5.6.1813 (20 killed, 18 wounded). In 7.1813 under Cmdr. Rowland Mainwaring?. Later in 1813 under Cmdr. Robert Spencer; storming of batteries at Cassis 18.8.1813. In 2.1814 under Cmdr. Thomas Forster. In Ordinary at Deptford in 1815; sold there (for £200) 14.12.1815.

Sparrow John Preston, Gt. Yarmouth.

As built: 96ft 0in, 79ft $4^{1}/_{8}$in x 25ft 11½in x 11ft 6in. $284^{36}/_{94}$ bm. Draught 7ft 2in / 10ft 9in.

Ord: 4.1.1805. K: 3.1805. L: 29.7.1805. C: 12.8.1805 – 25.2.1806 at Chatham.

Commissioned: 1.1806 under Cmdr. William Pakenham, for the North Sea. In 5.1807 under Cmdr. Rowland Bevan, still in North Sea; sailed for Jamaica 16.11.1807, and again 3.11.1808. In 5.1808 under Cmdr. Edward Burt, then in 7.1810 under Cmdr. Joshua R. Rowley. In 2.1812 under Cmdr. Joseph N. Tayler, in the Channel. In 8.1813 under Lieut. J(ohn or James) Campbell (temp.) on north coast of Spain, then same month under Cmdr. Francis Loch; chase of 40-gun *L'Etoile* 26.3.1814. In 8.1814 under Cmdr. Robert Walker (-1815), in the Mediterranean. Sold (for £750) at Deptford 17.10.1816.

Fly (Nicholas) Bools & (William) Good, Bridport.

As built: 96ft 4in, 79ft 9in x 25ft 11½in x 11ft 6in. $285^{79}/_{94}$ bm. Draught 7ft 5in / 10ft 10in.

Ord: 4.1.1805. K: 3.1805. L: 24.10.1805 (12 weeks late). C (& coppered): 19.12.1805 – 22.4.1806 at Plymouth.

Commissioned: 1.1806 under Capt. Henry Vaughan, then 2.1806 under Cmdr. John Thompson; to Cape of Good Hope and South America in 1806; River Plate operations 1807. Under Lieut. John Ridge (temp,) in 8.1807, then Thompson for Downs station again 1.1808. Under Cmdr. Manley Hall Dixon from 11.1810, then Cmdr. John Skekel from 6.1811, the Cmdr. Henry Higman from ?7.1811. Wrecked off Anholt Island 28.2.1812.

Raven Matthew Warren, Brightlingsea.

As built: 96ft 1in, 79ft 5in x 25ft 10in x 11ft 7in. $281^{86}/_{94}$ bm.

Ord: 4.1.1805. K: 4.1805. L: 12.8.1805. C: 20.8 – 6.11.1805 at Chatham.

Commissioned: 9.1805 under Cmdr. Thomas Browne. In 7.1806 under Cmdr. James Grant (-1808); sailed with convoy for Lisbon 8.10.1806; off Cadiz 1807; home at end of year. In 2.1809 under Cmdr. John M. Hanchett, for North Sea; Texel operations 1809. In 10.1809 under Cmdr. George Lennock (-1813). In 1.1814 under Cmdr. Edward Lloyd, on Dutch coast in 1814 and West Indies in 1815; paid off 9.1815. Sold at Deptford (for £740) 18.9.1816.

Wizard Thomas Sutton, Ringmore (South Devon).

As built: 96ft 4in, 79ft 9in x 25ft 10½in x 11ft 6in. 284 bm.

Ord: 4.1.1805. K: 4.1805. L: 11.1805 (14 weeks late). C: 23.11.1805 – 17.2.1806 at Plymouth.

Commissioned: 9.1805 under Cmdr. Edmund Palmer. Sailed for the Mediterranean 5.3.1806. Under Cmdr. Abel Ferris from 10.1807; action with French 16-gun *Le Requin* off Toulon 10.3.1808; boats in cut-out operation at Noli 1.8.1808. Under Lt. James Ashley Maude (acting) from 11.1809, then Cmdr. John Bowker from 10.1810, and Cmdr. Fairfax Moresby from 4.1811. Sailed back to Mediterranean 25.3.1813. Participated in siege of Trieste 10.1813. Under Cmdr. James H. Plumridge from 6.1814 on Adriatic station, then Cmdr. Walter Croker from 11.1814, and Cmdr. Edward Boxer from 7.1815. Paid off 8-9.1815 into Ordinary at Deptford. Sold at Deptford for £700 on 17.10.1816.

Goshawk William Wallis, Blackwall (built of fir).

As built: 96ft 4in, 79ft 9in x 25ft 11½in x 11ft 6in. $285^{79}/_{94}$ bm. Draught 7ft 5in / 10ft 10in.

Ord: 23.8.1805. K: 4.1806. L: 17.7.1806. Completed at Woolwich 17.7 – 6.8.1806.

Commissioned: 7.1806 under Cmdr. Edward W. Hoare; sailed with African convoy 17.10.1806. Recommissioned 6.1807 under Cmdr. Alexander Innes, on Irish Station 7.1807 then to North Sea. Recommissioned 10.1809 under Cmdr. James Lilburne; participated in destruction of French 40-gun *L'Amazone* off Cape Barfleur 24.3.1811; in action (with *Barbadoes*) against French brigs off Calvados 7.9.1811; participated in capture of French 10-gun *L'Intrépide* and 10-gun privateer *Le Napoleone* at Malago 29.4.1812, when Lilburne killed and Lieut. Thomas B. Clowes assumed command. Under Cmdr. William J. Napier 12.10.1813; wrecked off Barcelona 21.11.1813.

Challenger William Wallis, Blackwall (built of fir).

As built: 96ft 2in, 79ft 6¾in x 25ft 11½in x 11ft 6in. $285^{16}/_{94}$ bm. Draught 6ft 6in / 9ft 10in.

Ord: 23.8.1805. K: 1.1806. L: 30.7.1806. Completed at Woolwich 30.7 – 23.8.1806.

Commissioned: 8.1806 under Cmdr. William B. Rider for Channel station; to North Sea 1809; Rider dismissed by court martial 20.11.1810. Recommissioned ?11.1810 under Cmdr. Goddard Blennerhasset; captured by French frigates *La Prégel* and *La Revanche* off Île de Batz (Brittany) 12.3.1811.

***CROCUS* Class**. The only 14-gun brigs to be built for the RN during the Napoleonic Wars, the *Crocus* (sometimes called *Banterer*) Class were designed by the Surveyors of the Navy jointly, approved 28.3.1807. Unusually all were built in the Royal Dockyards. One was ordered from each Dockyard (except Sheerness) on 30.3.1807; four more were ordered in 1808 and a final unit in 1810.

Dimensions & tons: 92ft 0in, 72ft $8^{3}/_{8}$in x 25ft 6in (25ft 0in mld.) x 12ft 8in. $251^{41}/_{94}$ bm.

Men: 86. Guns: 12 x 24pdr carronades, plus 2 x 6pdrs (bow).

Podargus Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 92ft 0in, 72ft 8¼in x 25ft 6¼in x 12ft 8in. $251^{77}/_{94}$ bm. Draught 6ft 1½in / 11ft 2½in.

Ord: 30.3.1807. K: 11.1807. L: 26.5.1808. Completed 9.8.1808.

First cost: £7,394 for building plus £1,070 for fitting.

Commissioned: 9.1808 under Cmdr. William Hellard and stationed in the Downs. Recommissioned in 11.1810 under Cmdr. John Lloyd, she was under Cmdr. John Bradley from 10.1811. Recommissioned in 11.1811 under Cmdr. William Robilliard for Baltic service, where on 6.7.1812 she participated in the destruction of the Danish 40-gun *Nayaden* off Mardö, Norway, and the capture (temporarily) of the brigs *Laaland*, *Samsö* and *Kiel*. Recommissioned in ?1.1813 under Cmdr. George Rennie, she was involved in the Bordeaux operations in 1814; under Cmdr. Houston Stewart (temp.) 6 – 8.1814. Recommissioned in 8.1814 under Cmdr. James Wallis, she was stationed at St Helena. Recommissioned in 11.1817 under Cmdr. Henry John Rous, still at St Helena, she was subsequently commanded by Lieut. James Webb Cairnes; laid up 1820 in Ordinary at Portsmouth. Sold there to John Small Sedger, Rotherhithe for £510 on 7.8.1833 to BU.

Crocus Plymouth Dyd (M/Shipwright Joseph Tucker).

As built: 92ft 1½in, 73ft 5¼in x 25ft 7in x 12ft 8in. $255^{62}/_{94}$ bm. Draught 6ft 7in / 11ft 3in.

Ord: 30.3.1807. K: 11.1807. L: 10.6.1808. Completed 18.8.1808.

Commissioned: 6.1808 under Cmdr. Robert Merrick Fowler for service in the North Sea. Recommissioned 10.1809 under Cmdr. Hon. William Walpole. Recommissioned 12.1809 under Cmdr. Richard Buck (sailed for the Med. 19.12.1809). Recommissioned 11.1810 at Portsmouth under Cmdr. John Bellamy for the Mediterranean station. Recommissioned 9.1811 under Cmdr. Arden Adderly for Mediterranean station; took the 2-gun privateer *Le Formica* off the Barbary coast on 2.9.1812. Recommissioned 7.1814 under Cmdr. John Stoddart; paid off 11.1814. Sold for £830 at Sheerness on 31.8.1815.

Merope Chatham Dyd (M/Shipwright Robert Seppings).

As built: 92ft 0in, 73ft $8^{1}/_{8}$in x 25ft 6½in x 12ft 8in. $255^{62}/_{94}$ bm. Draught 6ft 0in / 10ft 11in.

Ord: 30.3.1807. K: 11.1807. L: 25.6.1808. Completed 8.10.1808.

Commissioned: 7.1808 under Cmdr. Michael Dod; sailed for Leeward Islands 10.3.1809. Recommissioned 1810 under Cmdr. John Houston for Leeward Islands station, then 1811 under Cmdr. Edward Flin; sailed for the Mediterranean 5.3.1812. Recommissioned 7.1812 under Cmdr. John C.G. Roberts, for the coast of Spain. Recommissioned 7.1814 under Lieut. (Cmdr. 1.7) William Suckling for Mediterranean station; to North America 1815. Reduced to Ordinary 7.1815. Sold for £930 (?at Portsmouth) on 23.11.1815 to BU.

Apelles Woolwich Dyd (M/Shipwright Edward Sison).

As built: 92ft 0in, 72ft 8¾in x 25ft 6in x 12ft 8in. $251^{41}/_{94}$ bm. Draught 6ft 0in / 10ft 9in.

Ord: 30.3.1807. K: 2.1908. L: 10.8.1808. Completed 27.9.1808.

Some of her floor timbers, third futtocks and top timbers were formed from Holstein oak timber.

Commissioned: 8.1808 under Cmdr. Thomas Oliver, the *Apelles* took part in the Scheldt operation in 1809, and in 10.1810 captured the 18-gun privateer *Le Somnable*. Cmdr. Frederick Hoffman took command in 12.1810, and she was recommissioned in early 1811. On 3 May 1812 the *Apelles* grounded off Boulogne and was captured, but retaken the next day by the *Castilian* (10), *Bermuda* (10), *Rinaldo* (10) and *Phipps* (14). Refitted at Sheerness between 5.1812 and 9.1812; recommissioned 3.1813 under Cmdr. Alexander McVicar, for the North Sea; paid off 9.1815 into Ordinary. Sold for £720 (at Sheerness?) 15.2.1816.

Portia Deptford Dyd (M/Shipwright Robert Nelson).

As built: 92ft 0in, 72ft 8in x 25ft 7in x 12ft 8in. $251^{77}/_{94}$ bm. Draught 5ft 10in / 10ft 8in.

Ord. 30.3.1807. K. 12.1809. L: 30.8.1810. Completed 18.10.1810.

Commissioned: 9.1810 under Cmdr. Joseph Symes for service in the North Sea. Recommissioned 8.1811 under Cmdr. Henry Thompson (-1815.), but in ?8.1813 under Lieut. William Adams (temp.). Recommissioned in 4.1815 under Cmdr. Silas Hood for Halifax station; in 5.1816 under Cmdr. John Wilson, still on Halifax station, but home in 7.1816 and paid off 8.1816. Sold to Mr. Marclark for £800 6.3.1817 to BU.

Prospero Woolwich Dyd (M/Shipwright Edward Sison).

As built: 92ft 0in, 72ft 8¾in x 25ft 6in x 12ft 8in. $251^{41}/_{94}$ bm. Draught 6ft 0in / 11ft 3in.

Ord. 23.3.1808. K. 8.1808. L: 9.11.1809. Completed 3.12.1809.

Some of her floor timbers and futtocks were made from Holstein oak timber.

Commissioned: 11.1809 under Cmdr. John Hardy Godby; sailed with Halifax Convoy 16.4.1810; on North Sea station 1811-13. Recommissioned 8.1814 under Cmdr. George Greensill. Sold for £720 (?at Woolwich) 30.5.1816 to BU.

Muros Chatham Dyd (M/Shipwright Robert Seppings).

As built: 92ft 1in, 72ft 9½in x 25ft 6in x 12ft 8in. $251^{72}/_{94}$ bm. Draught 6ft 10in / 8ft 11in.

Ord. 3.5.1808. K. 6.1808. L: 23.10.1809. Completed 13.12.1809.

Commissioned: 10.1809 under Cmdr. Clement Sneyd. Stranded off Jersey in a gale and paid off 1.1810. Underwent small repair at Portsmouth 11.1811 to 2.1812. Recommissioned 12.1811 under Cmdr. James Aberdour; sailed for Newfoundland 24.6.1812. Recommissioned 12.1812 under Cmdr. Charles Hobart (died 20.7.1813); sailed for Newfoundland 17.5.1813. Under Lieut. Thomas Saville Griffinhoofe (Cmdr. 20.6.1813) on South America station. Recommissioned 4.1815 under Cmdr. George Gosling. Laid up at Deptford 6.1816. At Woolwich 1817, then Deptford 1820-22. Sold to Thomas Pitman for £910 (?at Deptford) 18.4.1822 to BU.

Zephyr Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 92ft 5in, 73ft 2in x 25ft 6in x 12ft 9in. $253^{6}/_{94}$ bm. Draught 6ft 4in / 10ft 7in.

Ord. 9.6.1808. K. 10.1808. L: 29.4.1809. Completed 17.8.1809.

Commissioned: 6.1809 under Cmdr. Francis George Dickins for the Downs and Channel station. Recommissioned 8.1811 under Cmdr. Thomas C. Hichens; took 16-gun *La Victoire* off Dieppe 11.12.1811; took 10-gun US privateer schooner *Antelope* 10.12.1812. Sailed with convoy to Mediterranean 22.4.1813. Recommissioned 7.1814 under Cmdr. Richard Creyke. Recommissioned 12.1814 under Cmdr. George F. Rich; sailed 1815 to St Helena; paid off 6.1816. Sold to Thomas Pitman for £820 (?at Plymouth) 29.1.1818 to BU.

Banterer Woolwich Dyd (M/Shipwright Edward Sison).

As built: 92ft 0in, 72ft 8¾in x 25ft 6in x 12ft 9in. $251^{41}/_{94}$ bm. Draught 6ft 2in / 10ft 11in.

Ord. 19.9.1808. K. 12.1809. L: 2.6.1810. Completed 5.7.1810.

Some of her floor timbers, futtocks and top timbers were formed from Holstein oak timber.

Commissioned: 6.1810 under Charles Warde for North Sea service. Sold to Gordon & Co for £850 (?at Deptford) 6.3.1817 to BU.

Wolf Woolwich Dyd (M/Shipwright Edward Sison).

As built: 92ft 0in, 72ft $6^{5}/_{8}$in x 25ft 7in x 12ft 8½in. $252^{54}/_{94}$ bm. Draught 6ft 3in / 11ft 2in.

Ord. 8.8.1810. K. 8.1812. L: 16.9.1814. Not completed in time for end of war. Coppered and sailed 22.9.1814 to Sheerness. Fitted for sea 27.2.1819 and sailed from Sheerness.

Commissioned: 5.12.1818 under Cmdr. Bernard Yeoman, for the Cork station; paid off 1.1811. Underwent Very Small Repair at Plymouth 4-5.1822. Sold to Thomas S. Benson for £3,100 on 27.1.1825.

(iii) 18pdr carronade type

RAPID. A one-off design by Henry Peake, designed 'to fight 12 guns a side' and initially intended to be schooner-rigged. Note that unlike almost all other brigs, this design featured a quarterdeck and forecastle. Completed with 24pdr carronades *vice* the original 18pdrs.

Dimensions & tons: 107ft 0in, 92ft 7in x 23ft 0in x 12ft 3in. $260^{48}/_{94}$ bm.

Men: 75. Guns: intended UD 14 x 18pdr 'gun-carronades' + 1 x 24pdr 'as mortar'; QD 4 x 12pdr carronades; Fc 1 x 12pdr 'gun-carronade'; completed with 14 x 24pdr carronades + 2 x 6pdrs.

Rapid Robert Davy, Topsham.

As built: 107ft 1½in, 92ft 8¾in x 23ft 0in x 12ft 4½in. $260^{87}/_{94}$ bm. Draught 6ft 2in / 7ft 2in.

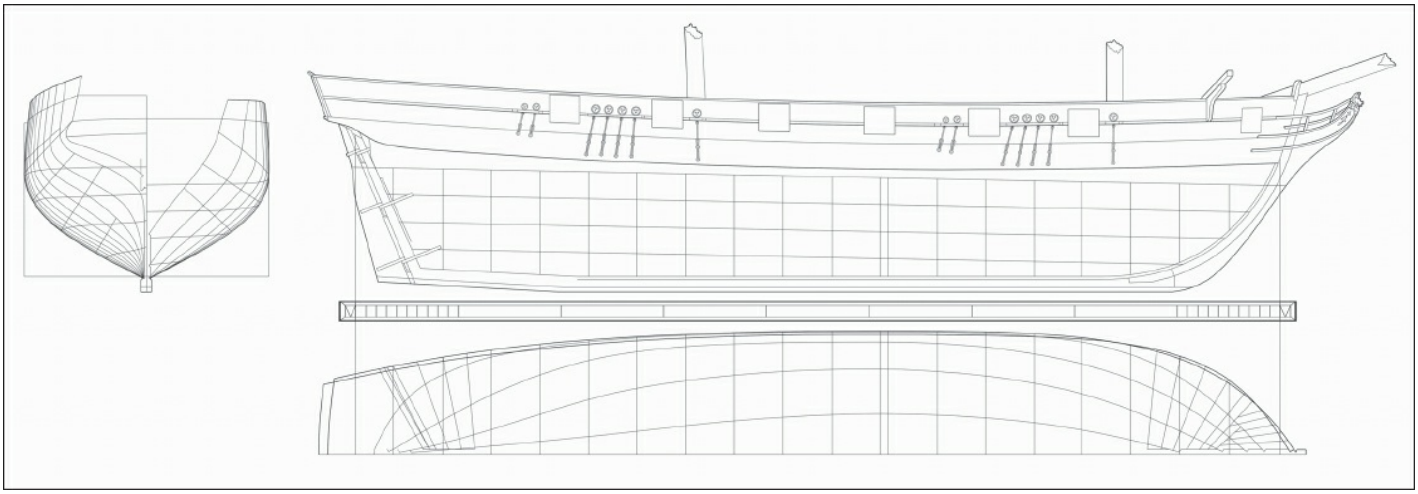
Ord: 4.1806. K: 5.1808. L: 22.10.1808. C: 29.12.1808 – 4.4.1809 Plymouth (then Portsmouth 11 – 12.1809).

Commissioned: 2.1809 under Cmdr. William Mather (-1813); sailed with West Indies convoy 23.4.1809; sailed with New Brunswick convoy 24.4.1810; on the Channel station 1811-1814. In 9.1813 under Cmdr. John Foote. Sold at Deptford (for £1,800) 10.12.1814.

***CHEROKEE* Class**. The only brigs to mount 18pdr carronades on their broadside (other than captured prizes and two one-off vessels *Rapid* and *Icarus*) were the numerous but

infamous 'coffin brigs' whose design by Henry Peake was approved 26.11.1807. The contracts all describe these vessels as 'brigantines' rather than brigs.

Dimensions & tons: 90ft 0in, 73ft $7^{5}/_{8}$in x 24ft 6in x 11ft 0in. $235^{9}/_{94}$ bm.



Cherokee, 10 guns, as designed. Driven by the requirement for ever-increasing numbers of small craft, this Peake design was intended to be the smallest viable ocean-going warship. Their reputation as 'coffin brigs' was more a reflection of their expendability than any inherent design flaw.

Men: 75. Guns: 8 x 18pdr carronades, plus 2 x 6pdrs (bow).

Ordered by Grenville's Board (4):

Although approval to build these four vessels was issued in early 1807, the draught was not approved until eight months later (by Mulgrave's Board), and it should be noted that none were laid down on the stocks until 12.1807.

Cherokee (John) Perry, Wells & Green, Blackwall.

As built: 90ft $1^{5}/_{8}$in, 73ft $8^{5}/_{8}$in x 24ft 7in x 11ft 0in. $237^{38}/_{94}$ bm. Draught 6ft 6in / 9ft 2in.

Ord: 30.3.1807. K: 12.1807. L: 24.2.1808. Coppered by builder to 10.3.1808. C: 10.3 – 10.7.1808 at Woolwich.

Commissioned: 6.1808 under Cmdr. Richard Arthur for the Downs station; captured 16-gun privateer *L'Aimable Nelly* in Dieppe Harbour 11.1.1810. Arthur posted Captain for this action, and thus from 1.1810 under Cmdr. William Ramage for same station. Paid off 1815 after service on North Sea station. Post-war, recommissioned thrice for service on Leith station, then paid off at Deptford 1827. Sold to J. Crystall (?at Deptford) for £610 on 26.3.1828.

Cadmus John Dudman & Co, Deptford.

As built: 90ft 3in, 74ft $2^{5}/_{8}$in x 24ft 6in x 11ft 0in. $236^{90}/_{94}$ bm. Draught 6ft 6in / 9ft 3in.

Ord: 30.3.1807. K: 12.1807. L: 26.2.1808. C: 16.3 – 21.5.1808 at Deptford Dyd.

First cost: £3,912 for building, plus £3,492 for fitting.

Commissioned: 3.1808 for Channel station under Cmdr. Delamore Wynter (died 10.4.1810), then under Cmdr. Thomas Fife; paid off into Ordinary 12.1818. Recommissioned 12.1813 under Cmdr. Watkin Evans for North Sea station, then from 6.1814 under Cmdr. John Gedge for Downs station. Post-war at Chatham 1819-25, then recommissioned 4.1826 under Cmdr. Charles Hallowell for South America; in 1.1828 under Cmdr. Sir Thomas Thompson; paid off 5.1830 at Portsmouth. Fitted as Coast Guard Watch Vessel for Whitstable 2.1835, serving in this role in the Swale until 1860. Renamed *CGWV24* on 25.5.1863, but sold to Wm. Lethbridge for £500 on 12.3.1864 to BU.

Leveret (John) Perry, Wells & Green, Blackwall.

As built: 91ft 2in, 73ft 9in x 24ft 7in x 11ft 0in. $237^{7}/_{94}$ bm.

Ord: 30.3.1807. K: 12.1807. L: 24.2.1808. C: 7.3 – 4.5.1808 at Woolwich.

Commissioned: 3.1808 under Cmdr. Robert Evans, for the Baltic; in 10.1808 under Cmdr. Benjamin Crispin, still in Baltic. In 1810 under Cmdr. John Worth, then 10.1810 under Cmdr. George Willes, in North Sea; took privateers – 3-gun *Le Prospère* 22.8.1811, 14-gun *Le Dunkerquois* in the North Sea 10.11.1811, and 4-gun *Le Brave* in the North Sea 4.7.1812; her boats (with those of *Osprey* and *Britomart*) chased 5-gun privateer *L'Eole* off Heligoland 16.7.1812 (she was taken by the others' boats). In 12.1813 under Cmdr. Jonathan Christian. Recommissioned 9.1815 under Cmdr. John Theed, for Cape of Good Hope. In 5.1818 under Cmdr. Rodney Shannon, for St Helena station. Sold at Portsmouth to Thomas Pitman (for £710) 18.4.1822.

Rolla Thomas Pitcher, Northfleet.

As built: 90ft 4in, 74ft 0in x 24ft 7in x 11ft 0in. 238 bm. Draught 6ft 7in / 9ft 5in.

Ord: 30.3.1807. K: 12.1807. L: 13.2.1808. C: 5.1808 at builder.

Commissioned: 3.1808 under Cmdr. John Hardy Godby, for the Downs. In 9.1808 under Cmdr. Samuel Clarke (-1812); took 16-gun privateer *L'Espoir* in the Channel 6.10.1811. In 10.1812 under Cmdr. William Hall, then 6.1814 Cmdr. Robert Julyan; laid up at Deptford 6.1816. Sold at Deptford to Thomas Pitman (for £730) 18.4.1822 (still afloat as mercantile until caught fire and burnt in Bonny River [Nigeria] 6.7.1836).

Ordered by Mulgrave's Board (30):

On 26.11.1807 the order for the first four *Cherokee*s was re-affirmed, along with a fresh order for the next pair. Another twenty were ordered five weeks later, and a final eight during 1808.

Achates S(amuel) & D(aniel) Brent, Rotherhithe.

As built: 90ft 2in, 73ft 10in x 24ft 7½in x 11ft 0in. $238^{14}/_{94}$ bm. Draught 6ft 5in / 9ft 4in.

Ord: 26.11.1807. K: 12.1807. L: 1.2.1808. C: 30.2.1808 at ?Deptford Dyd.

Commissioned: 2.1808 under Cmdr. Hugh Cameron; sailed for the Leeward Islands 2.7.1808. In 2.1809 under Cmdr. Thomas Pinto, in the Leeward Islands; took (with others) brig *Le Nisus* 12.12.1809; wrecked off Guadeloupe 7.2.1810.

Parthian William Barnard, Deptford.

As built: 90ft 3in, 74ft 1¾in x 24ft 6½in x 11ft 0in. $238^{33}/_{94}$ bm. Draught 5ft 10in / 9ft 5in.

Ord: 26.11.1807. K: 12.1807. L: 13.2.1808. (Coppered by builder to 27.2.1808.) C: 5.6.1808 at Deptford Dyd.

Commissioned: 3.1808 under Cmdr. John Balderston (murdered 12.12.1808). In 1809 under Cmdr. Richard Harward; took 14-gun privateer *La Nouvelle Gironde* 5.5.1809. In 9.1809 under Cmdr. Henry Dawson, on Texel station. In ?8.1811 under Cmdr. James Tomkinson, then 2.1812 Cmdr. James Garrety; laid up at Portsmouth 11.1813. Between Middling and Large Repair at Portsmouth 6.1817 – 1.1818; fitted for sea 7 – 10.1818; recommissioned 8.1818 under Cmdr. Wilson Biggland, for Jamaica station. Recommissioned 8.1820 at Portsmouth under Cmdr. Whitworth Lloyd, for Jamaica, then 2.1823 Cmdr. George Barrington, at Plymouth and the Nore. Fitted for sea at Deptford 3 – 6.1826; in 3.1826 under Cmdr. Henry Martin, for the Mediterraneam; on 4.1827 under Cmdr. George Hotham; wrecked off Alexandria 15.5.1828.

Briseis John King, Upnor.

As built: 90ft 3in, 73ft 9¾in x 24ft 7½in x 11ft 0in. $238^{7}/_{94}$ bm. Draught 6ft 5½in / 9ft 0in.

Ord: 31.12.1807. K: 2.1808. L: 19.5.1808. C: 30.8.1808 at Chatham.

Commissioned: 6.1808 under Cmdr. Robert Pettet; her boats (with *Bruiser*'s) took 1-gun *Comen* in the North Sea 5.1809; operations in the River Elbe 7.1809. In 9.1809 under Cmdr. John Adye; took 4-gun Danish privateer *Recipricite* off Heligoland 6.11.1809. In 10.1810 under Lieut. George Bentham (acting); took 14-gun privateer *Sans-Souci* in the North Sea 14.10.1810. In 12.1810 under Cmdr. Charles T. Smith, then 3.1812 Cmdr. John Ross; boats at Pillau 28.6.1812; took 4-gun privateer *Le Petit Poulet* 9.10.1812. In

6.1812 under Lieut. (Cmdr. 10.1813) William Rush Jackson (-1815), in the North Sea. In 9.1815 under Cmdr. George Dommett; wrecked on Point Pedras, Cuba 5.11.1818.

Jasper Jabez Bailey, Ipswich.

As built: 90ft 0in, 73ft 7in x 24ft 7in x 11ft 0in. $236^{50}/_{94}$ bm. Draught 6ft 6in / 8ft 11in.

Ord: 31.12.1807. K: 2.1808. L: 27.5.1808. C: 18.6 – 20.8.1808 at Sheerness.

Commissioned: 6.1808 under Cmdr. William W. Daniel; sailed for Portugal 3.5.1809. In 11.1810 under Cmdr. Thomas Hunloke (died 12.1811), then 12.1811 under Cmdr. John Everleigh; sailed for Portugal 9.6.1812. In 8.1812 under Cmdr. Henry Jenkinson, then 6.1814 under Cmdr. Thomas Carew; wrecked in a gale Plymouth Sound 20.1.1817 (65 drowned, only 2 saved – excluding Carew and 1st Lieut., both ashore).

Ephira John King, Upnor.

As built: 90ft 2½in, 73ft $10^{1}/_{8}$in x 24ft 7in x 11ft 0in. $237^{35}/_{95}$ bm. Draught 6ft 5½in / 9ft 0½in.

Ord: 31.12.1807. K: 2.1808. L: 28.5.1808. C: 2.9.1808 at Chatham.

Commissioned: 8.1808 under Cmdr. William J. Hughes, for the North Sea. In 1809 under Cmdr. George Watts; operations in the River Elbe 7.1809. In 1810 under Cmdr. John S. Peyton; sailed for Portugal 19.2.1810; sailed for the Mediterranean 8.9.1810. In 1811 under Cmdr. Thomas Everard; wrecked in Cadiz Bay 26.12.1811.

Onyx Jabez Bailey, Ipswich.

As built: 90ft 0in, 73ft 7in x 24ft 7in x 11ft 0in. $236^{50}/_{94}$ bm. Draught 6ft 6in / 8ft 8in.

Ord: 31.12.1807. K: 2.1808. L: 8.7.1808. C: 15.7 – 18.10.1808 at Sheerness.

Commissioned: 9.1808 under Cmdr. Charles Gill; recaptured brig *Manly* in the North Sea 1.1.1809. In 2.1809 under Cmdr. John Parish, then 8.1810 under Cmdr. Gawen Hamilton; sailed for the Mediterranean 30.8.1810. In ?3.1811 under Cmdr. William Carrol, then 11.1811 under Cmdr. Charles Squire, then ?10.1812 Cmdr. Charles Phillips; in 1812-13 at Lisbon. In 12.1812 under Cmdr. Smith Cobb; to Jamaica 1814; laid up at Sheerness 7.1816. Sold to Thomas Pittman at Sheerness (for £950) 3.2.1819.

Badger John King, Upnor.

As built: 90ft 0in, 73ft $6^{7}/_{8}$in x 24ft 9in x 11ft 0in. $239^{68}/_{94}$ bm. Draught 6ft 0in / 9ft 0in.

Ord: 31.12.1807. K: 2.1808. L: 23.7.1808. C: 17.12.1808 at Chatham.

First cost: £3,375 to builder, plus £3,725 fitting.

Commissioned: 9.1808 under Cmdr. John L. Manley (-1812) for North Sea and Downs; in Scheldt operations 1809; sailed for the Mediterranean 20.11.1811; destroyed 11-gun privateer *La CSS d'Emerieau* 2.1812. In 1813 under Cmdr. Charles Hole; took 2-gun privateer *L'Aventure* off Minorca 30.10.1813. In 4.1814 under Cmdr. Samuel Dickins, for the Downs. In 12.1815 under Cmdr. Charles Bridgeman; laid up at Sheerness 8.1816. Between Middling and Large Repair at Chatham (for £5,035) 1.1820 – 2.1821; roofed over at Chatham 4.1821 and laid up. Fitted for sea at Chatham (for £3,867) 12.1815 – 4.1826; recommissioned 12.1825 under Cmdr. Charles Crowdy (-1825), for North Sea, then ?Cork. In 1.1829 under Cmdr. R.F. Rowley, at the Nore, then to Cape of Good Hope; in 2.1830 under Cmdr. G.F. Stow (-1833), still at the Cape, then to East Indies 1832. Laid up as mooring (?receiving) ship at the Cape 1834 – 1860, then beached there 22.3.1860 and BU 1864.

Opossum Edward & Jonathan Muddle, Gillingham.

As built: 90ft 2½in, 73ft 7½in x 24ft 7½in x 11ft 0in. $237^{44}/_{94}$ bm. Draught 5ft 10in / 8ft 11in.

Ord: 31.12.1807. K: 3.1808. L: 9.7.1808. C: 15.3.1809 at Chatham.

Commissioned: 11.1808 under Cmdr. William Byam (-1810); sailed with West Indies convoy 26.3.1809. In 1.1811 under Cmdr. Thomas Wolrige (-1814), in the Leeward Islands. In 3.1815 under Cmdr. Lord John Hay (-1817), on the Halifax station. Sold to George Bailey at Portsmouth (for £900) 3.2.1819.

Wild Boar John Pelham, Frindsbury.

As built: 90ft 0in, 73ft 6½in x 24ft 8in x 11ft 0in. 238 bm. Draught 6ft 7in / 8ft 9in.

Ord: 31.12.1807. K: 3.1808. L: 9.7.1808. C: 13.12.1808 at Chatham.

Commissioned: 10.1808 under Cmdr. Thomas Burton; sailed for Portugal 13.5.1809; wrecked on the Runnelstone (Scilly Isles) 15.2.1810 (12 drowned).

Rinaldo John Dudman & Co, Deptford.

As built: 90ft 3in, 73ft $10^{5}/_{8}$in x 24ft 6½in x 11ft 0in. $236^{66}/_{94}$ bm. Draught 6ft 2in / 9ft 0in.

Ord: 31.12.1807. K: 3.1808. L: 13.7.1808. C: 27.7 – 7.9.1808 at Deptford.

First cost: £3,695 to builder, plus £3,386 fitting at Deptford.

Commissioned: 9.1808 under Cmdr. James Irwin, for the Downs. In 11.1809 under Cmdr. James Anderson; took 14-gun privateer *Le Maraudeur* off Dover 7.12.1810; action with four privateer luggers off Owers, with 16-gun *La Vielle Josephine* sunk 17.12.1810; in action (with *Royalist*) against vessels of the Boulogne Flotilla 3.9.1811; in action (with *Naiad*, *Castilian*, *Redpole* and *Viper*) during Napoleon's visit to Boulogne, wuth 12-gun *Le Vicomte de Lyon* sunk 21.9.1811. In 2.1812 under Cmdr. Sir William G. Parker, then 4.1812 under Cmdr. Edmund Lyons; recaptured (with *Castillian*, *Bermuda* and *Phipps*) 14-gun *Apelles* off Étaples 4.5.1812. In 6.1814 Cmdr. Archibald Tisdall, for Jamaica station. In 7.1815 under Cmdr. Thomas Wren Carter; laid up at Sheerness 10.1815. Middling Repair and fitted for Ordinary at Chatham (for £5,596) 3.1819 – 5.1820. Fitted as a packet at Chatham (for £9,099) 11.1823 – 2.1824; recommissioned as Falmouth packet 11.1823 under Lieut. John A. Moore, then 3.1829 under Lieut. John Hill; paid off 8.1834. Sold at Plymouth (for £610) 6.8.1835.

Chanticleer Daniel List, East Cowes.

As built: 90ft 3in, 74ft 0½in x 24ft 7in x 11ft 0in. 237 bm. Draught 6ft 0in / 9ft 0in.

Ord: 31.12.1807. K: 3.1808. L: 26.7.1808. C: 11.8 – 5.10.1808 at Portsmouth.

First cost: £3,254 to builder, plus £3,816 fitting.

Commissioned: 9.1808 under Cmdr. Charles Harford (drowned 19.10.1808), for North Sea; in 11.1808 under Cmdr. Richard Spear (-1812). In 3.1813 under Cmdr. Stewart Blacker; by 1814 under (now Capt.) Spear again. In 7.1814 under Capt. John Thompson, then same month Lieut. George Tupman (acting), then 8.1814 Cmdr. William Dickson; laid up at Sheerness 7.1816; at Chatham 1817. Middling Repair at Chatham (for £4,910) 12.1818 – 3.1820. Fitted for sea at Chatham (for £3,361) 1 – 2.1821; recommissioned 10.1821 under Cmdr. Henry Eden, for the Mediterranean. In 7.1822 under Cmdr. Burton Macnamara, then Cmdr. Charles J.H. Johnstone in 9.1824 and Cmdr. John Maxwell in 4.1827. Fitted as survey vessel (for £6,526) at Portsmouth 12.1827 – 4.1828; in 12.1827 under Cmdr. Henry Foster (-1831), for survey and exploration in South Atlantic. Lent to Royal Sailing Society Thames 1831-32. Delivered to Customs as watch vessel by AO 30.1.1833; renamed *CGWV No.5* on 25.5.1863, based on River Crouch; replaced by *Kangaroo* 27.6.1870 and laid up; BU (by AO 9.11.1870) completed 3.6.1871 at Sheerness.

Goldfinch John Warwick, Eling.

As built: 90ft 0in, 73ft 75/8in x 24ft 8in x 11ft 0in. 237 bm. Draught 6ft 0in / 9ft 2in.

Ord: 31.12.1807. K: 3.1808. L: 8.8.1808. C: 27.8 – 26.12.1808 at Portsmouth.

First cost: £? To builder, plus fitting £3,076 + £1,079.

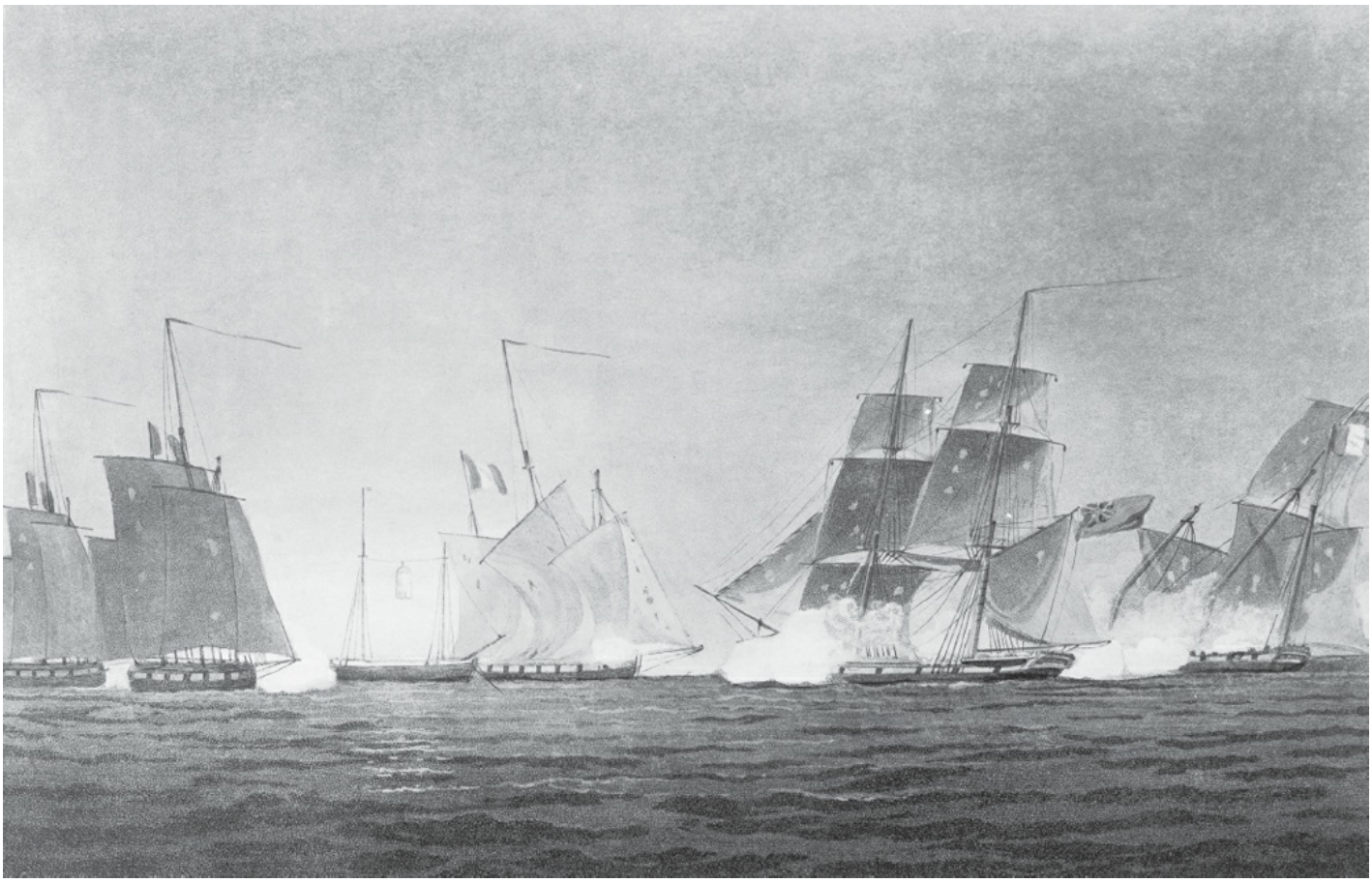
Commissioned: 8.1808 under Cmdr. Fitzowen Skinner, for the Channel; in action against 16-gun privateer *La Mouche* 17.5.1809. In 10.1809 under Cmdr. Arden Adderley, then 11.1810 Cmdr. Edmund Waller and 10.1814 Cmdr. John Foote; paid off and laid up at Sheerness 12.1815. Between Small and Middling Repair at Chatham (for £4,546) 4.1819 – 6.1820. Fitted as a packet at Chatham 6 – 11.1824; recommissioned 9.1824 under Lieut. John Walkie (-1831), for packet service at Falmouth; in 7.1832 under Lieut. Edward Collier (-1838). Sold to R. Willis (for £718.8.0d) 8.11.1838.

Woodlark William Row, Newcastle.

As built: 90ft 0in, 73ft 6¾in x 24ft 7½in x 10ft 10½in. $237^{26}/_{94}$ bm. Draught 6ft 0in / 8ft 6in.

Ord: 31.12.1807. K: 3.1808. L: 17.11.1808. C: 23.2 – 2.10.1809 at Chatham.

Commissioned: 5.1809 under Cmdr. George E. Watts (-1813); for the Baltic 1810-12. In 1813 under Cmdr. George A. Byron, later under Cmdr. Robert Balfour; in 6.1814 under Cmdr. William Cutfield. Sold to Mr. Grant at Chatham (for £710) 29.1.1818.



Although privateers did not consider it their business to attack warships, the small size of so many Royal Navy brigs and cutters often encouraged privateers to resist strenuously when cornered. In December 1810, for example, off the Owers lightvessel the *Rinaldo* encountered four French luggers, which mistook her for a merchant vessel and attacked. Even when they had discovered their mistake the privateers fought hard, but one was sunk and another disabled before they finally fled. This little action was thought worthy of celebration in the form of this print.

Shearwater William Row, Newcastle.

As built: 90ft 0in, 73ft 6¾in x 24ft 7½in x 11ft 0in. $237^{26}/_{94}$ bm. Draught 6ft 0in / 8ft 6in.

Ord: 31.12.1807. K: 3.1808. L: 21.11.1808. C: 23.2 – 1.9.1809 at Chatham.

First cost: £2,911 to builder, plus £4,371 fitting.

Commissioned: 5.1809 under Cmdr. Edward Sibly; sailed for the Mediterranean 27.1.1810. In 1.1811 under Cmdr. G. d'Aeth (acting), then under Cmdr. William R. Smith (-1813), in the Mediterranean. In 7.1814 under Cmdr. John Coffin; paid off into Ordinary. Middling to Large Repair at Sheerness (for £6,511) 8.1814 – 11.1815. Fitted for sea at Sheerness (for £3,311) 2 – 3.1817; recommissioned 1.1817 under Cmdr. Edward Rowley, for Jamaica. In 7.1817 under Cmdr. Douglas Cox, then 4.1820 under Cmdr. John W. Roberts, for Cape of Good Hope; laid up at Portsmouth 1.1822. Sold to Mr. Beatson, Rotherhithe (for £400) 11.1832.

Calliope John Dudman & Co, Deptford.

As built: 90ft 2in, 73ft 95/8in x 24ft 7in x 11ft 0in. $237^{23}/_{94}$ bm. Draught 6ft 5½in / 9ft 3in.

Ord: 31.12.1807. K: 4.1808. L: 8.7.1808. C: 8.9.1808 at Deptford Dyd.

Commissioned: 9.1808 under Cmdr. John M'Kerlie (-1813), for the North Sea; took 14-gun privateer *La Comtesse d'Hambourg* in the North Sea 25.10.1810. In 12.1813 under Cmdr. John Codd, still in North Sea. In 4.1815 under Cmdr. Henry Thompson, then Cmdr. Alexander Maconochie in 9.1815; laid up at Portsmouth 9.1815. Middling Repair at Portsmouth 7 – 12.1820. Fitted at Portsmouth as a tender to *Apollo* 4 – 6.1822. Tender to yacht *Royal George* 1825; in 1827 under Lieut. John Powney. BU completed there 13.8.1829.

Hope Jabez Bailey, Ipswich.

As built: 90ft 0in, 73ft 7in x 24ft 7in x 11ft 0in. $236^{50}/_{94}$ bm. Draught 6ft 6in / 8ft 9in.

Ord: 31.12.1807. K: 4.1808. L: 22.7.1808. C: 5.8 – 5.11.1808 at Sheerness.

Commissioned: 9.1808 under Cmdr. Joseph Pearce, for the Channel. In 11.1810 under Cmdr. Edward Wm. Garrett (-1813); took US 6-gun privateer *Lewis* off Halifax 14.8.1812; took a small privateer 24.6.1813. In 7.1813 under Cmdr. Edward Saurin, then Cmdr. Henry Jauncey in 6.1814. Fitted for Channel service at Woolwich 8 – 11.1815. Sold to Thomas Pittman to BU (for £1,030) 3.2.1819.

Britomart John Dudman & Co, Deptford.

As built: 90ft 3in, 73ft $10^{5}/_{8}$in x 24ft 8in x 11ft 0in. 238 (by calc, $239^{11}/_{94}$) bm. Draught 6ft 4in / 9ft 3in.

Ord: 31.12.1807. K: 4.1808. L: 28.7.1808. C: 11.9.1808 at Deptford Dyd.

Commissioned: 8.1808 under Cmdr. William B. Hunt (-1813); in Scheldt operations 1809; her boats (with those of *Desiree*, *Quebec*, and *Bold*) destroyed 6-gun privateer and took two others in the Vlie 29.5.1810; took (with *Osprey* and *Leveret*) 5-gun privateer *L'Éole* off Heligoland 16.7.1812. In 12.1813 under Cmdr. Robert Riddell (-1816); on Irish station 1814; at bombardment of Algiers 27.8.1816. In 10.1816 under Cmdr. Constantine Moorsom, then 11.1816 under Cmdr. George Perceval (-1817), then 1818 Cmdr. Bernard Yeoman. Sold to G. Bailey at Plymouth (for £900) 3.2.1819.

Prince Arthur John Dudman & Co, Deptford.

As built: 90ft 4in, 73ft $11^{5}/_{8}$in x 24ft 8in x 11ft 0in. $239^{37}/_{94}$ bm. Draught 6ft 6in / 9ft 1in.

Ord: 31.12.1807. K: 4.1808. L: 28.7.1808. C: 11.12.1808 at Deptford Dyd.

Not Commissioned: Sold to Sultan of Morocco 1808 (prior to completion).

Cordelia John King, Upnor.

As built: 90ft 3in, 73ft 9½in x 24ft 8in x 11ft 0in. $238^{77}/_{94}$ bm. Draught 6ft 6in / 9ft 1in.

Ord: 31.12.1807. K: 5.1808. L: 26.7.1808. C: 17.11.1808 at Chatham.

Commissioned: 9.1808 under Cmdr. Thomas Kennedy (-1813), for the North Sea. In 11.1813 under Cmdr. Henry Fraser, then 5.1814 under Cmdr. William Sargent (-1816); at bombardment of Algiers 27.8.1816. In 9.1816 under Cmdr. William Popham; laid up at Sheerness 10.1816. Between Middling and Large Repair at Chatham 4.1820 – 10.1821, then laid up there. Fitted for sea at Chatham 11.1826 – 4.1827; in 11.1827 under Cmdr. George Mildmay, then 8.1828 Cmdr. C.E.W. Boyle, for the Mediterranean; paid off 1829. In 3.1830 under Cmdr. C. Hotham (-1833). Sold to Mr. Nixon at Chatham (for £710) 12.12.1833.

Redpole Robert Guillaume, Northam.

As built: 89ft 11in, 73ft 8½in x 24ft 8in x 10ft 10½in. $238^{52}/_{94}$ bm. Draught 6ft 6in / 9ft 3in.

Ord: 31.12.1807. K: 5.1808. L: 29.7.1808. C: 5.8 – 12.10.1808 at Portsmouth.

Commissioned: 9.1808 under Cmdr. John Joyce, for the Downs; convoyed fireships to Basque roads 1809, joining Gambier's fleet 10.4.1809; later to North Sea. In 9.1809 under Cmdr. Colin Macdonald; took 16-gun privateer *Le Grand Rôdeur* 10.12.1809; attacked (with *Rinaldo*) vessels of the Boulogne Flotilla 3.9.1811; action (with *Naiad*, *Rinaldo*, *Castilian* and *Viper*) vessels of Boulogne Flotilla 21.9.1811 (taking 12-gun *Le Vicomte de Lyon*). In 10.1812 under Cmdr. Alexander Fraser, in the Downs, then 6.1814 under Cmdr. Edward Denman (-1815); accompanied *Northumberland* to St Helena 1815. Middling Repair at Plymouth 6.1816 – 5.1817. Fitted for foreign service at Plymouth 9 – 11.1817; recommissioned 9.1817 under Cmdr. James Pasley, for St Helena. In 10.1819 under Cmdr. William Evance, at Portsmouth; then 11.1820 under Cmdr. D.D.H. Haye, for the Mediterranean; in 12.1821 under Cmdr. Richard Anderson. Fitted as a packet at Plymouth 7.1824 – 2.1825; recommissioned 1.1825 under John Bullock, Master, for Falmouth packet service. Sailed from Rio 10.8.1828 for UK; lost, believed sunk with all hands, in action with pirate vessel *Congress* off Cape Frio (Brazil) 8.1828.

Helicon John King, Upnor.

As built: 90ft 2in, 74ft 0in x 24ft 7in x 11ft 0in. $237^{82}/_{94}$ bm. Draught 6ft 5in / 9ft 2in.

Ord: 31.12.1807. K: 5.1808. L: 8.8.1808. C: 21.11.1808 at Chatham.

Commissioned: 9.1808 under Cmdr. Spelman Swaine, for the Downs. In 6.1810 under Cmdr. ?John Campbell, then ?7.1810 Cmdr. Harvey Hopkins (-1814), for the Channel; took privateer *Zulma* off Île Bas 25.6.1812; took 14-gun privateer *Le Revenant* off the Eddystone 22.12.1813. In 6.1814 under Cmdr. Andrew Mitchell, then 10.1816 under Cmdr. Alexander Branch, at Cork. Middling Repair and fitted for sea at Plymouth 12.1817 – 4.1819. In 1819 under Cmdr. William Pettman, then 5.1821 under Cmdr. William Dawkins (died 9.1824), to the West Indies; in 9.1824 under Cmdr. Thomas Furber, then 7.1825 under Cmdr. Charles Dyke Acland, on Cape of Good Hope station, then 1.1828 Cmdr. R.H. Stanhope, and finally Cmdr. C. Talbot in 5.1829; paid off (as defective) 6.1829. BU at Sheerness 7.1829.

Lyra John Dudman & Co, Deptford.

As built: 90ft $6^{5}/_{8}$in, 74ft $1^{5}/_{8}$in x 24ft 8in x 11ft 0in. $239^{88}/_{94}$ bm. Draught 6ft 1in / 9ft 0in.

Ord: 31.12.1807. K: 5.1808. L: 22.8.1808. C: 3.9 – 5.10.1808 at Deptford Dyd.

Commissioned: 9.1808 under Cmdr. William Bevians, for the Channel; guide vessel for fireship attack on the Basque roads 11.4.1809. In 1.1810 under Cmdr. Robert Bloye; operations on north coast of Spain 1812-13. In 1813 under Cmdr. John Campbell (acting); took (with *Surveillante*) US 6-gun privateer *Tom* 27.4.1813. In 9.1813 under Cmdr. Dowell O'Reilly; passage of the Adour River 23.2.1814. In 10.1815 under Cmdr. Basil Hall; fitted at Deptford for foreign service 11 – 12.1815; sailed 9.2.1816 with Lord Amherst's mission to China; home 10.1817. Sold to Thomas Pittman at ?Portsmouth to BU (for £920) 11.7.1818.

Beaver Jabez Bailey, Ipswich.

As built: 89ft 7in, 73ft 1½in x 24ft 7½in x 11ft 1in. $235^{81}/_{94}$ bm. Draught 6ft 9in / 8ft 1in.

Ord: 4.1808. K: 10.1808. L: 16.2.1809. C: 23.2 – 10.9.1809 at Sheerness (including coppering).

Commissioned: 9.1809 under Cmdr. Edward O'Brien Drury (-1815), for the North Sea. Middling Repair at Sheerness 1.1815 – 3.1817; recommissioned 1.1817 under Cmdr. Norwich Duff, for Jamaica station; in 9.1817 under Cmdr. Robert Felix, then 5.1819 under Cmdr. Richard Saumarez. In 6.1820 under Cmdr. Frederick Marryat, on St Helena station, then Cmdr. Archibald McLean 5.1821 off South America, then Cmdr. Thomas Bourchier in 9.1822. Small Repair and fitted for foreign service at Chatham 5 – 9.1824. In 6.1825 under Cmdr. J.J. Onslow, on Jamaica station, then Cmdr. Sir George Young in 10.1825 and Cmdr. Joseph O'Brien in 5.1826; paid off 1827 at Portsmouth. Sold to Joshua Crystall at Portsmouth (for £580) 24.6.1829.

Drake Jabez Bailey, Ipswich.

As built: 89ft 3in, 72ft 10½in x 24ft 7½in x 11ft 0in. $235^{5}/_{94}$ bm. Draught 6ft 10in / 8ft 11in.

Ord: 27.6.1808. K: 8.1808. L: 3.11.1808. C: 6.11.1808 – 7.3.1809 at Sheerness.

Commissioned: 12.1808 under Cmdr. Eyles Mounsher, for the North Sea; destroyed a privateer schooner off Camperdown 7.3.1810; took 18-gun privateer *Le Tilsit* off Texel 9.4.1810. In 12.1810 under Cmdr. Colin Campbell, then 3.1812 under Cmdr. Gregory Grant (-1815); in 1816 under Lieut. Caleb Jackson. Between Small and Middling Repair at Portsmouth 1 – 6.1817. Fitted for sea at Portsmouth 1 – 3.1818; recommissioned 1.1818 under Cmdr. Henry Shiffner, for Newfoundland, then 5.1819 under Cmdr. William Glasscock and 2.1820 Cmdr. Octavious Vernon. In 12.1820 under Cmdr. Charles Baker; wrecked on eastern end of St Shott's, near Cape Race (Newfoundland) 22.6.1822 (4 drowned including Baker).

Rosario Jabez Bailey, Ipswich.

As built: 90ft 0in, 73ft 5½in x 24ft 7in x 11ft 2in. $236^{13}/_{94}$ bm. Draught 6ft 6in / 9ft 2in.

Ord: 27.6.1808. K: 8.1808. L: 7.12.1808. C: 9.12.1808 – 29.5.1809 at Sheerness.

First cost: £3,263 to builder, plus £3,917 fitting.

Commissioned: 3.1809 under Cmdr. Booty Harvey (-1812); action with two privateers off Dungeness 10.12.1810, taking 16-gun *Mamelouk*; took (with *Griffin*) three armed brigs off Dieppe 27.3.1812. In 4.1812 under Cmdr. William Henderson, for the Downs; in 6.1813 under Cmdr. Thomas Peake (-1817); paid off at Portsmouth 1817. In 1.1819 under Cmdr. William Hendry, for guard duty at St Helena. In 5.1821 under Cmdr. Frederick Marryat, for the Channel; paid off 2.1822 at Portsmouth. Sold to J. Levy, Rochester (for £380) 11.1832.

Renard John King, Upnor.

As built: 90ft 3in, 74ft 1in x 24ft 7in x 11ft 0in. $238^{14}/_{94}$ bm. Draught 6ft 6in / 9ft 2in.

Ord: 9.7.1808. K: 8.1808. L: 5.12.1808. C: 27.6.1809 at Chatham.

Commissioned: 2.1809 under Cmdr. Hew Steuart (-1812), for Walcheren operations. In 8.1812 under Cmdr. George Brine, for the Baltic. In 11.1812 under Cmdr. David St Clair (-1817), for the North Sea 1813-14, then Mediterranean 1815-16. Paid off to Ordinary at Deptford 1817. Sold to Thomas Pittman (for £400) at Dartford 29.6.1818.

Tyrian Robert Guillaume, Northam.

As built: 90ft 2in, 74ft $0^{5}/_{8}$in x 24ft 8in x 11ft 0in. $239^{62}/_{94}$ bm. Draught 6ft 6in / 9ft 4in.

Ord: 18.7.1808. K: 8.1808. L: 16.12.1808. C: 10.4.1809 at Portsmouth.

Commissioned: 1.1809 under Cmdr. Henry Davies. In 8.1811 under Cmdr. Frederick Burgoyne, then 2.1812 under Cmdr. Augustus Baldwin (-1816). In 1.1817 under Cmdr. William Popham, at Jamaica. Sold to Revill at Chatham (for £850) 22.7.1819.

Bermuda John Pelham, Frindsbury.

As built: 90ft 0in, 73ft 6½in x 24ft 8in x 11ft 0in. $238^{1}/_{94}$ bm. Draught 6ft 5in / 8ft 9in.

Ord: 18.7.1808. K: 8.1808. L: 20.12.1808. C: 21.12.1808 – 8.7.1809 at Chatham.

Commissioned: 2.1809 under Cmdr. Alexander Cunningham; retook (with *Castillian*, *Phipps* and *Rinaldo*) *Apelles* off Étaples 4.5.1812. In 8.1812 under Cmdr. James J.G. Bremer; took (with *Dwarf* and *Pioneer*) privateer *Le Bon Génie* in the Channel 11.9.1812. In 1.1813 under Cmdr. William Wolrige, then 6.1815 under Cmdr. Jonathan Pakenham; wrecked on Tampico Bar 16.11.1816 (1 drowned).

Rhodian Robert Guillaume, Northam.

As built: 90ft 2in, 74ft $1^{5}/_{8}$in x 24ft 8in x 11ft 2in. $239^{87}/_{94}$ bm. Draught 6ft 9in / 9ft 6in.

Ord: 18.7.1808.K: 8.1808. L: 3.1.1809. C: 10.1 – 30.3.1809 at Portsmouth.

Commissioned: 1.1809 under Cmdr. George Mowbray; sailed for Jamaica 25.4.1809. In 1812 under Cmdr. John Boss, at Jamaica; wrecked at Port Royal harbour 21.2.1813 (wreck sold locally in 1813).

Sarpedon John Warwick, Eling.

As built: 90ft 4in, 74ft 0in x 24ft 9in x 11ft 0in. $241^{11}/_{94}$ bm. Draught 6ft 5in / 9ft 5in.

Ord: 30.9.1808. K: 9.1808. L: 1.2.1809. C: 5.3 – 23.6.1809 at Portsmouth.

Commissioned: 3.1809 under Cmdr. James Green. In 2.1812 under Cmdr. Thomas Parker, at Leith; lost, presumed wrecked with all hands on Norwegian coast 1.1.1813.

Ordered by Melville's Second Board (2):

Sphinx East India Co, Bombay Dyd (M/Shipwright Jamsetjee Bomanjee).

As built: 89ft 10¾in, 73ft $6^{1}/_{8}$in x 24ft 10½in x 11ft 0in. $241^{88}/_{94}$ bm. Draught 7ft 6in / 8ft 9in.

Ord: 2.10.1812. K: 5.1814. L: 25.1.1815. C: 3.4.1815 at Bombay.

First cost: £3,932 for building, plus stores of £1,922.

Commissioned: ?2.1814 under Cmdr. Henry Shiffner, in the East Indies; in 9.1815 under Cmdr. Arthur Turnour for voyage to England. Arrived 19.11.1815 at Chatham where laid up. Fitted 11.1824 to 2.1825 as a packet (for £11,688); recommissioned 1825 under J. Watkins as Falmouth packet; in 2.1827 under A. Passenger (-1830). Sold at Plymouth (for £810) 6.8.1835.

Cameleon East India Co, Bombay Dyd (M/Shipwright Jamsetjee Bomanjee).

As built: 90ft 2½in, 73ft $9^{1}/_{8}$in x 24ft 10½in x 11ft 0in. $242^{72}/_{94}$ bm. Draught 8ft 6in / 9ft 5in.

Ord: 2.10.1812. K: 3.1815. L: 15.1.1816. C: 19.1.1816 at Bombay.

First cost: £3,968 for building, plus £2,104 for supplies. Fitting £4,472.

Commissioned: 1816 under Lieut. John M'Arthur Low (acting), for passage to England. Arrived 14.12.1816 at Portsmouth where laid up. Fitted 10.1818 to 1.1819; recommissioned 10.1818 under Cmdr. William Mingaye, for Home waters; tender to *Apollo* in 1822. In 1823 under Cmdr. James R. Burton, for the Mediterranean; affair with 20-gun Algerine *Tripoli* 31.1.1824. In 2.1824 under Cmdr. George Lambert, then 8.1826 Cmdr. Charles Cotton, for the Mediterranean, 4.1827 Cmdr. Christopher Wyvil and 10.1828 Cmdr. Sir Thomas Pasley. Fitted for sea 8-9.1831 at Portsmouth; recommissioned 12.1834 under Lieut. John Bradley, for the Lisbon station; in 11.1838 under Lieut. George Hunter, for South America then the East Indies; paid off into Ordinary at Sheerness 12.1843. BU at Deptford 4.1849.

These two teak-built vessels were the last vessels to be ordered to this design during the Napoleonic War. Neither was completed for service during this period. Another 80 vessels were to be ordered to this design post-war (although orders for six of them were replaced by fresh orders for paddle vessels, and another seven were cancelled), to bring the total number ordered to 116 vessels. Note that eleven of the names of early *Cherokee* Class brigs were re-used for post-war vessels of the same class after the originals had been lost or disposed of.

***ICARUS* Class**. As with the 32pdr type, just one non-standard vessel (again, at Portsmouth) was built of the 18pdr class, apart from the very distinctive *Rapid*. The design was prepared and the work executed by the superior class of shipwright apprentices in the Royal Dockyard.

Dimensions & tons: 90ft 0in, 71ft 5¾in x 24ft 10in x 11ft 0in. $234^{44}/_{94}$ bm.

Men: 76. Guns: 8 x 18pdr carronades, plus 2 x 6pdrs (bow).

Icarus Portsmouth Dyd (M/Shipwright Nicholas Diddams).

As built: 90ft 0in, 71ft 5¾in x 24ft 10in x 11ft 0in. $234^{44}/_{94}$ bm. Draught 7ft 0in / 9ft 8in.

Ord: 5.9.1812 as *Ephira*, renamed *Icarus* 4.12.1812. K: 3.1813. L: 18.8.1814. Completed fitting 3.1.1815.

First cost: £9,734.

Commissioned: 9.1814 under Cmdr. Thomas B. Devon; to St Helena and then to East Indies. Paid off 4.1817. Fitted for sea at Portsmouth (for £3,678) 6 – 10.1817; recommissioned 6.1817 under Cmdr. Charles Bridgeman, for South America. In 9.1819 under Cmdr. Henry Elliott, still in South America. In 5.1822 under Cmdr. Charles Cole, for Jamaica station, then 6.1823 under Cmdr. John Graham; took pirate Diaboleto at Cayo Blanco, Cuba 20.8.1824; paid off into Ordinary 11.1825. Recommissioned 3.1828 under Cmdr. Thomas Best, for Jamaica, then 7.1830 under Cmdr. Thomas Currie; paid off 10.1831 into Ordinary. Coast Guard at Lymington 9.1838. Sold to Mr. Ransom for £450 by AO 4.4.1861.

Ex FRENCH PRIZES (1803 – 1815)

Larger numbers of French naval brigs were taken and added to the RN in this period, in some cases amounting almost to entire classes. Note the relative absence of large ex privateers; French privateer brigs by this time tended to be considerably smaller than 200 tons.

COLOMBE. A one-off design by Pierre-Alexandre Forfait, modified by Pierre Ozanne.

Colombe (French *La Colombe*, built 6.1794 – 11.1795 at Cherbourg. L: 18.5.1795), 18 guns.

Dimensions & tons: 108ft 2in, 89ft 10in x 29ft 0½in x 8ft 1in. $403^{2}/_{94}$ bm.

Men: 96. Guns: 14 x 32pdr carronades, plus 2 x 6pdrs (bow).

Taken (unarmed) by *Dragon* and *Endymion* off Ushant 18.6.1803, while returning from Martinique (where her original 12pdr armament had been unloaded). Arrived Plymouth 6.7.1803.

Not Commissioned or fitted for sea by the RN. Docked at Plymouth to BU 2.7.1811.

***L'ALCION* Class.** Jean-Michel Segondat design of 1801, to which three ships were built at Basse-Indre in 1801-02. Two were taken by the RN in 1803, and the third (*Le Saint Pierre*, ex *Le Colibri*) was given by Napoleon to the Pope in 1802.

Halcyon (French *L'Alcion*, built 6.1801 – 4.1802 at Basse-Indre [Nantes]. L: 7.10.1801), 16 guns.

Dimensions & tons: 91ft 6in, 71ft 4¾in x 28ft 0in x ?8ft 0in. $297^{69}/_{94}$ bm.

Men: 95. Guns: 14 x 24pdr carronades, and 2 x 6pdrs (French ordnance was 16 x 6pdrs).

Taken 8.7.1803 by *Narcissus* off Sardinia, while en route to Alexandria.

Commissioned: 5.1804 under Cmdr. Henry Pearse (-1809); took 10-gun privateer *L'Espérance* off Gibraltar 20.9.1804; escaped from Villeneuve's fleet 16.8.1805; action against 14-gun *Neptune Dios de las Mares* (which taken), 14-gun *Virgen de Soledad* and 12-gun *Vivaz* off Cape St Martin 13.12.1806; refitted at Portsmouth 4 – 6.1807; sailed for the Mediterranean 10.1.1808; took 2-gun privateer *Santa Anna* 30.8.1809. In 1.1810 under Cmdr. Thomas Stamp (-1812), in the Mediterranean and Adriatic. BU at Sheerness 6.1812.

Goelan (French *Le Goéland*, built 6.1801 – 2.1802 at Basse-Indre [Nantes]. L: 7.10.1801), 16 guns.

Dimensions & tons: 91ft 3in, *c.*80ft (by calc.) x 28ft 0in x 7ft 9in. 334 bm (probably too high).

Men & Guns: probably similar to *Halcyon*.

Taken 13.10.1803 by *Pique* and *Pelican* at San Domingo.

Commissioned: 7.1804 under Cmdr. William Templar (drowned 1805); in 6.1805 under Cmdr. Edward Crofton, then 8.1805 Cmdr. John Ayscough, 4.1806 Cmdr. Benjamin Clement, 10.1807 Cmdr. Benjamin Clement and 2.1808 Cmdr. Frederick Hoffman; arrived Sheerness 9.10.1808 and laid up. BU there 9.1810.

ÉPERVIER. François Gréhan design.

Epervier (French *L'Épervier*, built 10.1801 – 8.1802 at Basse-Indre [Nantes]. L: 30.6.1802), 18 guns.

Dimensions & tons: 89ft 10in, 73ft 2¼in x 28ft 6in (28ft 1in mld.) x 8ft 9½in. $315^{25}/_{94}$ bm.

Men: 121. Guns: 16 x 32pdr carronades, plus 2 x 6pdrs (bow).

Taken (with 16 x 4pdrs) by *Egyptienne* in the West Indies 27.7.1803. Fitted at Portsmouth,.

Commissioned: 5.1804 under Cmdr. James Watson; under Cmdr. John Impey from 8.1804 and sailed for Jamaica 9.1804. Captured 4-gun privateer *L'Elizabeth* in West Indies 25.1.1805. Under Lieut. James Higginson from 1.1806 on the Leewards station, participated in Battle of San Domingo 6.2.1806; later under Cmdr. Samuel J. Pechell from 3.1807, then Cmdr. Tudor Tucker then Cmdr. John Bowker in 12.1807, Cmdr. Thomas Tudor Tucker in 4.1808; in action (with *Stork* and *Express*) against corvette *Le Cigne* and two schooners off the Pearl Rock 12.12.1808; later under Cmdr. Thomas Barclay then Cmdr. James P. Stewart. BU 6.1811 at Chatham.

CURIEUX. François Pestel design.

Curieux (French *Le Curieux*, built 10.1799 – 2.1801 at St Malo. L: 20.9.1800), 16 guns.

Dimensions & tons: 97ft 0in, 77ft 3in x 28ft 6in (28ft 0in mld.) x 13ft 0in. $329^{8}/_{94}$ bm.

[Note recorded tonnage equates to a keel length of 76ft 2in; calculated tonnage based on quoted dimensions is $333^{71}/_{94}$ bm, while a tonnage of 317 bm is recorded elsewhere (may reflect 1805 alterations at Plymouth).]

Men: 67. Guns: 10 x 24pdr carronades and 8 x 6pdrs.

Taken 4.2.1804 by the boats of *Centaur* at Fort-de-France (Martinique).

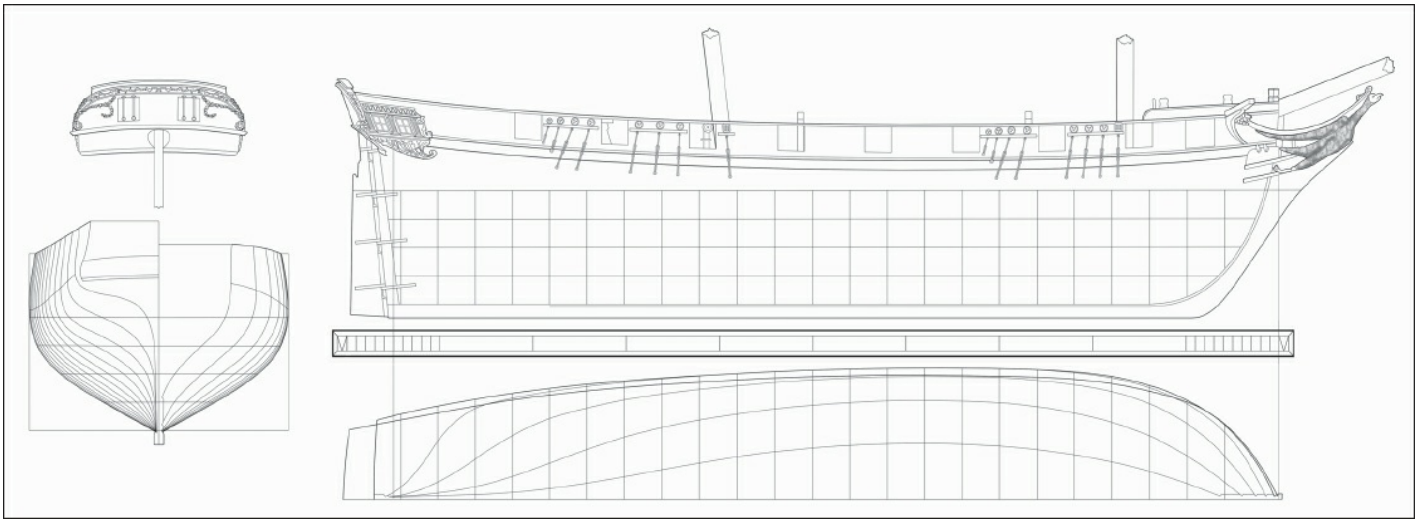
Commissioned: ?5.1804 in Leeward Islands under Cmdr. Robert Reynolds (died 9.1804); took 6-gun privateer *L'Elizabeth* 15.7.1804. In ?11.1804 under Cmdr. George E.B. Bettesworth; took 16-gun privateer *La Madame Ernouf* 7.2.1805 (later retaken); sighted Villeneuve's fleet 19.6.1805. Defects made good at Plymouth 17.7 – 17.10.1805. In 7.1805 under Cmdr. James Johnstone; took Spanish privateers 5-gun *Brilliano* 25.11.1805 and 6-gun *Baltidore* 5.2.1806. In 1807 under Cmdr. John Sherriff; sailed for Leeward Islands 3.3.1807; action with 25-gun privateer *La Revanche* off Barbados 3.12.1807 (8 killed including Sherriff, 14 wounded); then under Lieut. Thomas Muir (acting). In 2.1808 under Cmdr. Thomas Tucker, still in Leeward Islands, then 1809 Cmdr. Andrew Hodge, finally Lieut. Henry Moysey (?acting); wrecked off Guadeloupe 22.9.1809.

***Le VIGILANT* Class**. (Pierre-Alexander Forfait design of 1799.) Six brigs were built at Le Havre to this design in 1799-1800, of which three were taken and added to the RN in 1803 and 1806.

Suffisante (French *Le Vigilant*, built 6.1799 – 4.1802 at Le Havre. L: 20.7.1800), 16 guns.
Dimensions & tons: 90ft 3in, 72ft 4¾in x 28ft 8in (28ft 3in mld.) x 7ft 6in. $316^{40}/_{94}$ bm.
[RUSI quotes 93ft 9in, 81ft 4in x 28ft 9 x 7ft 6in = 358 bm; but this is too large compared with her sisters.]
Men: 121. Guns: 16 x 4pdrs? (probably never re-armed).
Taken 30.6.1803 by Bayntun's squadron at the surrender of San Domingo. Arrived Sheerness 20.10.1803. Registered as *Vigilante* 12.1803, but renamed *Suffisante* 1.6.1804.
Commissioned: under Cmdr. Henry Laroche in 6.1804. Paid off 11.1805 and laid up in Ordinary at Sheerness until sold there 6.1807.

Diligent (French *Le Diligent*, built 1800 - 1802 at Le Havre. L: 25.6.1800), 16 guns.
Dimensions & tons: 93ft 6in, 75ft 4in x 28ft 2in x 7ft 3in. 317 ($317^{85}/_{94}$ by calc.) bm.
Men: 95. Guns: 14 x 24pdr carronades, plus 2 x 6pdrs.
Taken 28.5.1806 off Guadeloupe by *Renard*.
Commissioned: 5.1806 in Jamaica under Cmdr. William Sumner Hall; took 1-gun schooner *Le Napoléon* 3.10.1806. Renamed *Prudente* 10.1806, then renamed *Wolf* in 9.1807. In 3.1808 under Lieut (Cmdr. 7.1808) Edmund Waller; took 1-gun Spanish privateer *La Braganza* 1.5.1808, still on Jamaica station. Arrived at Plymouth 21.7.1808 and laid up. BU there 6.1811.

Observateur (French *L'Observateur*, built 7.1799 – 4.1802 at Le Havre. L: 25.6.1800), 16 guns.
Dimensions & tons: 90ft 6in, *c.*72ft 8in x 28ft 0in x 7ft 6in. 303 bm.
Men: 95. Guns: 14 x 24pdr carronades, plus 2 x 6pdrs.
Taken 9.6.1806 off Bermuda by *Tartar*.
Commissioned: 1806 at Halifax under Lieut. George A. Crofton (acting). In 2.1807 under Cmdr. William Love, then 1.1808 Lieut. (Cmdr. 3.1808) John Lawrence, then Cmdr. Richard Smith later in 1808, and Lieut. Frederick Wetherall (temp. in 12.1809); escaped from 40-gun *La Renommée* and *La Clorinde* 13.12.1809 off Antigua. In ?5.1810 under Cmdr. Henry Jane (acting). At Sheerness 26 – 30.1810, then arrived Deptford 4.11.1810 and laid up. Sold (for £640) 1.9.1814.



Achates, 16 guns, as taken off 1810. Compared with British brigs of similar tonnage this French class was even sharper in hull form but supported a smaller armament.

MELVILLE. Pierre-Augustin Lamothe design of 1793. Her sister *La Diligente* (taken in 1800) was added to the RN as a transport.

Melville (French brig-corvette *La Naïade*, built 5 - 12.1793 at Brest. L: 24.10.1793), 18 guns.
[Sister to *Le Diligente* taken in 1800 and added as a transport.]
Dimensions & tons: dimensions not recorded. 353 bm.
Men: … . Guns: 16 x 32pdr carronades, and 2 x 12pdrs (18 x 12pdrs in French service).
Taken 13.10.1805 in the West Indies by *Jason*. Re-rigged as a ship-sloop 23.5.1806.
Commissioned: 8.1806 at Antigua under Cmdr. James Wm. King (-1808). Arrived at Deptford 18.7.1808 and sold there 3.11.1808.

***Le PALINURE* Class**. (Design by François Pestel, 1803.) Out of twenty brigs built to this design, eighteen were captured by the RN (the other pair – *Le Cyclope* and *L'Écureuil* – were transferred to Italy in 6.1810); however, four of these were not added to the RN – *Le Pandour* (taken 1.5.1806), *Le Cygne* (taken 13.12.1808 and burnt), *Le Fanfaron* (taken 6.11.1809) and *L'Endymion* (taken 18.4.1814).

Fawn (French *La Faune*, built 2.1804 – 2.1805 at Basse-Indre [Nantes]. L: 8.7.1804).
Taken 15.8.1805 off Rochefort by *Camilla* and *Goliath*.
Noted as being in service in 1806, but no other record found.

Hawk (French *Le Lutin*, built 7.1803 – 8.1804 at St Malo. L: 7.6.1804), 16 guns.
Dimensions & tons: 91ft 5in, 72ft $11^{7}/_{8}$in x 28ft 3½in x 7ft 5in. $310^{71}/_{94}$ bm.
Men: 121. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 24.3.1806 off Martinique by *Carysfort* and *Agamemnon*.
Commissioned: 9.1806 at Antigua under Cmdr. James Ayscough (died 4.1808). In ?4.1808 under Cmdr. William Paterson (-1809). In 11.1808 under Cmdr. Henry Bourchier; refitted at Portsmouth 29.5 – 12.7.1809; took 14-gun privateer *Le Furet* off Dungeness 11.2.1811; attack on 40-gun *L'Amazone* at Cape Barfleur 24.3.1811; attack on convoy near Cape Barfleur 19.8.1811 (gunbrig *Le Héron* captured), losing 1 killed and 4 wounded. From 8.1811 under Cmdr. John Wyndham; renamed *Buzzard* 8.1.1812. In 7.1812 under Cmdr. John Smith; sailed for the Mediterranean 6.8.1812. Paid off 10.1814 and sold at Woolwich (for £630) 15.12.1814.

Mignonne (French *Le Phaeton*, built 7.1803 – 11.1804 by Danet at Antwerp. L: 28.6.1804).
Dimensions & tons: 97ft 0in, 77ft 0in x 28ft 4in x 7ft 0in. $328^{75}/_{94}$ bm.
Men: 121. Guns: 14 x 32pdr carronades, and 2 x 6pdrs.
Taken 26.3.1806 off San Domingo by *Pique*. Initially named *Mignonne*, but renamed *Musette* 7.10.1807.
Commissioned: 10.1806 at Jamaica under Cmdr. Robert Nicholas. From 10.1807 under Cmdr. Peter Douglas, then 1808 Cmdr. Henry Boys and 12.1808 Cmdr. Thomas Parry; arrived at Portsmouth 30.6.1810 and laid up there in Ordinary. Sold there (for £400) 1.9.1814.

Pelican (French *Le Voltigeur*, built 6.1803 – 11.1804 by Danet at Antwerp. L: 7.9.1804).
Dimensions & tons: 95ft 9in, 76ft 4½in x 28ft 5in (28ft 1in mld.) x 13ft 1½in. $328^{4}/_{94}$ bm.
Men: 121. Guns: 16 x 32pdr carronades, and 2 x 6pdrs.
Taken 26.3.1806 off San Domingo by *Pique*.
Commissioned: 12.1806 at Jamaica under Cmdr. William Ward; refitted at Portsmouth 20.4 – 13.6.1807; at destruction of batteries at Désirade 30.3.1808. In 6.1808 under Cmdr. Isaac Morrison, then 12.1808 Cmdr. Edward A'Court; paid off 1810. Sold at Deptford 16.4.1812.

Nearque (French *Le Néarque*, built 6.1803 – 7.1804 at Lorient. L: 27.3.1804).
Dimensions & tons: 94ft 4in, 72ft $7^{1}/_{8}$in x 28ft 4½in x 7ft 6in. 309 ($310^{41}/_{94}$ by calc.) bm.

Men: 110. Guns: 14 x 24pdr carronades, and 2 x 9pdrs.
Taken 28.3.1806 by *Niobe* off Lorient. Arrived Plymouth 3.4.1806.
Not Commissioned: Remained in Ordinary at Plymouth until sold there (for £400) 21.7.1814.

Griffon (French *Le Griffon*, built 4.1805 – 8.1806 at Rochefort. L: 2.6.1806), 16 guns.
Dimensions & tons: 92ft 6in, 80ft 10in x 29ft 4in x 8ft 2in. 368 bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 11.5.1808 near Cape St Anthony by *Bacchante*.
Commissioned: 1808 in Jamaica under Lieut. Henry Spark Jones; in 12.1808 under Lieut. ?Allen. Arrived Sheerness 10.10.1809, then fitted at Chatham 2.1810 – 12.1811; recommissioned 11.1811 under Cmdr. John Tancock. In 2.1812 under Cmdr. George Trollope; in action (with *Rosario*) against ten brigs off Cherbourg 27.3.1812 (3 captured, 2 driven ashore). In 6.1814 under Cmdr. George Hewson, then 5.1816 under Cmdr. James A. Murray, 9.1816 under Lieut. William Elliott Wright (acting) at St Helena. Sold to Hill & Co at Deptford (for £1,400) 11.3.1819.

Asp (French *Le Serpent*, ex *Le Rivoli*, built 9.1806 – 1.1808 at Paimboeuf [Nantes]. L: 30.10.1807), 16 guns.
Dimensions & tons: 98ft 8½in, 78ft 7½in x 28ft $3^{1}/_{8}$in x 8ft 0in. 334 bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 17.7.1808 by *Acasta* and others off La Guira. Provisionally named *Pert* while still in West Indies, but the name *Asp* was adopted by the Admiralty as *Pert* was already in use (brig taken 3.1808 – see below).
Commissioned: 9.1808 in the West Indies under Cmdr. Robert Preston, for the Leeward Islands. In 1.1810 under Cmdr. William M'Culloch, then ?5.1810 under Cmdr. Henry Nathaniel Rowe. Arrived Portsmouth 30.7.1810 and laid up. Sold (for £1,050) 16.3.1814.

Electra (French *L'Espiègle*, built 7.1803 – 9.1804 at St Servan [St Malo]. L: 12.7.1804).
Dimensions & tons: 93ft 3in, 74ft $6^{5}/_{8}$in x 28ft $2^{1}/_{8}$in x 12ft 9in. $314^{79}/_{94}$ bm.
Men: 95. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 16.8.1808 by *Sybille* in the Atlantic. Arrived Plymouth 28.9.1808 and laid up. Fitted there 14.11.1811 – 7.3.1812.
Commissioned: 2.1812 under Cmdr. William Gregory; sailed for Newfoundland 27.4.1812, and again 17.3.1813; took US 5-gun privateer *Growler* 7.7.1813. In ?6.1814 under Cmdr. Thomas Cecil (died 10.1814), for the West Indies. In 11.1814 under Cmdr. Richard Lewin. Paid off 1815 and sold at Deptford (for £800) 11.7.1816.

Snap (French *Le Palinure*, built 7.1803 – 5.1804 at Lorient. L: 12.1.1804).
Dimensions & tons: 91ft 1in, 73ft 1½in x 28ft 1½in (27ft 7½in mld.) x 12ft 9in. $319^{56}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 1.11.1808 off Diamond Rock by *Circe*.
Commissioned: 11.1808 at Antigua under Cmdr. James Pattison Stewart; at capture of Martinique 2.1809. In 1810 under Cmdr. Thomas Barclay; paid off 2.1811. BU at Sheerness 6.1811.

Colibri (French *Le Colibri*, built 1.1808 – 10.1808 at Le Havre. L: 8.8.1808).
Dimensions & tons: 96ft 9in, 79ft 4in x 29ft 5in x 13ft 5in. $365^{15}/_{94}$ bm.
Men: … .
Taken 16.1.1809 on Halifax station by *Melampus*.
Commissioned: 10.1809 at Halifax under Lieut. (5.1810 Cmdr.) Henry Jane. In 1810 under Cmdr. John Thompson (-1813); took five US privateers – 6-gun *Gleaner* on 23.7.1812 and 14-gun *Katherine* on 26.7.1812 (both off Sable Island), then 4-gun *Polly* in Bay of Fundy 11.8.1812, 1-gun *Regulator* off Cape Sable 12.8.1812, and (with *Maidstone*) 2-gun *Dolphin* 13.8.1812. Under Lieut. George Pechell (acting) 12.1812 – 2.1813, then under Thompson again, wrecked at Port Royal, Jamaica 22.8.1813.

Achates (French *Le Milan*, built 3.1806 – 1.1808 at St Malo. L: 6.7.1807), 16 guns.
Dimensions & tons: 97ft 4½in, 76ft 10¾in x 28ft 3½in (27ft 9½in mld.) x 13ft 2in. $327^{39}/_{94}$ bm.
Men: 95. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 30.10.1809 in the Atlantic by *Surveillante* and *Seine*. Fitted at Deptford 3.1810 – 30.6.1810.
Commissioned: 5.1810 under Cmdr. John Davies, for the Channel. In 5.1813 under Cmdr. Isaac Morrison; engaged 40-gun *La Trave* 21.10.1813; capture of 44-gun *La Clorinde* 3.1814. In 6.1814 under Cmdr. Thomas Laugharne. Laid up at Plymouth 11.1815. Sold to John Small Sedger (fot £1,100) at Plymouth 11.6.1818.

Foxhound (French *Le Basque*, built 6.1808 – 4.1809 at Bayonne. L: 13.2.1809).
Dimensions & tons: 95ft 6in, 78ft 0¾in x 28ft 11¼in x 8ft 1in. $347^{66}/_{94}$ bm.
Men: 106. Guns: 14 x 24pdr carronades, plus 2 x 9pdrs.
Taken 13.11.1809 by *Druid* on maiden passage to Guadeloupe. Very Small Repair at Plymouth 28.11.1809 – 16.10.1810.
Commissioned: 7.1810 under Cmdr. Malcolm Cowan. In 1811 under Cmdr. John Parish (-1814), for Channel service. In 11.1814 under Cmdr. Thomas Warrand. Sold (for £800) 15.2.1816.

Guadeloupe (French *La Nisus*, built 3.1804 – 3.1805 at Granville. L: 15.2.1805), 16 guns.
Dimensions & tons: 98ft 85/8in, 78ft 3½in x 28ft 4¾in (27ft 10¾in mld.) x 13ft 10in. $335^{14}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 12.12.1809 in port at Guadeloupe by *Themis*, *Pultusk* and others.
Commissioned: 1810 at Antigua by Cmdr. Michael Head. Fitted at Deptford 23.8.1810 – 23.1.1811; in 12.1810 under Cmdr. Joseph Tetley; action against 18-gun *La Tactique* and 8-gun *La Guêpe* off Cape de Creus 27.6.1811; took 6-gun privateer *La Sirène* in the Mediterranean 25.10.1811. In 1812-13 under Cmdr. Arthur Stow, then under Cmdr. Charles Hole and finally 4.1814 under Cmdr. Charles Pengelly; paid off 8.1814. Sold at Plymouth (for £930) 3.11.1814.

Curieux (French *Le Béarnais*, built 6.1808 – 1.1809 at Bayonne. L: 19.11.1808).
Dimensions & tons: 94ft 6½in, 73ft 9½in x 24ft 8in x 11ft 0in. 336 bm.
[Note these recorded dimensions appear incorrect, and certainly do not correspond with recorded tonnage.]
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 14.12.1809 off Guadeloupe by *Melampus*.
Commissioned: 1.1810 under Cmdr. Colin Campbell; paid off into Ordinary at Portsmouth 9.1810. Sold there (for £1,200) 5.1814.

***Le LYNX* Class**. (Design by Pierre Rolland, 1803.) Both brigs built to this draught were added to the RN after capture. Like most French brigs of this size, both were armed with 16 x 6pdrs when captured.

Acteon (French *L'Actéon*, built 6.1803 – 10.1804 at Rochefort. L: 10.7.1804), 14 guns.
Dimensions & tons: 94ft 0in, 73ft $6^{5}/_{8}$in x 29ft 3in x 8ft 1in. $334^{68}/_{94}$ bm.
Men: 121. Guns: 14 x 24pdr carronades (probably also 2 x 6pdrs).
Taken 27.9.1805 by *Egyptienne* off Rochefort. Arrived Portsmouth 8.10.1805 and laid up.
Commissioned: 2.1809 under Cmdr. Viscount (Ralph) Neville (-1811); Very Small Repair at Portsmouth 6 – 9.1809; took (with *Plover* and *Orestes*) 14-gun privateer *Le Lizard* 6.11.1809; sailed for the Cape of Good Hope 15.7.1810; at capture of Mauritius 3.12.1810. In 2.1811 (acting to 12.1811) under Cmdr. Bertie Cator (-1814), in the Channel and North Sea. In 6.1814 under Cmdr. John Ross. BU at Portsmouth 10.1816.

Heureux (French *Le Lynx*, built 5.1803 – 3.1804 at Bayonne. L: 10.4.1804), 16 guns.
Dimensions & tons: 93ft 10in, 72ft $8^{3}/_{8}$in x 29ft 6in x 8ft 6in. $336^{48}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 21.1.1807 by boats of *Galatea* off Caracas.
Commissioned: ?4.1807 in Antigua under Cmdr. William Coombe; in attack on shipping at Mahaut, Guadeloupe 28.11.1808 (Coombe killed). In 1808 under Cmdr. John Ellis Watt, then Capt. Michael Halliday in 1809. Arrived Plymouth 20.1.1810 and laid up in Ordinary. Sold there (for £460) 1.9.1814.

The brig *La Tapageuse*, rated as a corvette by the French Navy (built 1795 at Bayonne to a design by Haran), was taken 6.4.1806 by the boats of the *Pallas* off Bordeaux, but she was not registered in the British Navy.

***CESAR* and *JASEUR*.** Two mercantile brigs, of unknown origin, purchased by the French Navy on dates shown.

Cesar (French *Le César*, purchased at Bordeaux 8.1803), 16 guns.

Dimensions & tons: 320 bm.

Taken 15.7.1806 by boats of *Indefatigable* in Verdun roads.

No details of commissioning. Wrecked in the Gironde estuary in a storm 3.1807.

Jaseur (French *Le Jaseur*, purchased at Mauritius 7.1806), 12 guns.

Dimensions & tons: not recorded.

Taken 10.7.1807 by *Bombay* off the Andaman Islands.

Commissioned: 12.1807 at Java under Lieut. Thomas Laugharne; lost, presumed foundered with all hands, 8.1808 on passage from Bengal to Penang (note: recorded as a cutter at this time).

***Le SYLPHE* Class.** (Design by Jacques-Noël Sané, 1803), 16 guns. Some thirty-two brigs were built to this design (the plans for *Le Requin* were amended by Pierre Rolland), of which four was added to the RN. Also taken (in early 1814) but not added were *L'Alcyon*, *Le Coureur* and *Le Renard*.

Sabine (French *Le Requin*, built 10.1805 – 1.1807 at Rochefort. L: 10.11.1806), 18 guns.

Dimensions & tons: 96ft 0in, 77ft $0^{7}/_{8}$in x 28ft 5½in (28ft 0½in mld.) x 13ft 1in. $332^{1}/_{94}$ bm.

Men: 100. Guns: 16 x 32pdr carronades, and 2 x 6pdrs.

Taken 28.7.1808 off Monaco by *Volage*.

Commissioned: ?12.1800 in the Mediterranean under Cmdr. James Donnor. Made good defects at Sheerness 11.8 – 20.11.1809. In 5.1810 under Cmdr. Joseph Bott, then 10.1810 under Cmdr. Thomas Grove; sailed for the Mediterranean 18.9.1810. In 11.1810 under Cmdr. George Price; her boats cut out five gunboats from Sabiona 26.5.1811. In ?1.1812 under Cmdr. Edward Wrottesley (died 7.1814); off Portugal 1812-13, then West Indies and Newfoundland 1814. In 7.1814 under Cmdr. William Hall (-1815). Sold at Plymouth to Thomas Pitman (for £900) 29.1.1818.

Seagull (French *Le Sylphe*, built 6.1803 – 1.1805 at Dunkirk. L: 9.7.1804), 16 guns.

Dimensions & tons: 98ft 5in, 79ft $11^{5}/_{8}$in x 28ft $4^{5}/_{8}$in x 12ft 10in. $342^{68}/_{94}$ bm.

Men: 100. Guns: 14 x 24pdr carronades, and 2 x 9pdrs.

Taken 18.8.1808 off Martinique by *Comet*. Arrived Plymouth and laid up.

Not Commissioned: Never fitted for sea by RN. Sold at Plymouth (for £520) 21.7.1814.

Papillon (French *Le Papillon*, built 11.1806 – 6.1807 at Le Havre. L: 22.4.1807), 16/18 guns.

Dimensions & tons: 95ft $7^{5}/_{8}$in, 76ft 9¼in x 28ft $11^{7}/_{8}$in x 13ft 6¾in. $343^{17}/_{94}$ bm.

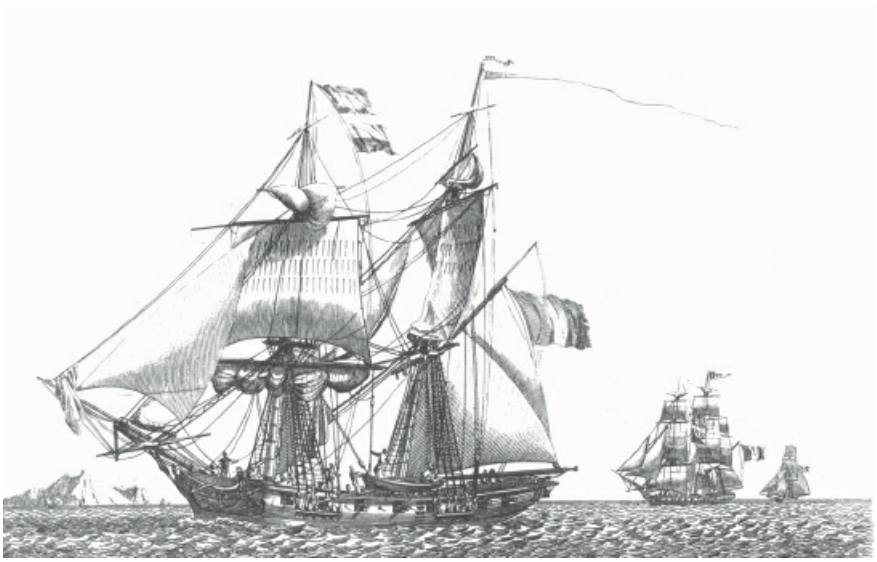
Men: 121. Guns: 14 x 24pdr (or 16 x 32pdr) carronades, and 2 x 6pdrs.

Taken 19.12.1809 off Guadeloupe by *Rosamond*.

Commissioned: 5.1810 in the West Indies under Cmdr. James Hay. Fitted at Portsmouth 9.5 – 12.7.1810; sailed for the Mediterranean 15.9.1810; off Portugal 1812-13; paid off 24.4.1815. To Ordinary at Woolwich 7.1815. Sold there (for £830) 12.10.1815.

Vautour (French *Le Vautour*, built 8.1806 – 10.1809 at Vlissingen; taken on slipway at capture of the port 8.1809, launched 9.10.1809 and taken to Chatham for completion).

As built: 95ft 0in, 75ft 11¼in x 28ft 10in (28ft 5in mld.) x 12ft 7¼in. $335^{73}/_{94}$ bm. Draught 7ft 5in / 9ft 10in.



Despite his reputation for the accuracy of his ship portraiture, the French artist J.J. Baugean rarely put a name to his subjects. However, this French 16-gun brig with her marked sheer, channels set below the gunports, and simple scroll in lieu of a figurehead may stand for many of the war-built vessels. She is shown hove-to, hoisting in her boat by use of yard tackles.

Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.

Arrived 20.11.1809 at Chatham; hauled on slipway 5.4.1810. (Re-)L: 15.9.1810. C: 25.10.1810.

Commissioned: 7.1810 under Cmdr. John Parish. In 1811 under Cmdr. Paul Lawless; sailed for the Leeward Islands 22.1.1813; lost, presumed foundered with all hands in the Channel (possibly off Portreath) 10.1813.

***L'ILLYRIEN* Class**. (Design by Jean Tupinier, 1806.) Six of this class were built for Napoleon's Italian Navy by Andrea Salvini at Venice, of which four were taken by the RN in 1808 and the last pair (with a further vessel still building) fell into Austrian hands at the surrender of Venice in 4.1814.

Delight (Franco-Venetian *Le Friedland*, ex *Le Vendicare*, ex *L'Illyrien*, built 11.1806 – 2.1808 at Venice. L: 6.1807), 14 guns.

Dimensions & tons: 97ft 6in, 76ft 1in x 29ft 0in x 19ft 0in. $340^{33}/_{94}$ bm.

Men: 100. Guns: 12 x 32pdr carronades, and 2 x 6pdrs.

Taken 26.3.1808 off Cape Blanco by *Standard* and *Advice*.

Commissioned: 5.1808 in the Mediteranean under Cmdr. John Brett Purvis. In 12.1809 under Cmdr. Lord (David) Balgonie. Arrived Portsmouth 25.7.1810 and laid up. Sold there (for £480) 1.9.1814.

Tuscan (Franco-Venetian *Le Ronco*, built 6.1807 – 5.1808 at Venice. L: 4.1808), 16 guns.

Dimensions & tons: 97ft 7in, 76ft 5in x 28ft 8in x 18ft 3in. $334^{3}/_{94}$ bm.

Men: 100. Guns: 14 x 24pdr carronades, and 2 x 9pdrs.

Taken 2.5.1808 off Cape Promontoro by *Unite*.

Commissioned: 8.1808 in the Mediterranean under Cmdr. John Gourly (acting). In 9.1808 under Cmdr. John Wilson; in Rosas Bay 31.10 – 1.11.1809. In 12.1810 under Cmdr. George M. Jones (-1812), in the Mediterranean; under Lieut. ?Phillips (acting) 1.1811. Recommissioned 5.1813, still under Jones in the Mediterranean. Sold at Plymouth to Thomas Pitman (for £800) 29.1.1818.

Cretan (Franco-Venetian *Le Nettuno*, built 12.1806 – 1.1808 at Venice. L: 6.1807), 16 guns.
Dimensions & tons: 95ft 3in, 76ft 6in x 29ft 1in x 13ft 11in. $344^{15}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 1.6.1808 off Zara by *Unite*.
Commissioned: 1808 in the Mediterranean under Cmdr. Charles F. Payne (-1813). Made good defects at Sheerness 13.7 – 1.12.1809. To Baltic Sea, then North Sea. Sold at Deptford (for £1,020) 29.9.1814.

Roman (Franco-Venetian *Le Teulié*, built 6.1807 – 5.1808 at Venice. L: 4.1808), 16 guns.
Dimensions & tons: 97ft 3in, 76ft 6in x 28ft 7in x 18ft 6in. $332^{42}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 1.6.1808 off Zara by *Unite*.
Commissioned: 11.1810 in the Mediterranean under Cmdr. William Whorwood. Arrived Portsmouth 28.11.1810; sailed thence 8.12.1810 but returned 29.12.1810 and paid off 1.1811. Sold there (for £500) 1.9.1814.

VIMIERA. (A one-off design by Jean-François Chaumont, 1804.)

Vimiera (French *Le Pylade*, built 8.1804 – 11.1805 at Le Havre. L: 17.4.1805), 16 guns.
Dimensions & tons: 91ft 0in, 73ft 0in x 28ft 0in x 6ft 10in. $304^{40}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, and 2 x 6pdrs.
Taken 20.10.1808 off Martinique by *Pompee* and carried into Barbados.
Commissioned: 10.1800 in the West Indies under Cmdr. Edward Scobell. Arrived Portsmouth 20.8.1810 and paid off into Ordinary. Sold there (for £460) 1.9.1814.

WELLINGTON. Design by Alexandre Notaire-Granville. Her sister *Le Favori* was burnt at Martinique in 1809 to avoid capture by the RN.

Wellington (French *L'Oreste*, built 7.1804 – 1805 at Le Havre. L: 16.1.1805), 16 guns.
Dimensions & tons: 94ft 10in, 73ft 11in x 28ft 2¼in x 7ft 5½in. $312^{36}/_{94}$ bm.
Men: 100. Guns: 14 x 24pdr carronades, + 2 x 6pdrs.
Taken 12.1.1810 off Guadeloupe by *Scorpion*. Arrived Portsmouth 13.7.1810 and laid up. Initially registered as *Oreste*, but renamed 10.1810.
Not Commissioned: Remained in Ordinary until BU at Portsmouth 8.1812.

Ex FRENCH PRIVATEERS (1804 - 1810)

Pert (i) (French privateer *Le Bonaparte*, building details unknown), 14 guns.
Dimensions & tons: 84ft 6in, *c.*73ft 3in x 23ft 0in x 11ft 4in. 206 bm.
Men: 70. Guns: 14 x 12pdr carronades.
Taken 12.11.1804 by *Cyane* in the West Indies.
Commissioned: 6.1805 under Cmdr. James Pringle in the Leeward Islands. In 5.1807 under Cmdr. Donald Campbell; wrecked on Margarita Island (off Venezuela) 16.10.1807 (10 men drowned).

Demerara (French privateer *Le Cosmopoli*, built 1806), 16 guns.
[Purchased 9.2.1806 and presented to the Navy in 1808 by the inhabitants of Demerara.]
Dimensions & tons: dimensions not recorded. 220 bm.
Men: … . Guns: … .
Taken ?early 1806. In service by 17.3.1806.
Commissioned: ?1806 in Leeward Islands under Cmdr. William Maude. In 1807 under Cmdr. William Shepheard, then 4.1808 Cmdr. Henry Bourchier. In 11.1808 under Cmdr. William Dowers, at capture of Martinique in 2.1809, then under Cmdr. Thomas Hunloke, and in 1810 Cmdr. William H. Smith (-1813). Sold 12.6.1813.

Saint Christopher (French privateer *Le Mohawk*, built 1805), 18 guns.
[Presented to the Navy by the inhabitants of the island of Saint Kitts (St Christopher).]
Dimensions & tons: dimensions not recorded. 279 bm.
Men: … . Guns: 16 x 18pdr carronades + 2 x 6pdrs.
Taken 17.3.1806.
Commissioned: 8.1806 at Antigua under Cmdr. John Tancock. In ?12.1807 under Cmdr. Andrew Hodge, in the Leeward Islands; took 1-gun privateer *L'Entreprenant* 2.1.1807. In 1809 under Cmdr. Francis Halliday, then 9.1809 Cmdr. ?Smith, 5.1810 Cmdr. Henry N. Rowe, and 1811 Cmdr. William M'Culloch. BU at Antigua 1811.

Grenada (French privateer *L'Iéna*), 16 guns.
Dimensions & tons: Dimensions not recorded. 327 or 337 bm.
Taken 6.1.1807 by *Cruizer* in the North Sea.
Commissioned: 1809 in the Leeward Islands under Lieut. Stephen Briggs. BU 1811.

Pultusk (French privateer *L'Austerlitz*, built 1805 in America), 18 guns.
Dimensions & tons: 83ft 7in, 65ft 9½in x 23ft 10in x 9ft 9½in. 199 bm.
Men: 86. Guns: 16 x 24pdr carronades, + 2 x 6pdrs.
Taken 5.4.1807 by *Circe* in the West Indies.
Commissioned: 1807 in Antigua under Cmdr. Charles Napier. In 12.1808 under Cmdr. George Pringle; at capture of Martinique 2.1809. In ?2.1809 under Cmdr. David Sloan then 10.1809 under Cmdr. William Elliott; her boats (with others) took 16-gun *Le Nisus* off Deshaies (Guadeloupe) 12.12.1809. BU at Antigua 1810.

Pert (ii) (French privateer, identity unknown but probably built in America), 10 guns.
Dimensions & tons: 97ft 0in, 79ft 6in x 23ft 9in x 10ft 3in. 239 bm.
Taken ?3.1808. [Note several secondary sources wrongly confuse this vessel with the *Asp*, taken 17.1808.]
Commissioned: 1808 in Jamaica under Cmdr. William Sumner Hall; took (with *Franchise*, *Aurora*, *Daedalus* and *Reindeer*) 5-gun privateers *La Guerrière* and *L'Exchange* at Samana (San Domingo) 11.11.1808. By 1812 in Ordinary at Deptford. BU 10.1813.

Magnet (French privateer *Le Saint Joseph* or *San Josepho*, built 1808?), 16 guns.
Dimensions & tons: 90ft 5in, 69ft $4^{5}/_{8}$in x 27ft 10in (27ft 6in mld.) x 10ft 3in. $285^{85}/_{94}$ bm.
Men: 90. Guns: 12 x 18pdr carronades + 2 x 6pdrs.
Taken 12.2.1809 by *Undaunted* in the Channel. Fitted at Portsmouth 14.2 – 10.7.1809.
Commissioned: 5.1809 under Cmdr. ?J. Smith, for the North Sea. In 1812 under Cmdr. Ferdinand Maurice; sailed for South America 14.4.1812; lost, presumed foundered with all hands, in the Atlantic (on passage to Halifax) 9.1812.

Fantome (French privateer *Le Fantôme*, built 1809), 18 guns.
Dimensions & tons: 94ft 1in, 75ft 6½in x 30ft 11in (30ft 5in mld.) x 13ft 0in. $384^{6}/_{94}$ bm.
Men: 121. Guns: 16 x 32pdr carronades, + 2 x 6pdrs.
Taken 5.1810 by *Melampus*. Made good defects at Deptford 27.3 – 23.5.1811.
Commissioned: 1811 at Bermuda under Cmdr. John Lawrence; sailed for Portugal 12.11.1811; sailed for North America 4.12.1812. In 11.1813 under Cmdr. Thomas Sykes; wrecked in Shag Bay on Halifax station 24.11.1814.

There was also the brig *Tricoleur* (French *Les Trois Couleurs*, origins unknown), taken in 1805, then registered 15.8.1806 under the name *Rainbow*; no record of commissioning or service, and sold 1807.

Ex DANISH PRIZES (1807)

Eight Danish brigs were taken at the surrender of Copenhagen on 7.9.1807, and added to the RN. Six of these belonged to the *Lougen* Class designed by Ernst Stibolt, while the seventh (*Glückstadt*) was a larger design by F.C.H. Hohlenberg; all were rated as 16 guns but actually carried 2 x 6pdrs as well as 16 carronades. The eighth brig (*Flyvende Fiske*) was a smaller and older Stibolt design and was rated at 14 guns in the RN, but was never put into service. Two further brigs were subsequently taken from the Danes and put into service.

Nid Elven (Danish *Nidelven*, built at Copenhagen. L: 1.12.1792), 18 guns.
Dimensions & tons: 94ft 4in, 76ft 7in x 27ft 8in (27ft 2in mld.) x 10ft 7in. $311^{68}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 24.10.1807 at Woolwich. Originally intended renaming as *Legere* in 1809 was rescinded. Fitted at Woolwich 10.1807 – 20.3.1808.
Commissioned: 2.1808 under Cmdr. Richard O'Connor, for the North Sea; laid up at Sheerness 12.1809. Sold there (for £600) 3.11.1814.

Sarpen (Danish *Sarpen*, built at Copenhagen. L: 24.9.1791), 18 guns.
Dimensions & tons: 94ft 5in, 77ft $6^{1}/_{8}$in x 27ft 4in x 10ft 3in. $308^{2}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 7.11.1807 at Chatham. Originally intended renaming as *Voltigeur* in 1809 was rescinded. Fitted at Chatham 11.1807 – 7.1808.
Commissioned: 5.1808 under Cmdr. James Gifford, for North Sea and Baltic. In 1809 under Cmdr. John Sanderson Gibson; in Texel operation 1809; paid off 12.1809 and laid up at Sheerness. BU there 8.1811.

Glommen (Danish *Glommen*, built 1790 – 1792 at Copenhagen. L: 1.10.1791), 18 guns.
Dimensions & tons: 94ft 2½in, 77ft $5^{5}/_{8}$in x 27ft 1½in x 10ft 6in. $303^{17}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 8.11.1807 at Chatham. Actually renamed as *Britomart* 21.1.1808, but in 1809 this was rescinded. Fitted at Chatham 3 – 7.1808.
Commissioned: 5.1808 under Cmdr. Charles Pickford (-1809), in the Downs; repaired by Thomas Pitcher, Northfleet 2 – 4.1809; sailed for the Leeward Islands 9.5.1809; bilged and sank in Carlisle Bay, Bridgetown (Barbados) 24.10.1809.

Mercurius (Danish *Mercurius*, built 1806 - 1807 at Copenhagen. L: 8.6.1806), 18 guns.
Dimensions & tons: 94ft 3in, 77ft 4¾in x 27ft 4in x 10ft 3in. $307^{53}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 9.11.1807 at Chatham. Originally intended renaming as *Transfer* in 1809 was rescinded. Fitted at Chatham 3 - 12.1808.
Commissioned: 9.1808 at Sheerness under Cmdr. Thomas Renwick (-1815), for the North Sea. Sold at Sheerness (for £800) 23.11.1815.

Delphinen (Danish *Delphinen*, built 1805 at Copenhagen. L: 28.7.1805), 18 guns.
Dimensions & tons: 96ft $7^{7}/_{8}$in, 76ft $10^{7}/_{8}$in x 27ft 4¼in x 9ft 6in. $306^{8}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 8.12.1807 at Chatham. Originally intended renaming as *Mondovi* in 1809 was rescinded. Fitted at Chatham 12.1807 – 11.5.1808.
Commissioned: 3.1808 under Cmdr. Richard Harward, for the North Sea; grounded on the Dutch island of Vlieland 4.8.1808, and burnt to avoid capture.

Allart (Danish *Allart*, built at Copenhagen. L: 6.6.1807), 18 guns.
Dimensions & tons: 94ft 7½in, 77ft 4¾in x 27ft 3½in (26ft 9½in mld.) x 10ft 8in. $306^{47}/_{94}$ bm.
Men: 100. Guns: UD 16 x 24pdr carronades, and 2 x 6pdrs.
Arrived 15.12.1807 at Chatham. Originally intended renaming as *Cassandra* in 1809 was rescinded. Fitted at Chatham 12.1807 – 16.5.1808.
Commissioned: 2.1808 under Cmdr. James Tillard, for the Baltic; fitted by Thomas Pitcher, Northfleet 1 – 2.1809; retaken by Danish flotilla of 15 gunboats off Fredericksvaern on the coast of Norway 10.8.1809 (1 killed, 3 wounded).

Gluckstadt (Danish *Glykstad*, built 1804 - 1805 at Copenhagen. L: 25.8.1804), 18 guns.
[A near-sister of the ship-sloops *Elven* and *Eideren*, with an identical hull but brig-rigged and mounting 18pdr carronades *vice* the 24pdr in other ex Danish sloops.]
Dimensions & tons: 102ft 2in, 82ft $5^{5}/_{8}$in x 27ft 9in (27ft 3in mld.) x 11ft 2in. $337^{75}/_{94}$ bm.
Men: 100. Guns: UD 16 x 18pdr carronades, and 2 x 6pdrs.
Arrived 23.11.1807 at Chatham. Originally intended renaming as *Raison* in 1809 was rescinded. Fitted at Chatham 3 – 9.1808.
Commissioned: 5.1809 at Sheerness under Cmdr. Edward Bass. In 1.1810 under Cmdr. Henry Higman, for the North Sea, then 6.1811 Cmdr. John Skekel. Laid up in Ordinary at Woolwich 11.1811. Sold there (for £1,010) 30.6.1814.

Flying Fish (Danish *Flyvende Fiske*, built 1788 - 1795 at Copenhagen. L: 12.2.1789; Ernst Stibolt design), 14 guns.
Dimensions & tons: 77ft 3in, 58ft 5½in x 25ft 9½in x 10ft 0in. 213 bm.
Men: … . Guns: … .
Arrived 12.11.1807 at Chatham. Originally intended renaming as *Venture* in 1809 was rescinded.
Not Commissioned: Laid up at Chatham without fitting; sold there 13.6.1811.

Fama (Danish *Fama*, built 1802 at Copenhagen; F.C.H. Hohlenberg design), 18 guns.
Dimensions & tons: (Danish measurements 82ft 10in x 21ft 6in. Draught 8ft 2in / 10ft 6in.). 315 bm.
Men: … . Guns: (Danish) 16 x 12pdr carronades, + 2 x 6pdrs.
Taken 11.8.1808 by boats of *Edgar* (with others) off Nyborg.
Commissioned: 1808 under Lieut. Charles Topping; wrecked off Bornholm in the Baltic 23.12.1808 (2 women and 6 men froze to death, including Topping)..

Acertif (Danish privateer *Acertif*), 18 guns.
Dimensions & tons: not recorded.
Taken 11.8.1808 by *Daphne* in the Baltic.
No details of commissioning. Sold 1809.

Ex DUTCH PRIZES (1804 - 1810)

A number of Dutch brigs were captured during this war, including the *Athalante* (16 guns, built 1796 at Vlissingen and a sister to the ship-rigged *Hippomenes* taken in 1803 – see Chapter 7) on 31.5.1804 in the Vlie, and the *Zefir* (14 guns) on 11.9.1809 off Celebes, but none was added to the RN.

Ex SPANISH PRIZES (1806 - 1807)

Spider (Spanish *Vigilante*, origins unknown), 16 guns.
Dimensions and tons: Dimensions not recorded. 269bm.
Men: 85. Guns: 14 x 18pdr carronades, + 2 x 6pdrs.
Taken 4.4.1806 by *Renommee* in the Mediterranean.
Commissioned: 1808 under Lieut. William Oliver (-1811). In 1812 under Cmdr. Francis Willock, in the Mediterranean. Appropriated to serve as a guard and receiving ship at St John's, Antigua by AO 24.12.1813. In 11.1814 under Cmdr. Robert Caulfield, in North America; in West Indies 1815. BU at Antigua 1815.

Volador (Spanish *Volador*, origins unknown), 16 guns.
Dimensions and tons: Dimensions not recorded. 273 bm.
Men: 121. Guns: … .
Taken into service in the West Indies 1807.
Commissioned: 1807 under Cmdr. Francis Dickens; wrecked in the Gulf of Coro (Venezuela) 23.10.1808.

Ex AMERICAN PRIZES (1812 – 1815)

Emulous (USN brig *Nautilus*, built [as a schooner] 1799 by Henry Spencer, Maryland, purchased by the USN 1803, re-rigged as a brig 1810), 14 guns.



The 'Hundred Days' between Napoleon's escape from Elba and Waterloo produced few naval engagements, but one of the most effective was the attack in July 1815 on a convoy sheltering in the Breton port of Corigeou, which ended with the capture of the merchant ships and their escort. The boats of three frigates led by the 38-gun *Rhin* (under Capt. Charles Malcolm) supplied the landing party, supported by three smaller vessels (shown left) which included the brig *Ferret*, the ex American privateer *Rapid*.

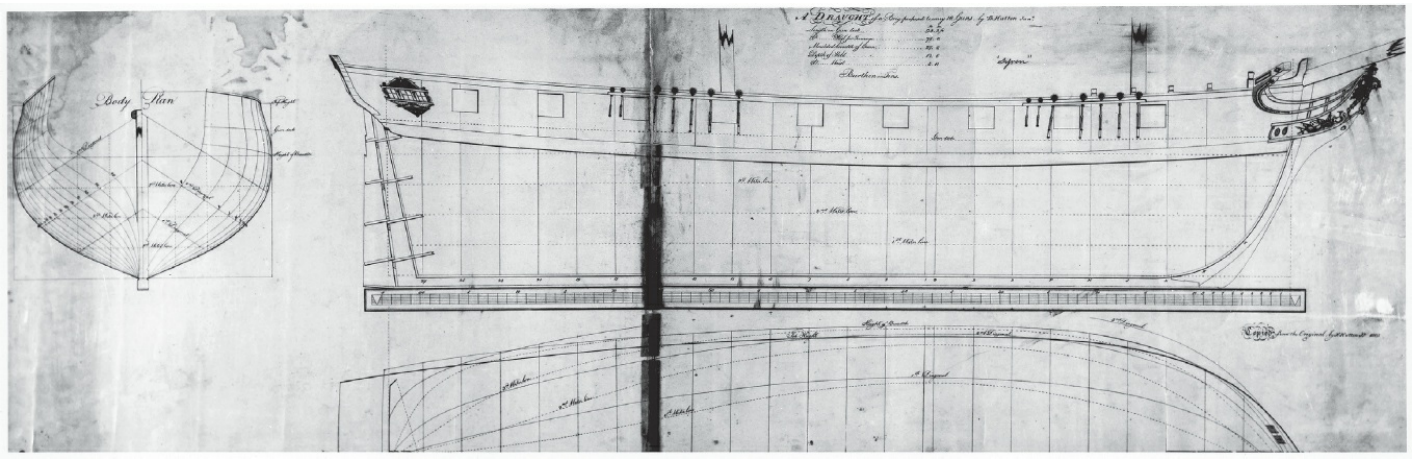
Dimensions & tons: 87ft 6in, 71ft 6in x 23ft 8in x 9ft 10in. 213 bm.
Men: … . Guns: 12 x 12pdr carronades, and 2 x 6pdrs.
Taken 17.7.1812 by *Shannon*, *Aeolus* and *Africa*. Purchase (for £3,252.17.2d) reported 29.8.1812.
Commissioned: 2.1813 under Cmdr. William M. Godfrey, on Halifax station. In 6.1815 under Cmdr. John Undrell, and in 1816 under Cmdr. Thomas Wren Carter, at Jamaica; later under Lieut. Caleb Jackson (acting); arrived at Deptford 19.6.1816 to pay off and was laid up there. Sold (for £900) 8.1817.

Nova Scotia (US privateer brig *Rapid*, built …), 14 guns.
Dimensions & tons: 84ft 0in, 66ft 3in x 24ft 8in x 10ft 4in. $214^{38}/_{94}$ bm.
Men: 75. Guns: 12 x 12pdr carronades, and 2 x 6pdrs.
Taken 17.10.1812 by *Maidstone* and *Spartan* off St. George's Bank.
Commissioned: 11.1812 at Halifax under Lieut. Bartholomew Kent. Fitted at Plymouth 7.7 – 30.9.1813; rated sloop and renamed *Ferret* 12.6.1813; recommissioned 6/7.1813 under Cmdr. William Ramsden. In 5.1814 under Cmdr. James Stirling; to St Helena (with *Northumberland*) 1815; took slaver *Dolores* (with 275 slaves) 4.4.1815. Fitted for sea at Plymouth 5 – 6.1815. To Ordinary at Plymouth 6.1816. Fitted at Plymouth 3 – 4.1817; under Lieut. William Pitman. Sold there to Mr. Rundle (for £460) 13.1.1820.

Barbadoes (US privateer brig *Herald*, built 1811 …), 16 guns.
Dimensions & tons: 102ft 0in, 84ft $6^{5}/_{8}$in x 26ft 2in x 13ft 0in. $307^{88}/_{94}$ bm.
Men: … . Guns: … .
Taken 25.12.1812 by *Acasta*.
Commissioned: 3.1813 under Lieut. (Cmdr. from 11.1814) John Fleming; took US privateers – 1-gun *Polly* on the Halifax station 11.4.1814, 7-gun *Fox* 11.1.1815, 3-gun *Vidette* 15.2.1815 and 14-gun *Avon* 8.3.1815. [It is just possible that this whole commission under Fleming relates to the 20-gun ship-sloop which became the *Hind* (see Chapter 7) – the records seem uncertain. Subsequently paid off 5.1816, became powder ship at Jamaica, and was later wrecked and her remains sold.

Columbia (US privateer brig *Curlew*, built 1812 …), 18 guns.
Dimensions & tons: 94ft 4in, 80ft 3in x 26ft 3in x 13ft 0in. $294^{12}/_{94}$ bm.
Men: … . Guns: 16 x 18pdr carronades, and 2 x 6pdrs. Purchase (for £3,300.6.7d) reported 25.9.1812.
Taken ?1812 by *Acasta* off Cape Sable. Fitted at Portsmouth 19.11.1813 – 18.4.1814.
Commissioned: 3.1813 in North America under Lieut. John Kinsman. In 5.1813 under Cmdr. Henry Chads; sailed for the Leeward Islands; took US 1-gun privateer *Dolphin* 4.12.1814; paid off into Ordinary at Chatham 11.1815. Sold there 13.1.1820.

Anaconda (US privateer brig *Anaconda*, built 1812 at Middletown, Connecticut), 18 guns.
Dimensions & tons: 102ft 6in, 85ft 10in x 29ft 0in x 10ft 2in. $383^{91}/_{94}$ bm.



The original sheer plan of the US brig *Syren*, rated as 16 guns but carrying 18. Smaller than the British *Cruizer* type, they were closer in size and armament to the *Seagull* Class.

Men: … . Guns: 18 x 9pdrs.
Taken 11.7.1814 by *Sceptre*'s boats in Chesapeake Bay. Purchase (for £3,879.2.2d) reported 9.1814.
Commissioned: 11.1813 in North America under Cmdr. George Westphal; in New Orleans operation 1814; paid off 4.1815. Sold in Jamaica 5.7.1815.

Siren (USN brig *Syren*, designed by Benjamin Hutton and built 1803 by Nathaniel Hutton, Philadelphia. L: 6.8.1803), 16 guns.
Dimensions & tons: 94ft 3½in, *c.*75ft 0in x 27ft 0in x 12ft 6in. 298 bm.
Men: … . Guns: 16 x 24pdr carronades, + 2 x 12pdrs.
Taken 12.7.1814 by *Medway* off the African coast.
Not Commissioned: Employed as lazaretto 1815 and seemingly discarded soon after.

Note that other USN brigs were taken by the British Navy during the War of 1812, but few details of them exist. The 12-gun brig *Vixen*, built (originally as a schooner) by William Price, Baltimore in 1803, was taken 22.11.1812 off the Bahamas by the *Southampton*, but was later wrecked. A second *Vixen*, a 14-gun brig, was purchased by the USN at Savannah, Georgia in 1813; this was captured at sea 25.12.1813 by *Belvidera*, but was not purchased for the RN. The 14-gun brig *Rattlesnake*, built as a privateer at Melford, Mass., and bought by USN 1813, was taken 22.6.1814 off Cape Sable by the *Leander*; this brig was reported by Halifax Dyd on 31.7.1814 as being purchased into the RN, but no later record exists.

PURCHASED VESSELS (1806 - 1807)

Bustard (ex Revenue brig *Royal George*, built 1803 at Cowes), 16 guns.
Dimensions & tons: 82ft 11½in, 68ft 11½in x 27ft $1^{3}/_{8}$in x 11ft 6in. 270 bm.
Men: 90. Guns: 14 x 18pdr carronades + 2 x 6pdrs.
Purchased 1806. Arrived Portsmouth 11.6.1806 and fitted there 3.1808 – 27.6.1808.
Commissioned: 4.1808 under Cmdr. John Markland, for the Downs; sailed for the Mediterranean 21.2.1808; her boats (with *Excellent*'s and *Acorn*'s) brought six gunboats and ten coasters out of Duino (near Trieste) 28.7.1809; took 18-gun *La Minerve* 17.5.1810. In 1812 under Cmdr. Charles Strong; sailed for Leeward Islands 3.4.1813. In 1814 under Cmdr. Samuel Deckar, then 10.1814 Cmdr. James Creighton and 11.1814 Cmdr. Lord John Hay; paid off 1815 and sold (for £720) 12.10.1815.

Note that another sloop taken into the British Navy in 1807 was the former *Alert*, taken into service under the name *Mulgrave* (18 guns, here presumed to be a brig-sloop although no details are on record). She was held for survey in a letter of 23.11.1807, and she was commissioned at Antigua 1807, but no later history is recorded.

Brig-sloops on the Great Lakes

Lord Melville Kingston Dyd, Upper Canada (Ontario).
Dimensions & tons: 71ft 7in, 56ft 9½in x 24ft 8in x 8ft 0in. $186^{46}/_{94}$ bm.
Men: … . Guns: 16 x 32pdr carronades; later 12 x 32pdr carronades + 2 x 18pdrs. L: 22.7.1813.
Renamed *Star* 22.1.1814.
Commissioned: 5.1814 for Lake Ontario under Lieut. Charles Anthony. Later in 1814 under Cmdr. Alexander Dobbs; took US 3-gun schooners *Ohio* and *Somers* 13.8.1814. In 1815 under Lieut. Massy Herbert (acting); paid off 6.1816. Sold 1837.

Linnet (ex *Niagara*) Isle de Noix, Lake Champlain.
Dimensions & tons: 82ft 6in, … x 27ft 0in x 6ft 8in. 260 bm (estimates by Robert Malcomson).
Men: 99. Guns: 16 x 24pdrs.
L: 4.1814.
Commissioned: 1814 for Lake Champlain under Cmdr. Daniel Pring; taken by American squadron off Plattsburgh (Battle of Lake Champlain) 11.9.1814, losing 10 killed and 15 wounded.

In 12.1813 the Admiralty proposed to prefabricate frames for two brigsloops at Chatham Dyd for assembly in Canada (see notes under *Psyche* Class in Chapter 4). The frames for these brigs were begun 1.1814 and taken down 3.1814 to be sent to Halifax. On 21.7.1814 it was ordered that the two brigs – to be named *Colibri* and *Goshawk* – should complete building at Halifax 'if it should not be found practicable and advisable to construct [them] on the Lakes'. However, they were never built, and a further order on 12.5.1815 was issued to sell the frames at Halifax.

9 Gunboats and Gunbrigs

As was often the case with the smallest type of warship, the pre-war Navy contained no serviceable vessels of below 200 tons, and the recognition of the need for vessels capable of inshore and coastal operations, and even riverine service, was quickly perceived. A Dutch galleot was purchased in 1793, and a considerable number of Dutch hoys and Thames sailing barges were taken up and commissioned, while from 1795 a new type of purpose-built vessel was ordered in large numbers; originally called 'gun vessels' and rigged as schooners or brigantines, from 1796 all were brig-rigged and designated under the new appellation 'gunbrig'.

Gunboats

Vengeance (ex Dutch galleot, possibly *Lady Augusta*), 3 guns.
Dimensions & tons: unknown. Men: 30.
Purchased & registered 21.11.1793. Defects made good at Sheerness 20.5 – 29.7.1795.
Commissioned: 6.1795 under Lieut. Robert Wilson, for Sheerness; paid off 19.2.1796 at Portsmouth, and loaned to Transport Board 3.1796. Fitted at Portsmouth 11.1796. Sold 11.1804 (at Portsmouth?).

Defiance (ex Dutch hoy of same name), 4 guns.
Dimensions & tons: 67ft 0in, 58ft 0¾in x 15ft 2¼in x 7ft 0¾in. 71 bm.
Men: 30. Guns (24.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 4 – 6.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. Samuel Blow, for Sheerness. From 4.1795 under Lieut. Jeffery Gawen. Paid off 8.1797 and sold 9.1797.

Hornet (ex Dutch hoy), 4 guns.
Dimensions & tons: 63ft 6in, 53ft 11½in x 14ft 3in x 5ft 11in. 60 bm.
Men: 30. Guns (10.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 3.1794 – 18.4.1794 at Deptford.
Commissioned: 4.1794 under Lieut. Robert Bayley. Paid off 4.1795 and BU 7.1795 (at Sheerness?).

Badger (ex Dutch hoy of same name), 4 guns.
Dimensions & tons: 61ft 0in, 54ft 1in x 14ft 4in x 6ft 2in. 59 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 4.1794 – 25.5.1794 at Deptford.
Commissioned: 4.1794 under Lieut. Lewis Mortlock(?); 1795 in Sidney Smith's squadron. From 8.1795 (to 1801) under Lieut. Charles Papps Price (Cmdr. 5.1798); HMS '*Badger*' from 7.1795 technically incorporated under Price's command the (two) St Marcou Islands. Took (with *Sandfly*) 16-gun chasse-marée *La Souris* off the St Marcou Islands 26.2.1798, and *Le Flibustier* (in repulsing attack on the same islands) 7.5.1798. Took (with *Sparkler*) *La Victoire* 16.9.1800; paid off 5.1802. Sold later in 1802.

Bulldog (ex Dutch hoy), 4 guns.
Dimensions & tons: 64ft 4½in, 56ft 4in x 13ft 11in x 6ft 0in. 58 bm.
Men: 30. Guns (18.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 3.1794 – 17.4.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. James Bremer. Sold at Jersey (for £181.17.6d including stores) 14.10.1794.

Eagle (ex Dutch hoy of same name), 4 guns.
Dimensions & tons: 67ft 9in, 60ft 2¾in x 14ft 10½in x 7ft 3in. 71 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 4.1794 – 19.5.1794 at Deptford.
Commissioned: 4.1794 under Lieut. David Hamline, for Channel Islands. Paid off 1795. Lent to the Transport Board 3.1796. Recommissioned 9.1796 under Lieut. Henry Hardacre. From 6.1800 under Lieut. William Nazer. Sold 11.1804 (at Portsmouth?).

Ferret (ex Dutch hoy), 4 guns.
Dimensions & tons: 64ft 1in, 57ft $5^{1}/_{8}$in x 14ft 6¾in x 6ft 5in. 66 bm.
Men: 30. Guns (24.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 4.1794 – 6.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. John Tucker, for the Nore; in 9.1794 under Lieut. James Boorder, then from 6.1795 under Lieut. John Macredie at Sheerness, but paid off 2.1796. Delivered to the Transport Board at Portsmouth 3.1796. Recommissioned 9.1796 under Lieut. Nathaniel Stuart; from 11.1798 under Lieut. Archibald Meheux. Sold 5.1802 (at Portsmouth?).

Fury (ex Dutch hoy of same name), 4 guns.
Dimensions & tons: 57ft 10in, 50ft 2½in x 14ft 6in x 5ft 4in. 56 bm.
Men: 30. Guns (24.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 3.1794 – 17.4.1794 at Deptford.
Commissioned: 3.1794 under Lieut. Joseph Tokely. Under Lieut. Francis Fraser from 7.1795, then paid off 2.1796. Recommissioned 9.1796 under Lieut. David Burn; in 1.1799 under Lieut. A. Everell (acting); from 1800 under Lieut. John Roberts. Sold 5.1802 (at Portsmouth?).

Hawke (ex Dutch hoy), 4 guns.
Dimensions & tons: 66ft 10in, 57ft $9^{5}/_{8}$in x 14ft 10¼in x 7ft 3½in. 68 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794, and registered 7.3.1794. Fitted 4.1794 – 2.4.1795 at Woolwich.
Commissioned: 4.1794 under Lieut. John Sewell. In 1795 under Lieut. Henry Hicks, in Sidney Smith's squadron. Refitted 6.10.1795 – 27.1.1796 and sold (for £40) 12.2.1796.

Leopard (ex Dutch hoy), 4 guns.
Dimensions & tons: 66ft 4in, 57ft 11½in x 14ft 6in x 6ft 3½in. 65 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 4.1794 – 13.5.1794 at Deptford.
Commissioned: 4.1794 under Lieut. Benjamin Maitland; paid off 1.1795. Recommissioned 6.1795 under Lieut. Abraham Rose. BU at Sheerness 4.1795 (but probably used as a pitchboat 1796-1800).

Lion (ex Dutch hoy), 4 guns.
Dimensions & tons: 67ft 0in, 60ft 9in x 15ft 1¼in x 6ft 7in. 74 bm.
Men: 30. Guns (18.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 3.1794 – 5.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. Stephen Donovan. Sold at Jersey 20.11.1795.

Repulse (ex Dutch hoy), 4 guns.
Dimensions & tons: 63ft 0in, 55ft 2in x 13ft 7½in x 6ft 1in. 54 bm.
Men: 30. Guns (18.3.1794): 1 x 24pdr + 3 x 32pdr carronades.

Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 3.1794 – 16.5.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. George Hill. In 1795 under Lieut. Jackson Dowsing, in the Channel. BU 4.1795.

Scorpion (ex Dutch hoy *Scorpion*), 4 guns.
Dimensions & tons: 66ft 5in, 58ft $9^{5}/_{8}$in x 14ft 11in x 6ft 8½in. 70 bm.
Men: 30. Guns (24.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased 1794, and registered 7.3.1794. Fitted 3.1794 – 14.4.1794 at Deptford.
Commissioned: 3.1794 under Lieut. Thomas Crocker, for the Channel Islands; paid off 1795. Recommissioned 9.1796 under Lieut. George Bell. In 6.1799 under Lieut. William Osborn; at Poole 1801-02. Sold at Portsmouth 11.1804.

Scourge (ex Dutch hoy), 4 guns.
Dimensions & tons: 66ft 2in, 58ft $7^{3}/_{8}$in x 14ft 8in x 6ft 7in. 67 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 4.1794 – 12.5.1794 at Deptford.
Commissioned: 4.1794 under Lieut. John Story; in 8.1795 under Lieut. John Wolfe, then 9.1795 Lieut. Robert Watherston, 10.1796 Lieut. Francis M'Ghie, and 3.1797 under Lieut. Charles Randle; paid off 4.1802. Renamed *Crash* 10.8.1803. BU at Sheerness 9.1803.

Serpent (ex Dutch hoy), 4 guns.
Dimensions & tons: 64ft 10in, 55ft 1in x 13ft 11in x 6ft 6½in. 57 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 4.1794 – 6.1794 at Woolwich.
Commissioned: 4.1794 under Lieut. John Lundin (-1795), for Sidney Smith's squadron. Paid off 1.1796. Sold *c.*1802.

Shark (ex Dutch hoy), 4 guns.
Dimensions & tons: 64ft 8in, 57ft 4½in x 14ft 3¼in x 6ft 4in. 63 bm.
Men: 30. Guns (4.4.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 4.1794 – 23.5.1794 at Woolwich.
Commissioned: 4.1794 under Lieut. Charles Burlton. In 3.1795 under Lieut. Titus Allardyce, for Sidney Smith's squadron. Later under Lieut. John Watson; seized by mutineers 11.12.1795 and handed over to the French at St Vaast La Hougue.

Tiger (ex Dutch hoy), 4 guns.
Dimensions & tons: 67ft 8in, 59ft $0^{7}/_{8}$in x 16ft 0in x 6ft 8in. 80 bm.
Men: 30. Guns (18.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 3.1794 – 13.4.1794 at Deptford.
Commissioned: 4.1794 under Lieut. Joseph Withers (-1795), for the Channel Islands; paid off 12.1795. Sold 1798.

Viper (ex Dutch hoy *Viper*), 4 guns.
Dimensions & tons: 65ft 5in, 57ft 9in x 15ft 0in x 6ft 6in. 69 bm.
Men: 30. Guns (1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased 1794 and registered 7.3.1794. Fitted 3.1794 – 19.4.1794 at Deptford.
Commissioned: 3.1794 under Lieut. John W. Skinner, for the Nore; paid off 1795. Lent to the Transport Board 3.1796; recommissioned 9.1796 under Lieut. William Stagg (-1798). BU at Portsmouth 6.1801.

Wasp (ex Dutch hoy *Wasp*), 4 guns.
Dimensions & tons: 64ft 3in, 55ft 10½in x 14ft 6¼in x 6ft 5in. 63 bm.
Men: 30. Guns (24.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased 1794 and registered 7.3.1794. Fitted 3.1794 – 6.1794 at Woolwich.
Commissioned: 3.1794 under Lieut. George Hollwell; paid off 4.1795. Recommissioned 6.1795 under Lieut. John? Wheatley; paid off 1796. Recommissioned 9.1796 under Lieut. William Heppel; in 2.1801 under Lieut. Smith Holmes. Sold at Sheerness 22.11.1801.

Wolf (ex Dutch hoy), 4 guns.
Dimensions & tons: 61ft 4in, 53ft 0in x 15ft 6in x 6ft 2½in. 68 bm.
Men: 30. Guns (18.3.1794): 1 x 24pdr + 3 x 32pdr carronades.
Purchased by AO 3.2.1794 and registered 7.3.1794. Fitted 5.1794 - ? at Deptford.
Commissioned: 3.1794 under Lieut. Edward Bowling; paid off 5.1795. Recommissioned 6.1795 under Lieut. John Whipple, for the Nore; paid off 2.1796. Recommissioned 10.1796 under Lieut. George Jardine; in 11.1796 under Lieut. William Robinson; paid off 14.1802. BU at Sheerness 8.1803.

Forrester (ex mercantile *Forrester*), 4 guns.
Dimensions & tons: 67ft 9in, 57ft $7^{3}/_{8}$in x 23ft 8in x 8ft. 172 bm.
Men: 31. Guns: 2 x 42pdr carronades, + 2 x 24pdrs (on slides forwards); possibly also 1 x 32pdr carronade.
Purchased 3.1794 and registered 4.4.1794. Fitted at Portsmouth 4.1794 – 12.6.1794.
Commissioned: 8.1794 under Lieut. William Hoggan (-1795). In 1799 under Lieut. Thomas Chambers. Sold 1804.

The following Thames river (sailing) barges were taken up from commercial service in early 1794, all purchased under AO of 3.2.1794, retaining their original names. Each was fitted as a gunboat at either Woolwich or Deptford Dyd from 3.1794 (completion dates given below); all had a complement of 25 men and carried 3 guns (2 x 18pdrs + 1 x 32pdr carronade). Unlike the converted hoys above (and almost every other vessel in this book), they were not commanded by commissioned officers, but were under sailing masters (who held Navy Board Warrants instead of Commissions). All the following names should be considered as such, other than Thomas Hawker, who was a Cmdr. holding the post of Senior Officer, Gun Vessels. Most of these former barges were initially stationed at Woolwich, and subsequently at Queenborough, on the River Swale.

The following eleven barges were all named and registered 7.3.1794, and established on 18.3.1794 (*Mayflower* seems not to have been registered until 18.3.1794):

Bellona (fitted at Deptford to 20.5.1794), 3 guns.
Dimensions & tons: 61ft 9in, 49ft 3in x 18ft 2in x 5ft 5½in. 86 bm.
Commissioned: 9.1796 under J. Woodward. In 1798 under Richard Simmons. Fitted as mud barge at Woolwich 12.1799. BU 8.1805.

Benjamin and Ann (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 59ft 3¼in, 47ft $11^{7}/_{8}$in x 16ft 9in x 5ft 4¼in. 72 bm.
Commissioned: 9.1796 under F. Bennymore (or Bennymon). Paid off 10.1799 and sold 1800.

Four Brothers (fitted at Deptford to 20.5.1794), 3 guns.
Dimensions & tons: 60ft 0in, 46ft 7½in x 19ft 6in x 6ft 0in. 94 bm.
Commissioned: 9.1796 under J. Fleming; in 6.1798 under J. King (-1800). Sold at Sheerness 12.11.1801.

Grace (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 57ft 1½in, 46ft 7¼in x 16ft 9¼in x 4ft 11in. 69 bm.
Commissioned: 10.1796 under G. Garnault, later W. Goodall. In 6.1798 under E. Dawson. Sold at Sheerness 10.1798.

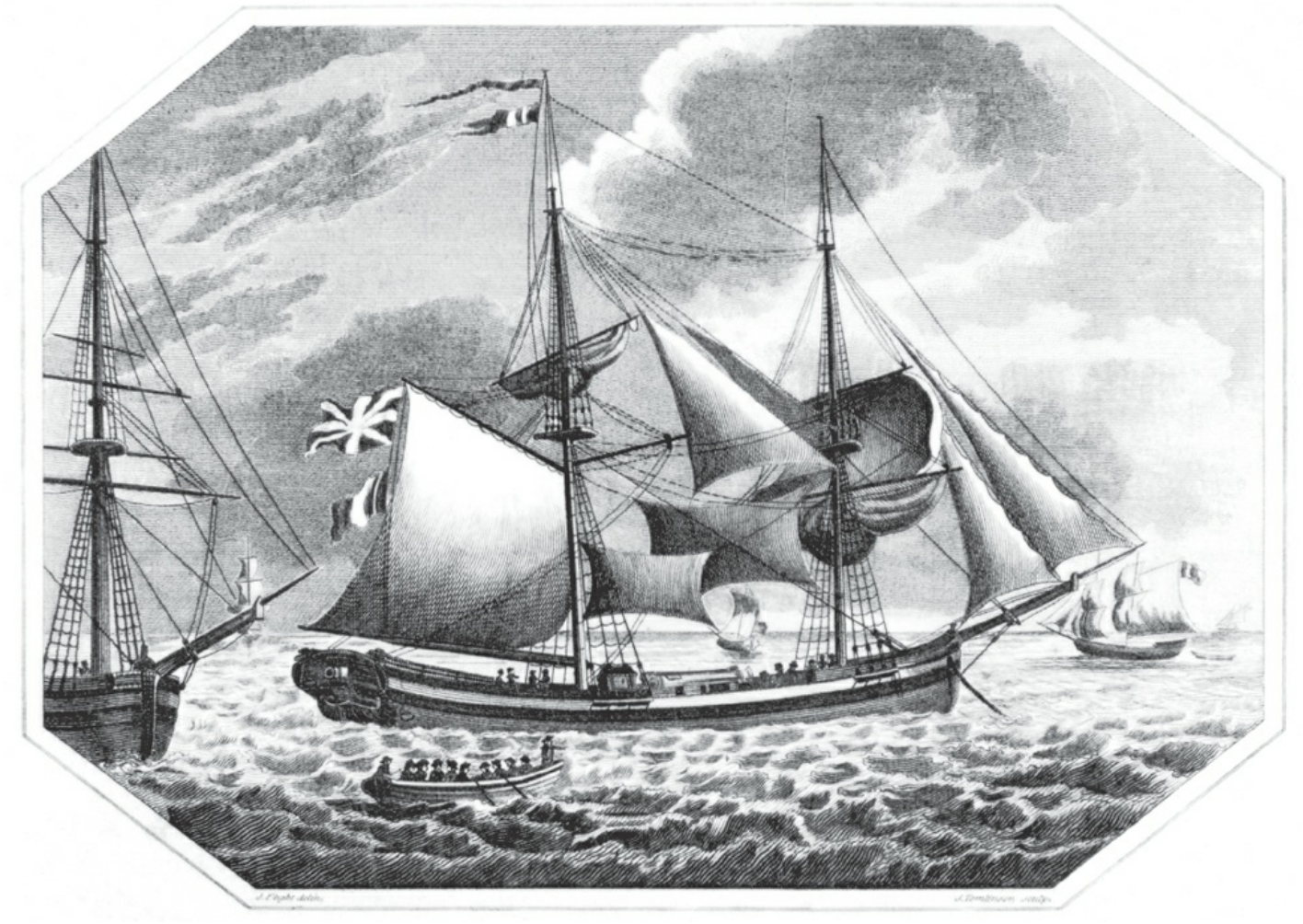
Louisa (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 66ft 0in, 54ft 3in x 18ft 1½in x 4ft 10in. 95 bm.
Commissioned: 9.1796 under Ebenezer Wilson. In 1798 under R.K. Piercy. Sold at Sheerness 10.1798.

Mary (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 54ft $7^{7}/_{8}$in, 44ft 2¼in x 16ft 1½in x 4ft 7in. 61 bm.
Commissioned: 9.1796 under H. Nightingale (-1800). Sold at Sheerness 10.1798.

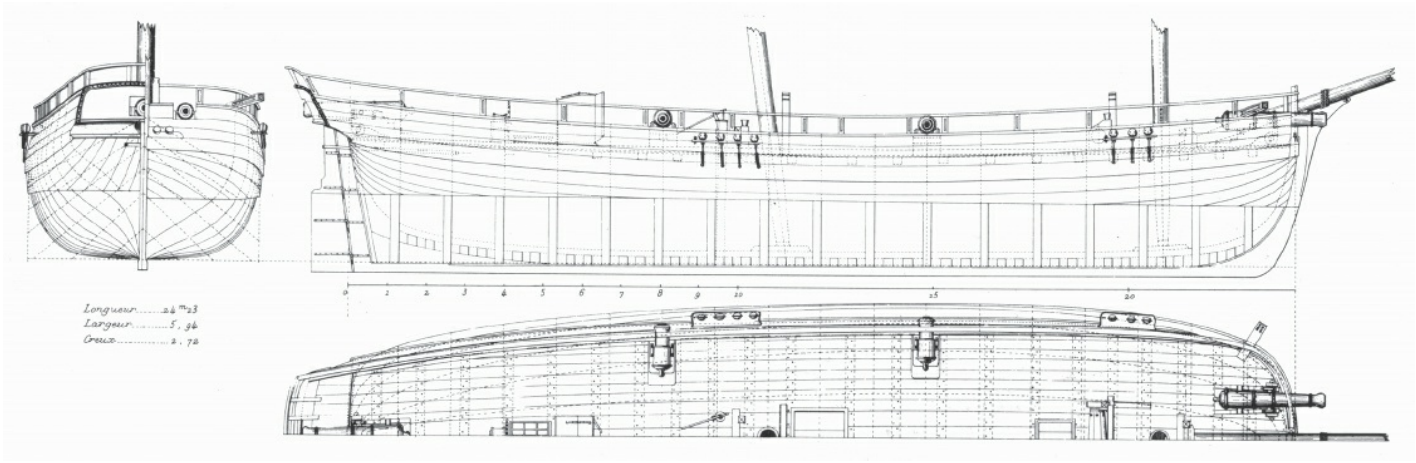
Mayflower (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 64ft 4½in, 52ft $7^{3}/_{8}$in x 18ft 10½in x 5ft 4¾in. 90 bm.
Commissioned: 9.1796 under W. Draper (-1800). Fitted as a mud boat at Woolwich 12.1799.

New Betsy (fitted at Deptford to 20.5.1794), 3 guns.
Dimensions & tons: 59ft 0in, 46ft $7^{3}/_{8}$in x 18ft 0in x 5ft 4½. 80 bm.
Commissioned: 9.1796 under T. Whaley. In 6.1798 under J.M. Miller. Sold at Sheerness 10.1798.
Seven Sisters (fitted at Woolwich to 19.5.1794), 3 guns.
Dimensions & tons: 58ft 1in, 47ft 2½in x 16ft 8½in x 5ft 6in. 71 bm.
Commissioned: 9.1796 under D. Barry. In 1798-1800 under Andrew Piercy. Sold to Robert Colgate of Greenwich (for £185) 18.6.1800.
Union (fitted at Deptford to 20.5.1794), 3 guns.
Dimensions & tons: 59ft 3in, 46ft $10^{3}/_{8}$in x 18ft 0in x 5ft 6in. 81 bm.
Commissioned: 9.1796 under J. Tyrrell. In 1798-1800 under W. Hutchinson. Sold to Mr. Bacon of Wapping (for £80) 10.5.1800.
William (fitted at Woolwich to 16.7.1794), 3 guns.
Dimensions & tons: 59ft 0in, 47ft 7½in x 17ft 9½in x 4ft 9in. 80 bm.
Commissioned: 9.1796 under M. Touzon. In 1798-1799 under Thomas Hawker. Sold at Woolwich 11.1801.
The following eight barges were all named, registered and established on 3.6.1794:
Caroline (fitted at Deptford 4.1794 – 13.5.1794), 3 guns.
Dimensions & tons: 64ft 0in, 50ft $8^{1}/_{8}$in x 19ft 4in x 5ft 9in. 101 bm.
Commissioned: 8.1795 under D. Butler, for Plymouth, then 7.1797 under T. Bonton, 5.1798 under G. Skittoe, and 6.1799 Mr. Luckcraft. Sold 3.1802.
Crown (fitted at Woolwich 3.1794 – 19.5.1794), 3 guns.
Dimensions & tons: 57ft 11in, 47ft $6^{3}/_{8}$in x 17ft 0½in x 5ft 5½in. 73 bm.
Commissioned: 9.1796 under Alexander Ross. In 1798 under J. McIntosh. Sold 10.3.1800.
George (fitted at Deptford 3.1794 - …), 3 guns.
Dimensions & tons: 55ft 0in, 43ft $8^{3}/_{8}$in x 16ft 3in x 4ft 11½in. 61 bm.
Commissioned: 9.1796; in 1798 under J. Appleby (-1800). Sold at Sheerness 10.1798.
Hope (fitted at Woolwich 3.1794 – 19.5.1794), 3 guns.
Dimensions & tons: 57ft 7in, 47ft 3¼in x 16ft 6in x 5ft 3in. 68 bm.
Commissioned: 9.1796 under J.G. Cook. Not mentioned after 5.1801.
James and William (fitted at Deptford 3.1794 – 20.5.1794), 3 guns.
Dimensions & tons: 56ft 4in, 45ft 0in x 16ft 3½in x 5ft 1½in. 63 bm.
Commissioned: 9.1796 under H. St John Powlett, later under Richard Simmons. In 6.1798 under J. Nash; paid off 10.1799. Sold at Deptford (for £110) 26.12.1799.
Nottingham (fitted at Woolwich 3.1794 – 19.5.1794), 3 guns.
Dimensions & tons: 57ft 0in, 46ft 4½in x 16ft 7¼in x 5ft 5½in. 67 bm.
Commissioned: 9.1796 under H.P. St John. In 1798 under Stephen Nash. Sold at Sheerness (for £200) to Mr. Edward … (name indecipherable) 18.6.1800.
Robert (fitted at Woolwich 3.1794 – 19.5.1794), 3 guns.
Dimensions & tons: 65ft 1in, 52ft $10^{1}/_{8}$in x 16ft $6^{3}/_{8}$in x 4ft 4½in. 87 bm.
Commissioned: 9.1796 under W. Hutchinson. In 6.1798 under William Moore; paid off 10.1799. Sold at Sheerness 26.12.1799.
Wilson (fitted at Deptford to 4.1794), 3 guns.
Dimensions & tons: 56ft 10in, 45ft 2in x 16ft 10½ x 5ft 3in. 68 bm.
Not Commissioned: Loaned to the Transport Board 14.7.1796 (-1800). Sold to Mr. Parker (for £27) 22.4.1801.
The following gunboats (ex barges) were established – at least in the case of some of them, the others having few recorded details – with a complement of 19 men, again each under a Sailing Master.
Anna Teresa (fitted at Plymouth for £735, 8.1795 – 25.8.1795).
Commissioned: 9.1796 under Mr. Lewis Moon (-1797). In 1798 under Mr. T.D. Fry (or Finney)(-1801). Paid off and disposed of by AO 12.11.1801.
Augusta (fitted at Plymouth for £885, 8.1795 – 29.9.1795).
No record of commissioning. Still at Plymouth 6.1801. Fate unknown.
Brothers (fitted at Plymouth 8.1795 – 19.7.1797).
Commissioned: 9.1796 under Mr. C.J. Irvine (-1801). Sold at Plymouth 1.1802.
Caroline (fitted at Plymouth 14.8 – 25.8.1795, for £686).
No record of commissioning. Sold at Plymouth 3.1802.
Elizabeth (fitted at Plymouth for £562, 21.7 – 18.8.1795).
Commissioned: 9.1796 under Mr. J. Fouzeau, in 1798-1801 under Mr. W. Major. To Sheerness 10.1801.
Fowey (fitted at Plymouth for £620, 20.7 – 7.8.1795).
Commissioned: 9.1796 under Mr. J. Mackenzie. Last recorded still at Plymouth 10.1801.
Friendship (fitted at Plymouth for £480, 7.1795 – 29.9.1795).
Commissioned: 9.1796 under Mr. A. Chapman. Later under Lieut. Peter Rigby; wrecked near St Malo 9.11.1801.
Mary and Betsy (fitted at Plymouth for £648, 8.1795 – 25.8.1795).
Commissioned: 9.1796 under Mr. Robert Taylor. In 1799 under Mr. James Mackenzie (-1801). Still at Plymouth 10.1801.
Mary and Martha (fitted ?1795).
Commissioned: 9.1796 under Mr. W. May (-1801). Still at Plymouth 10.1801; paid off and disposed of by AO 12.11.1801.
Morwelham (fitted at Plymouth for £703, 8.1795 – 25.8.1795).
Commissioned: 9.1796 under Mr. James Mackenzie (-1801). Still at Plymouth 10.1801.
Success (fitted at Plymouth 8.1795 – 1.10.1797).
Commissioned: 9.1796 under Mr. C. Mackenzie (-1799). Sold at Plymouth 1.1802.
William (fitted at Plymouth 7.1795 – 1.8.1795). Sold at Plymouth 1.1802.
Commissioned: 9.1796 under Mr. N. Tucker (-1797); in 1798-99 under Mr. Richard Allen. Sold by AO 29.10.1799.
William and Lucy (fitted at Plymouth for £771, 7.1795 – 29.9.1795).
No record of comissioning before 1801. In 1801 under Lieut. William Lydiard; wrecked off Guernsey 4.11.1801.
Judith (fitted at Portsmouth 17.5.1798 – 7.7.1798).
No record of commissioning.
Louisa (ii) 3-gun vessel (appears to be different to 1794 vessel above) which lasted from 1798 until sold by AO 29.10.1799.
Dover (built 1798 at Woolwich Dyd).
Dimensions & tons: 56ft 9in, 54ft 8in x 14ft 0in x … . 57 bm.

Ex FRENCH PRIZES (1795-1800)
***Le CHALIER* Class.** Five *brick-canonnières* were built at Cherbourg to this design by Pierre-Alexandre Forfait, of which two were taken and added to the RN as gunboats (both brig rigged).
Crache Feu (French gunboat *Le Crache Feu*, built 10.1793 – 3.1794 at Cherbourg. L: 2.1794), 3 guns.
Dimensions & tons: 79ft 7in, 68ft $4^{3}/_{8}$in x 19ft 10½in x 6ft 3in. $143^{60}/_{94}$ bm.
Men: 56. Guns: UD 3 x 18pdrs.
Taken 9.5.1795 by Strachan's squadron off the French coast. Arrived Portsmouth 19.6.1795, and registered 8.7.1795. Fitted there to 8.8.1795, then fitted slides for guns 9 – 10.1795 there.
Commissioned: 7.1795 under Lieut. Lewis Mortlock (-1796); sailed for the Leeward Islands 12.4.1796. BU 1797.
Cerbere (French gunboat *Le Cerbère*, ex *Le Chalier*, built 8.1793 – 2.1794 at Cherbourg. L: 4.1.1794), 3 guns.



A print representing one of the French *brick-canonnières* captured during the war. In this version, one long gun is mounted amidships and another is visible through a gunport in the transom; there were also ports in the stem for forward-firing guns.



This plan from *Souvenirs de Marine* is described as Dutch, but this was a French design built in large numbers in many Channel ports as part of Napoleon's preparations for his abortive invasion of Britain. In this development of the *brickcanonnières* the long guns are carried forward and aft, with carronades amidships for self-defence.

Dimensions & tons: 79ft 6½in, 66ft 7in x 19ft 8¾in x 6ft 1in. $137^{80}/_{94}$ bm.
Men: 50. Guns: 10 x 18pdr carronades.
Taken 29.7.1800 by boats of *Viper* (cut out at Port Louis). Fitted at Plymouth 7.9.1800 – 30.9.1803.
Commissioned: 8.1802 under Lieut. Joseph Patey; wrecked on Berry Head, Torbay 20.2.1804.

VESUVE. One of seven similar vessels built at St Malo, including *Le Veneux* (taken 6.1803 by the boats of *Loire* at the Isle of Batz, but not added to the RN) and *La Cruelle* (taken 1.1800 and added to the RN as a schooner – see Chapter 10).

Vésuve (French *Le Vésuve*, ex *La Vedette* built 2 - 6.1793 at St Malo. L: 5.1793), 3 guns.
Dimensions & tons: 73ft 6¾in, 60ft 6in x 22ft 4in x 7ft 8in. $160^{48}/_{94}$ bm.
Men: 68. Guns: 3 x 18pdrs on UD (or 4 x 68pdr carronades + 6 x 18pdr carronades).
Taken 3.7.1795 by *Melampus* and *Hebe* of Strachan's squadron off St Malo. Arrived Portsmouth and 24.7.1795, registered 15.9.1795. Fitted & coppered there to 9.11.1795.
Commissioned: 9.1795 under Lieut. Henry Garrett (-1796), for the Downs. In 1797 under Lieut. William Elliot; in Ostend operations 5.1798. In 1801 under Lieut. Benjamin Crispin, for the Baltic. Sold at Sheerness 12.1802.

Ex FRENCH PRIVATEER (1798)
Legere (French privateer *La Légère*), 6 gun lugger.

Taken 22.8.1798 by *Alcmene* off Alexandria. Rated as gunvessel or gun lugger.
No record of commissioning. In service in 1801, disposed of by 1803.

COMMISSIONER HAMILTON GUNBOATS. In 1805 Capt. Thomas Hamilton, Commissioner of the Transport Board, developed a design for a new breed of small gunboat of clinker construction to fill the role of harbour defence at Gibraltar. Following a prototype early in the year, six boats were built in frame and shipped to the Rock for local assembly. As they proved successful, a larger quantity was ordered in 1808. Thirty were ordered in 2.1808, and five more to an enlarged design in 3.1808. Then on 19.12.1808, 24.12.1808 and 7.1.1809 a further fifty-one were ordered, slightly enlarged again. These boats saw much service in amphibious operations, notably on the Spanish coast and in the Walcheren operations. Basically oared craft, they shipped a single mast mounted in a tabernacle (so the mast could be lowered) and carrying a lateen rig. They mounted 2 x 18pdrs on slides in the bow, and 1 x 18pdr carronade pivot-mounted aft, although some carried short 24pdrs in lieu of the long 18pdrs, and some just had a single gun forwards.

1805 batch: 50ft 7in, 41ft 6in x 14ft 0in x 5ft 4½in. $43^{87}/_{94}$ bm.
1808 First batch (Nos. 1 – 31): 50ft 7in, 41ft 6in x 14ft 2½in x 5ft 4½in. $44^{53}/_{94}$ bm.
Jabez Bailey, Ipswich – 2 boats.
Phillips & Ross, Limehouse – 3 boats.
Josiah & Thomas Brindley, King's Lynn – 3 boats.
Rattenbury, Limehouse – 1 boat.
Courthorp & Son, Rotherhithe – 2 boats.
Spratley – 3 boats.
Evans, Limehouse – 2 boats.
Taylor & Co, ?Itchenor – 3 boats.
Hughes, Limehouse – 1 boat.
Usmar – 2 boats.
King & Co – 3 gunboats.
William Wallis, Blackwall – 4 boats.
North – 2 boats.
1808 Second batch (Nos. 32-36): 54ft 0in, 45ft 3½in x 14ft 8in x 5ft 8in. $51^{77}/_{94}$ bm.
Wade & Glanfield, Rotherhithe – 5 boats.
1808 Third batch (Nos. 35-85): 54ft 0in, 45ft 3½in x 14ft 8in x 6ft 2in. $51^{77}/_{94}$ bm.
Jabez Bailey, Ipswich – 2 boats.
John Pelham, Frindsbury – 1 boat.
Binner – 2 boats.
Phillips & Ross, Limehouse – 3 boats.
Courthorpe & Son, Rotherhithe – 2 boats.
Rattenbury, Limehouse – 1 boat.
John Dudman, Deptford – 4 boats.
Mrs. Mary Ross, Rochester – 1 boat.
Evans, Limehouse – 3 boats.
Spratley – 2 boats.
Glanfield – 3 boats.
Taylor & Co, ?Itchenor – 3 boats.
William Good, Bridport – 4 boats.
Usmar (?Maidstone) – 2 boats.
Hughes, Limehouse – 2 boats.
James Wade, Rotherhithe – 3 boats.
Hughes & Co (different?) – 2 boats.
William Wallis, Blackwall – 2 boats.
Daniel List, Fishbourne – 1 boat.
James Warwick, Eling – 2 boats

Halifax Dockyard 'Petty-augers'. Twelve flat-bottomed and schoonerrigged gunboats similar to the Commissioner Hamilton vessels were ordered from Halifax Dyd in mid-1807, of 50 tons each, capable of carrying two traversing guns, and with 20 men. Officially for service in the Leeward Islands, only three were completed by 1.1809 and sent to the West Indies; one of these, named *Orange* when registered 12.6.1810, was sold at Barbados in 1811. Two more were sent to Bermuda in 8.1809 to act as water boats, and a sixth was retained at Halifax as an anchor boat. The remaining six were apparently never completed, and the timber and frames assembled were sold off in 1815. [Thanks to David Hepper for this note.]

PURCHASED VESSELS (1815)
Five small gunboats – *Ambush*, *Destruction*, *Eagle*, *Firebrand* and *Harlequin* – were purchased in 1815; the first three were sold the same year, and the last pair soon after.

Ex DUTCH PRIZES (1808 - 1809)
Patriot (Dutch schuyt of 81 bm), 10 guns.
Purchased 1808.
Tank vessel 1813. Sold 1815.
Jahde (Dutch schuyt *Jahde*), 6 guns.
Taken 1809.
Sold 1815.
Ems (Dutch schuyt *Ems*), 6 guns.
Taken 1809. About 100 bm.
At Gt. Yarmouth 1812-13. Sold 1815.

Ex DANISH PRIZES (1808 – 1811)
The gunboat *Midefart* was taken in 1808 and added to the Royal Navy as the *Middlefart*. Two small gunboats, *Hussar* and *Loberon*, were taken in 1811 and added to the Royal Navy; no further information.

Gunbrigs

Anti-invasion craft used for Channel patrol, the earlier gunboats were shallow draught vessels whose design would be recreated for the 'Crimean gunboats' of the Russian war – modified for steam and for fewer, heavier guns. The later gunbrigs had, however, developed from this beginning into smaller versions of the brig-sloops with increased draught and seaworthiness, but less suited for inshore warfare.

All the 12-gun brigs were established with a complement of exactly fifty men (some prizes carried a few more), although of course the actual number carried varied with availability. They were commanded by a lieutenant (although he was conventionally referred to as 'captain' while in command) – a rare opportunity for a junior officer to hold independent command. The lieutenant was the only commissioned officer aboard; he was assisted by a master's mate (ranked as 'master and pilot') to share the watches, a surgeon's mate, a midshipman and half a dozen petty officers – carpenter's mate, ropemaker, sailmaker, clerk, quartermaster and quartermaster's mate. There were fifteen marines on board – a sergeant to command, a corporal and thirteen privates. The rest were ranked as seamen – able seamen, ordinary seamen or landsmen.

(A) Vessels in service at 1 February 1793

As the category of gunbrig (initially 'gun vessel') was not established before 1794, no vessels appear under this heading.

(B) Vessels acquired from 1 February 1793

At the start of the war there were no vessels in this category, but in 1793 three 14-gun cutters (*Liberty*, *Pilote* and *Seaflower*) were converted to brig rig and reclassed as gunbrigs, and three small vessels of 140 tons each were purchased. Three more cutters were converted and re-rated later – *Resolution* in 1797, *Ranger* and *Speedwell* in 1798; details of all six converted cutters appear in the following chapter.

Gunboats 1 to 3. Purchased 1793. These were unnamed vessels of *c.*140 bm each. All out of service by 1799. They each carried 2 x 18pdrs + 10 x 18pdr carronades, but no other details were recorded.

***CONQUEST* Class**. John Henslow design. Twelve gunvessels were ordered 6.3.1794 to this design 'to row with 18 oars' as well as to sail (given a schooner or brigantine rig initially, all were rigged as brigs about 1796 and re-rated 'gunbrigs'). It was originally intended to arm them with 4pdr long guns, but 18pdr carronades were quickly substituted. All were established, registered and named by AO 26.5.1794.

From March 1795 the twelve *Conquest*s were attached to the inshore squadron commanded by Capt. (Sir William) Sidney Smith – comprising the frigate *Diamond*, two smaller frigates, a sloop, 18 gunboats, 6 fireships, a floating battery and 2 tenders (to which Smith added in 7.1795 the 2 tiny St Marcou Islands off La Hougue, on the Normandy coast) – which force harried the coastwise shipping along the coasts of Normandy and Brittany until 1801.

Dimensions & tons: 75ft 0in, 62ft $3^{1}/_{8}$in x 21ft 0in x 7ft 0in. $146^{41}/_{94}$ bm.

Men: 50. Guns: 10 x 18pdr carronades, + 2 x 24pdr (bow) chase guns + 2 x 4pdr (stern) chase guns; later reduced to 12 guns, and always rated at 12 guns.



The British presence on the St Marcou islands off the Normandy coast was guaranteed by Sir William Sidney Smith's squadron, which included a number of gunbrigs, one of which is shown in the foreground.

Aimwell Perry & Hankey, Blackwall.

As built: 75ft 2½in, 62ft $6^{5}/_{8}$in x 21ft 1in x 7ft 0in. $147^{58}/_{94}$ bm. Draught 3ft 7in / 5ft 6in.

Ord: 6.3.1794. K: 3.1794. L: 12.5.1794. C: 14.4.1795 at Woolwich.

Commissioned: 8.1794 under Lieut. James Bunce. In Sidney Smith's squadron 1795 and Strachan's squadron 1796. Coppered 7.1796. Under Lieut. Francis Wm. Kinneer from 1796 (died 1801); based at Downs 1797-98. In Ordinary 1.1802. Under Lieut. John Bentinck Pettet from 8.1803, based at Downs. Under Lieut. Joseph Marret in 12.1804, then Lieut. George Wood in 2.1805, based at Downs. BU at Sheerness 11.1811.

Conquest Josiah & Thomas Brindley, Frindsbury.

As built: 75ft ?0in, 62ft 5¼in x 21ft 1in x 7ft 1¾in. $147^{58}/_{94}$ bm.

Ord: 6.3.1794. K: 3.1794. L: 29?.7.1794. C: 5.3.1795 at Chatham.

Commissioned: 9.1794 under Lieut. Francis Vesey. In Sidney Smith's squadron 1795 and Strachan's squadron 1796. Fitted at Portsmouth with Schank sliding keels (daggerboards) and coppered 10-11.1796. Under Lieut. William Green from 1797; at Downs 1797-98 and Helford River 1802-03. Under Lieut. William Le Mesurier from 7.1803; based on Jersey. Under Lieut. Francis Smith from 7.1804. Under Lieut. Walter Boswall from 11.1806, based on Channel Islands (to 1814). Under Lieut. James Rogers from 7.1814. Sold at Plymouth to Mr. Moon (for £370) 30.4.1817.

Attack John Wilson & Co, Frindsbury.

As built: 75ft 0½in, 62ft 2½in x 21ft 1¼in x 7ft 0¼in. 147 bm. Draught 3ft 7in / 5ft 4½in.

Ord: 6.3.1794. K: 3.1794. L: 28.6.1794. C: 11.12.1794 at Chatham.

Commissioned: 2.1795 under Lieut. Thomas Eyre Hinton; in Sidney Smith's squadron 1795. Coppered and fitted with sliding keels at Portsmouth 7 – 10.1796. From 1798 under Lieut. Joseph James; paid off 1801. Sold (at Sheerness?) 9.1802.

Borer Randall & Co, Rotherhithe.

As built: 75ft 2½in, 62ft 7in x 21ft 1in x 7ft 0in. 148 bm. Draught 3ft 6in / 5ft 5in.

Ord: 6.3.1794. K: 3.1794. L: 17.5.1794. C: 16.4.1795 at Deptford.

Commissioned: 3.1795 under Lieut. George Hollwell; in Sidney Smith's squadron 1795. To Plymouth 10.1795 where coppered, then paid off 11.1795. Recommissioned 2.1797 under Lieut. Alexander Renny, then under Lieut. J. Prickett from 1798 until paid off 1801. Recommissioned 7.1803 under Lieut. John Price for North Sea and Downs station;

from 1804 under Lieut. Richard Wilbraham. To Heligoland to serve as a breakwater 1808; sold there 1810.

Fearless William Cleverley, Gravesend.

As built: 75ft 1in, 62ft $4^{5}/_{8}$in x 21ft 2in x 7ft 0in. 149 bm. Draught 3ft 6in / 5ft 0in.

Ord: 6.3.1794. K: 3.1794. L: 6.1794. C: 26.10.1794 at Woolwich.

Commissioned: 8.1794 under Lieut. John Twisden; in Sidney Smith's squadron in 1795. Paid off 9.1795. Recommissioned 8.1796 under Lieut. John Wm. Manderson. From 1799 under Lieut. William Pardoe. Paid off 1801. Recommissioned 7.1803 under Lieut. Richard Williams for Jersey station. Wrecked in Cawsand Bay 20.1.1804.

Force Thomas Pitcher, Northfleet.

As built: 74ft 11in, 62ft 3¾in x 21ft 1½in x 7ft 0in. 148 bm. Draught 3ft 7in / 5ft 6in.

Ord: 6.3.1794. K: 5.1794. L: … . C: 31.5 – 16.10.1794 at Woolwich.

Commissioned: 8.1794 under Lieut. William R. Davies; in Sidney Smith's squadron in 1795. Coppered and altered to a brig (and fitted with sliding keels) at Portsmouth 9 – 11.1796. Recommissioned 1796 under Lieut. Joseph Tokely; in Baltic 1801. Sold (at Sheerness?) 10.1802.

Pelter Perry & Hankey, Blackwall.

As built: 75ft 2in, 62ft 5½in x 21ft 2in x 7ft 0in. $148^{79}/_{94}$ bm. Draught 3ft 7in / 5ft 7in.

Ord: 6.3.1794. K: 3.1794. L: 12.5.1794. C: 10.1794 at Woolwich.

Commissioned: 7.1794 under Cmdr. Nicholas Tomlinson; joined Sidney Smith's squadron. In Quiberon operations 6.1795. Paid off 10.1795. Recommissioned 8.1796 under Lieut. John Walsh. Coppered and altered to a brig at Portsmouth 2 – 3.1798. In 1801 under Lieut. Francis Wheatley in the Baltic. Sold 10.1802 (at Sheerness?).

Piercer Thomas King, Dover.

As built: 75ft 0in, 62ft 3in x 21ft 0½in x 7ft 0in. 147 bm.

Ord: 6.3.1794. K: 3.1794. L: 2.6.1794. C: 7.6 – 9.4.1795 at Deptford.

Commissioned: 2.1795 under Lieut. William Elliot; joined Sidney Smith's squadron. Paid off 1796, but recommissioned 8.1796 under Lieut. John Fenton. Altered to a brig at Portsmouth 9 – 12.1797. From 1799 under Lieut. Duncan Menzies. Coppered at Portsmouth 9.1800. Sold (at Deptford?) 6.1802.

Plumper Randall & Co, Rotherhithe.

As built: 75ft 2in, 62ft 6in x 21ft 2in x 7ft 0in. $148^{88}/_{94}$ bm. Draught 3ft 6in / 5ft 3in.

Ord: 6.3.1794. K: 3.1794. L: 17.5.1794. C: 16.4.1795 at Deptford.

Commissioned: 2.1795 under Lieut. Charles Burlton; joined Sidney Smith's squadron. Paid off 1796. Recommissioned 8.1797 under Lieut. Matthew Thomas Hewitt. Altered to a brig at Portsmouth 3.1798. In Baltic under Lieut. Henry Barrette 1801. Sold 1.1802 (at Sheerness?).

Teazer (John) Dudman & Co, Deptford.

As built: 75ft 2in, 62ft 6¼in x 21ft 0¾in x 7ft 0in. $147^{50}/_{94}$ bm. Draught 3ft 6in / 5ft 4½in.

Ord: 6.3.1794. K: 3.1794. L: 26.5.1794. C: 16.4.1795 at Deptford.

Commissioned: 2.1795 under Lieut. Matthew Smith; joined Sidney Smith's squadron. Recommissioned 8.1797 under Lieut. Thomas Lowton Robins. Coppered 8 – 9.1797 at Sheerness, and in 2 – 4.1798 was altered at Portsmouth, probably to fit her as a brig and/or to install sliding keels. Assisted at cutting out of 40-gun *La Désirée* 7.7.1800. Sold 10.1802 (at Sheerness?).

Tickler Hill & Mellish, Limehouse.

As built: 75ft 2in, 62ft 6¼in x 21ft 0¾in x 7ft 0in. $147^{50}/_{94}$ bm. Draught 3ft 6in / 5ft 4½in.

Ord: 6.3.1794. K: 3.1794. L: 28.5.1794. C: 15.4.1795 at Deptford.

Commissioned: 2.1795 under Lieut. James Gomm; joined Sidney Smith's squadron. Recommissioned 8.1796 under Lieut. John Johnson. From 8.1797 under Lieut. Thomas Williams. Coppered and altered to a brig at Portsmouth 3 – 6.1798. Sold 5.1802 (at Portsmouth?).

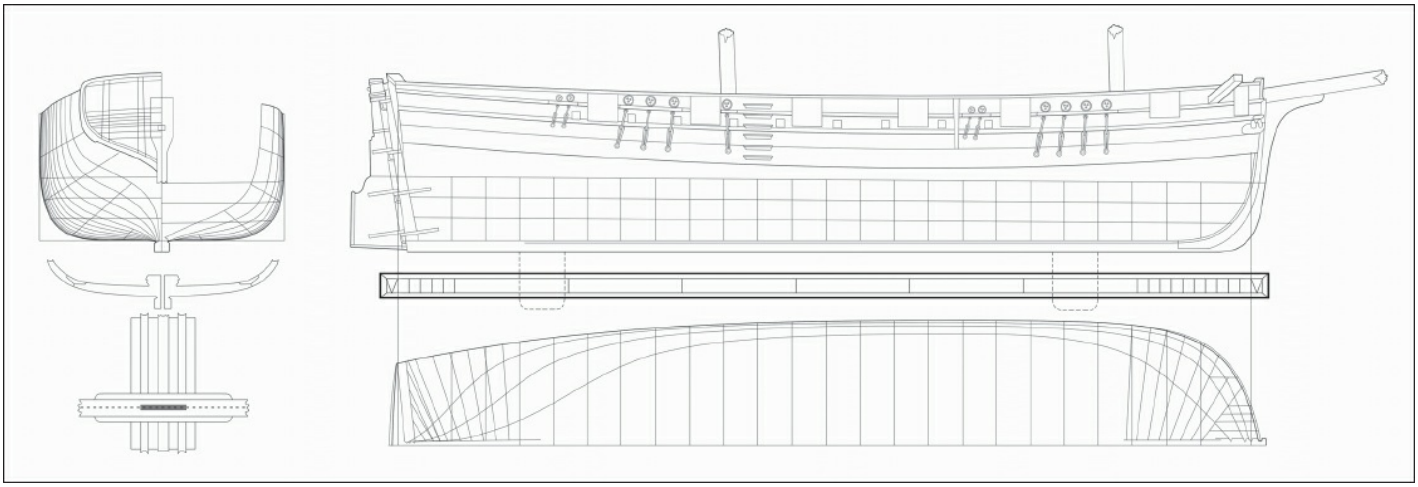
Swinger Hill & Mellish, Limehouse.

As built: 75ft 3in, 62ft 7½in x 21ft 0½in x 7ft 0½in. $147^{45}/_{94}$ bm. Draught 3ft 9in / 5ft 9in.

Ord: 6.3.1794. K: 3.1794. L: 31.5.1794. C: 7.5.1795 at Deptford.

Commissioned: 2.1795 under Lieut Edward Bowling; joined Sidney Smith's squadron. Coppered at Portsmouth 1.1797. Recommissioned 6.1797 under Lieut. John Lucas, on the Downs station. From 1800 under Lieut. Donald M'Dougall. Sold 10.1802 (at Sheerness?).

Note four other vessels were acquired locally for the defence of Belize in 1797; these were named *Towzer*, *Tickler*, *Swinger* and *Teazer*, but should not be confused with any of the above *Conquest* Class vessels; the first pair (also numbered No.1 and No.2) were described as sloop-rigged gunboats with 1 gun each, and the others (numbered No.4 and No.5) were described as 6-gun schooners.



Cracker, gunbrig of the *Acute* Class, as designed. The earliest gunboats were designed as much to row as to sail and carried their primary armament firing forward – weapons which, in any practical sense, could only be trained and fired with the vessel under oars.

***ACUTE* Class**. John Henslow design. Fifteen gun vessels were ordered 7.2.1797 to this design. All were fitted with Schank drop ('sliding') keels and were brig rigged. Initially registered as gunboats by AO 30.3.1797, with numbers only, they were reclassed as gunbrigs and given names instead of numbers by AO 7.8.1797.

Dimensions & tons: 75ft 0in, 61ft $7^{5}/_{8}$in x 22ft 0in x 7ft 11in. $158^{63}/_{94}$ bm.

Men: 50. Guns: 12 x 18pdr carronades, + 2 x 24pdr (bow) chase guns.

Assault (ex *GB No. 4*, named 7.8.1797) John Randall, Rotherhithe.

As built: 75ft 0in, 61ft $7^{5}/_{8}$in x 22ft 0in x 7ft 11¼in. $158^{63}/_{94}$ bm. Draught 3ft 6in / 6ft 0in.

Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 10.4 – 12.5.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. Henry Hicks (-1798), for the Channel. Coppered at Plymouth 1 – 5.1799. Under Lieut. George Orton 12.1798, paid off 4.1802. Recommissioned 8.1803 under Cmdr. Thomas Kentish; paid off 7.1807. Used as a dockyard lighter at Portsmouth 1807-16, then laid up, but lighter again in 1817, though there is a note of her conversion to a lighter in 7.1825 in the Progress Books. Sold (at Portsmouth?) 6.6.1827.

Asp (ex *GB No. 5*) John Randall, Rotherhithe.

As built: 75ft 1in, 61ft 7¾in x 22ft 1in x 7ft 11¼in. $159^{85}/_{94}$ bm. Draught 3ft 6in / 6ft 0in.

Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 10.4 – 20.5.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. Joseph Edmonds; in Ostend operations 1798. Under Lieut. Isaac Ferrieres 1798-1803. Coppered at Chatham 4.1800. Sailed with convoy to West Indies 7.1800. In 1801-03 in Leeward Islands. Paid off 15.2.1803 and sold ?7.1803.

Acute (ex *GB No. 6*) John Randall, Rotherhithe.

As built: 75ft 3in, 61ft 9½in x 22ft 1½in x 8ft 0in. $160^{84}/_{94}$ bm. Draught 3ft 8in / 6ft 0in.

Ord: 7.2.1797. K: 2.1797. L: 4.1797. C: 12.4 – 8.6.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. Jeremiah Seaver; at Ostend operation in 1798. Coppered at Sheerness 6.1798. In 11.1798 under Lieut. Anthont Thompson, in North Sea; then Seaver again in 6.1800. In 2.1802 under Lieut. Robert Bones; paid off 4.1802. Sold (at Sheerness?) 10.1802.

Sparkler (ex *GB No. 7*) John Randall, Deptford.

As built: 75ft 2in, 61ft 8¼in x 22ft 2in x 8ft 0in. $161^{21}/_{94}$ bm. Draught 3ft 9in / 6ft 0in.

Ord: 7.2.1797. K: 2.1797. L: 4.1797. C: 12.4 – 21.6.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. Austin Ternam, for the Channe; in 6.1798 under Lieut. William Walker. Coppered at Portsmouth 2.1799. Under Lieut. John Stevens 8.1800-01; took French privateer *La Victoire* off St Marcou 15.9.1800. Under Lieut. William Dick 1801, in Baltic. Sold (at Sheerness?) 9.1802.

Bouncer (ex *GB No. 8*) John & William Wells, Deptford.

As built: 75ft $4^{3}/_{8}$in, 62ft 0in x 22ft 2in x 7ft 11in. $162^{4}/_{94}$ bm. Draught 3ft 10in / 6ft 1in.

Ord: 7.2.1797. K: 2.1797. L: 11?.4.1797. C: 11.4 – 29.5.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. William Hobbs. Coppered at Portsmouth 6.1799. From 7.1799 – 1801 under Lieut. William Bamber; to Baltic 1801. Sold (at Woolwich?) 4.1802.

Boxer (ex *GB No. 9*) John & William Wells, Deptford.

As built: 75ft 4in, 61ft $11^{5}/_{8}$in x 22ft 1in x 7ft 11in. $160^{70}/_{94}$ bm. Draught 3ft 9in / 6ft 1in.

Ord: 7.2.1797. K: 2.1797. L: 11.4.1797. C: 11.4 – 16.6.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. Thomas Gilbert. Ostend operations 5.1798. Coppered at Woolwich 12.1799. Cutting out of 38-gun *La Desirée* from Dunkirk roads 7.7.1800. Under Lieut. Edward Mitchell 1801-02, in Baltic 1801 and North Sea 1802. Under Lieut. William Chester 1803-04, in North Sea. Under Lieut. Sir George Keith 9.1804, then Lieut. Francis McLean in 6.1805; paid off 4.1806. Sold (at Sheerness?) 7.1809.

Biter (ex *GB No. 10*) John & William Wells, Deptford.

As built: 75ft 4in, 61ft $11^{5}/_{8}$in x 22ft 1½in x 7ft 10½in. $161^{33}/_{94}$ bm. Draught 3ft 10in / 6ft 1in.

Ord: 7.2.1797. K: 2.1797. L: 13.3.1797. C: 13.3 – 21.6.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. John De Vitre; in Ostend operations 5.1798. Under Lieut. Samuel Norman 7.1798 to 1801. At capture of *La Desirée* 8.7.1800. Coppered at Sheerness 8.1800. In Baltic 1801. Sold (at Deptford?) 5.1802.

Bruiser (ex *GB No. 11*) John & William Wells, Deptford.

As built: 75ft $2^{3}/_{8}$in, 61ft 10in x 22ft 1in x 7ft 11½in. $160^{37}/_{94}$ bm. Draught 3ft 10in / 6ft 1in.

Ord: 7.2.1797. K: 2.1797. L: 11.4.1797. C: 11.4 – 8.6.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. Laurence Bruce (-1801), in North Sea then Baltic 1801; under Lieut. Charles Johnson (temp.) 8 – 11.1799. Sold (at Sheerness?) 1.1802.

Blazer (ex *GB No. 12*) (John) Dudman & Co, Deptford.

As built: 75ft 1in, 61ft $7^{3}/_{8}$in x 22ft 2in x 8ft 0in. $161^{3}/_{94}$ bm. Draught 4ft 2in / 6ft 1in.

Ord: 7.2.1797. K: 2.1797. L: 14.4.1797. C: 14.4 – 26.6.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. Daniel Burgess; in Ostend operations in 5.1798. Under Lieut. Jonah Tiller 1799-1801, in the Baltic. Driven ashore in storm and captured at Vårberg, Sweden 23.3.1801, but returned to Britain 5.1801. Sold (at Sheerness?) 1.1803.

Cracker (ex *GB No. 13*) (John) Dudman & Co, Deptford.

As built: 75ft 1½in, 61ft $7^{7}/_{8}$in x 22ft 2in x 8ft 0in. $161^{13}/_{94}$ bm. Draught 4ft 0in / 6ft 0in.

Ord: 7.2.1797. K: 2.1797. L: 25.4.1797. C: 25.4 – 26.6.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. Thomas Aitkinson; in Ostend operations in 1798. Under Lieut. Thomas O'Brien in 1800-01, for the Baltic. Coppered 2.1801. In 8.1801 under Lieut. James Watson. Sold (at Sheerness?) 12.1802.

Clinker (ex *GB No. 14*) (John) Dudman & Co, Deptford.

As built: 75ft 0½in, 61ft 6½in x 22ft 1in x 8ft 0in. $159^{60}/_{94}$ bm. Draught 3ft 11in / 6ft 0in

Ord: 7.2.1797. K: 2.1797. L: 28.4.1797. C: 28.4 – 16.6.1797 at Deptford Dyd.

Commissioned: 5.1798 under Lieut. Obadiah Newell, for the Downs. Coppered 8.1798. Sold (at Sheerness?) 10.1802.

Crash (ex *GB No. 15*) (Mrs.) Frances Barnard & Co, Deptford.

As built: 75ft 3in, 61ft 10½in x 22ft 1in x 7ft 11½in. $160^{47}/_{94}$ bm. Draught 4ft 0in / 6ft 3in.

Ord: 7.2.1797. K: 2.1797. L: 5.4.1797. C: 5.4 – 13.5.1797 at Deptford Dyd.

Commissioned: 4.1797 under Lieut. James Anderson. In 1798 under Lieut. Bulkeley Praed; in Ostend operation in 5.1798; grounded on Vlieland 26.8.1798 and captured by the Dutch, who salvaged and recommissioned her; retaken by boats of the *Pylades*, *Espiegle* and *Courier* 11.8.1799, and recommissioned under Lieut. James Slade (Cmdr. 9.1799). Coppered 6.1801. Recommissioned under Lieut. David Hamline 8.1801. Sold (at Sheerness?) 9.1802.

Contest (ex *GB No. 16*) (Mrs.) Frances Barnard & Co, Deptford.

As built: 75ft 3in, 61ft 111/8in x 22ft 0in x 7ft 11½in. $159^{40}/_{94}$ bm. Draught 4ft 0in / 6ft 3in.

Ord: 7.2.1797. K: 2.1797. L: 11.4.1797. C: 11.4 – 11.5.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. James Ides Short, for the Downs squadron; wrecked on the Dutch coast 29.8.1799 (2 drowned).

Adder (ex *GB No. 17*) (Mrs.) Frances Barnard & Co, Deptford.

As built: 75ft 3in, 61ft 10½in x 22ft 1in x 7ft 11½in. $160^{47}/_{94}$ bm. Draught 4ft 0in / 6ft 2in.

Ord: 7.2.1797. K: 2.1797. L: 22.4.1797. C: 22.4 – 29.5.1797 at Deptford Dyd.

Commissioned: 6.1797 under Lieut. Valens Comyn; in 1.1798 under Lieut. John Joyce. Lengthened by John Nicholson, Rochester on a slip 5 – 6.1798; then coppered at Chatham 6.1798. Recommissioned 1.1800 under Lieut. George Wood (-1804); in Baltic 1801 and North Sea 1802. Recommissioned 6.1803 for North Sea. Engaged in attacks on invasion craft off Boulogne 25.8.1804. Paid off 1.1805 as unserviceable. BU at Sheerness 2.1805.

Spiteful (ex *GB No. 18*, named 7.8.1797) (Mrs.) Frances Barnard & Co, Deptford.

As built: 75ft 3in, 61ft 10½in x 22ft 1in x 7ft 11¾in. $160^{47}/_{94}$ bm. Draught 4ft 0in / 6ft 2in.

Ord: 7.2.1797. K: 2.1797. L: 24.4.1797. C: 24.4 – 30.6.1797 at Deptford Dyd.

Commissioned: 5.1797 under Lieut. John Harford. Coppered at Portsmouth 10.1798. Under Lieut. J(ohn or James) Wood 1800; paid off 4.1802. Fitted at Portsmouth 3.1804 as a convict hospital ship (for convict ship *Captivity*). Convict hospital ship 1818. BU at Portsmouth 16.7.1823.

***COURSER* Class**. Sir William Rule design 1797. Fifteen vessels were ordered same day to this Rule design, forming the *Courser* Class, but these – with a 16th unit ordered a month later – had all gone by 1810. All were registered as gunboats by AO 30.3.1797, with numbers only, except *Tigress* (registered and established by AO 27.5.1797); they were reclassed as gunbrigs and named 7.8.1797. All were fitted with Schank drop ('sliding') keels and were brig rigged.

Dimensions & tons: 76ft 0in, 62ft $2^{5}/_{8}$in x 22ft 6in x 8ft 3in. $167^{50}/_{94}$ bm.

Men: 50. Guns: 2 x 24pdrs (bow) + 10 x 18pdr carronades.

Steady (ex *GB No. 19*) Hill & Mellish, Limehouse.

As built: 76ft 1in, 62ft 3¼in x 22ft 6½in x 8ft 3in. $168^{29}/_{94}$ bm. Draught 4ft 4in / 5ft 10in.

Ord: 7.2.1797. K: 2.1797. L: 24.4.1797. C: 29.4 – 14.7.1797 at Woolwich.

Commissioned: 5.1797 under Lieut. Joseph Wood, for the Downs station. From 1799 under Lieut. Charles Covell. Coppered at Sheerness 10.1799; to West Indies 4.1800. Paid off 2.1803. Renamed *Oroonoko* 7.2.1805 as temporary prison ship at Trinidad; sold 1806 at Barbados.

Courser (ex *GB No. 20*) Hill & Mellish, Limehouse.

As built: 76ft 1in, 62ft 3¼in x 22ft 6¼in x 8ft 3in. 168 bm. Draught 4ft 4in / 5ft 10in.
Ord: 7.2.1797. K: 2.1797. L: 25.4.1797. C: 25.4 – 28.7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. J. Richards; coppered at Woolwich 10.1799; paid off 4.1802. Fitted at Sheerness 1 – 6.1803. Sold 8.1803 (to Customs?).

Defender (ex *GB No. 21*) Hill & Mellish, Limehouse.
As built: 76ft 1in, 62ft 3¼in x 22ft 6½in x 8ft 3in. $168^{29}/_{94}$ bm. Draught 4ft 4in / 5ft 10in.
Ord: 7.2.1797. K: 2.1797. L: 21.5.1797. C: 21.5 – 18.7.1797 at Woolwich.
Commissioned: 6.1797 under Lieut. Samuel P. Leavey. Coppered at Portsmouth 9.1798. Boats involved in cutting out 4 Dutch gunboats on coast of Holland 10.1799. Refitted at Pitcher, Northfleet 2.1801. To Baltic 1801. Sold (at Sheerness?) 9.1802.

Eclipse (ex *GB No. 22*) Perry & Co, Blackwall.
As built: 76ft 2in, 62ft $4^{3}/_{8}$in x 22ft 6½in x 8ft 3in. $168^{52}/_{94}$ bm. Draught 4ft 0in / 5ft 10½in.
Ord: 7.2.1797. K: 2.1797. L: 29.3.1797. C: 28.8 – 24.12.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. Mauritius Stark; in 8.1797 under Lieut. Robert Dobbin. Coppered at Portsmouth 8.1798. Sold (at Sheerness?) 9.1802.

Furious (ex *GB No. 23*) Perry & Co, Blackwall.
As built: 76ft 3in, 62ft 5in x 22ft 7in x 8ft 3in. $169^{30}/_{94}$ bm. Draught 4ft 0in / 5ft 10½in.
Ord: 7.2.1797. K: 2.1797. L: 31.3.1797. C: 1.4 – 21.7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. Nicholas Corsellis, on Downs station. Coppered at Woolwich 12.1799. From 1800 under Lieut. William Troth. Sold (at Sheerness?) 10.1802.

Flamer (ex *GB No. 24*) Perry & Co, Blackwall.
As built: 76ft 2in, 62ft 4in x 22ft 7in x 8ft 3in. $169^{9}/_{24}$ bm. Draught 4ft 0in / 5ft 10½in.
Ord: 7.2.1797. K: 2.1797. L: 30.3.1797. C: 2.4 – 17.7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. William Fitzwilliam Owen. Coppered at Plymouth 9.1798. From 1799 under Lieut. James Fitzpatrick, then 22.1801 Lieut. William Wood. Sold (at Deptford?) 4.1802.

Furnace (ex *GB No. 25*) Perry & Co, Blackwall.
As built: 76ft 2in, 62ft $4^{3}/_{8}$in x 22ft 6½in x 8ft 3in. $168^{52}/_{94}$ bm. Draught 4ft 0in / 5ft 10½in.
Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 13.4.1797 - 7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. Maurice Wm. Suckling; involved in Ostend operations 5.1798. Coppered at Sheerness 6.1798. Sold (at Sheerness?) 10.1802.

Growler (ex *GB No. 26*) Thomas Pitcher, Northfleet.
As built: 76ft 2in, 62ft $4^{3}/_{8}$in x 22ft 6½in x 8ft 3in. $168^{52}/_{94}$ bm. Draught 4ft 0in / 5ft 10½in.
Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 13.4.1797 - 7.1797 at Woolwich.
Commissioned: 5.1797 by Lieut. William Wall; in 7.1797 under Lieut. John Hollingsworth. Taken by French privateers *Le Rusé* (8-guns) and *L'Espiègle* (10-gun) off Dungeness 21.12.1797 (Hollingsworth killed). Found (in a very decayed state) at Veere when that port was taken in 1809.

Griper (ex *GB No. 27*) Thomas Pitcher, Northfleet.
As built: 76ft 1¼in, 62ft 2½in x 22ft 7¼in x 8ft 3in. $169^{6}/_{94}$ bm. Draught 3ft 11in / 5ft 7in.
Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 13.4.1797 - 7.1797 at Woolwich.
Commissioned: 5.1797 by Lieut. James Ryder, then 5.1798 under Lieut. Malcolm Cowan. Coppered at Portsmouth 6.1798. Under Lieut. Edward Hodge from 1799, then Lieut. Matthew Graham from 1800, and Lieut. Henry Fyge Jauncey from 1801 (in the Baltic). Sold (at Sheerness?) 10.1802.

Grappler (ex *GB No. 28*) Thomas Pitcher, Northfleet.
As built: 76ft 2½in, 62ft 3¾in x 22ft 7¾in x 8ft 3in. $169^{91}/_{94}$ bm. Draught 4ft 0½in / 5ft 6in.
Ord: 7.2.1797. K: 2.1797. L: 4.1797. C: 15.4.1797 – 7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. William Hawford; in 1.1798 under Lieut. William Patey. Coppered at Portsmouth 7.1799. Under Lieut. Samuel Holliday 1800, at Jersey. Under Lieut. John Considine 8.1800 (-1803, when died). Recommissioned 7.1803 under Lieut. Abel Thomas, at Jersey. Grounded on Îles Chausey (near Jersey) 31.12.1803, then taken and burnt by the French (Thomas wounded).

Gallant (ex *GB No. 29*) Thomas Pitcher, Northfleet.
As built: 76ft 1½in, 62ft $2^{7}/_{8}$in x 22ft 7½in x 8ft 3in. $169^{43}/_{94}$ bm. Draught 3ft 11in / 5ft 7½in.
Ord: 7.2.1797. K: 2.1797. L: 4.1797. C: 25.4 – 15.7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. William Lyall. Coppered at Portsmouth 5.1798. Sold (at Sheerness?) 10.1802.

Hardy (ex *GB No. 30*) William Cleverley, Gravesend.
As built: 76ft 1in, 62ft $3^{1}/_{8}$in x 22ft 7½in x 8ft 3in. $169^{49}/_{94}$ bm. Draught 4ft 0in / 5ft 7in.
Ord: 7.2.1797. K: 2.1797. L: 10.4.1797. C: 15.4.1797 – 7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. James Owen Lucas. Coppered 10.1798. Under Lieut. Matthew Hewett 1800-02. Sold (at Portsmouth?) 5.1802..

Haughty (ex *GB No. 31*) William Cleverley, Gravesend.
As built: 76ft 1½in, 62ft $3^{7}/_{8}$in x 22ft 8in x 8ft 3in. $170^{30}/_{94}$ bm. Draught 4ft 0½in / 5ft 8in.
Ord: 7.2.1797. K: 2.1797. L: 4.1797. C: 25.4.1797 – 7.1797 at Woolwich.
Commissioned: 5.1797 under Lieut. Matthew Smith. Coppered at Portsmouth 8.1798. Under Lieut. Peter Davies 1800-01, in the Swale. Sold (at Deptford?) 5.1802.

Hecate (ex *GB No. 32*) John Wilson & Co, Frindsbury.
As built: 76ft 1in, 62ft $5^{1}/_{8}$in x 22ft 7¼in x 8ft 3in. Draught $169^{62}/_{94}$ bm. Draught 3ft 9in / 5ft 7in.
Ord: 7.2.1797. K: 2.1797. L: 2.5.1797. C: 2.5 – 11.6.1797 at Chatham.
Commissioned: 8.1797 under Lieut. Charles Burlton. Coppered at Plymouth 9.1798. Recommissioned7.1803 under Lieut. Thomas Parsons (drowned 1803), for North Sea; from 12.1803 under Lieut. William Field; from 12.1804 under Lieut. Samuel Norman. From 1807 in Ordinary at Sheerness, as 14-gun brig 'with sliding keel'. Fitted for a breakwater at Sheerness 8.1809, and sunk at Harwich.

Hasty (ex *GB No. 33*) John Wilson & Co, Frindsbury.
As built: 76ft 1in, 62ft $3^{1}/_{8}$in x 22ft 8in x 8ft 3in. $170^{14}/_{94}$ bm. Draught 3ft 10in / 5ft 5in.
Ord: 7.2.1797. K: 2.1797. L: 6.1797. C: 10.6 - ?.1797 at Chatham.
Commissioned: 5.1797 under Lieut. James James; in 12.1797 under Lieut. William Charlton, for the Downs; in Baltic 1801. Sold (at Sheerness?) 12.1802.

Tigress (ex *GB No. 45*) Josiah & Thomas Brindley, King's Lynn.
As built: 76ft 0in, 62ft $2^{5}/_{8}$in x 22ft 6in x 8ft 3in. $167^{50}/_{94}$ bm. Draught 4ft 0in / 5ft 6in.
Ord: 3.1797. K: 3.1797. L: 11.9.1797. C: 7.10.1797 – 30.1.1798 at Chatham.
Commissioned: 11.1797 under Lieut. John Wyatt Atkins. From 1800 under Lieut. William H.B. Tremlett, then 1801 under Lieut. William Davies in the Baltic. Sold (at Sheerness?) 1.1802.

PURCHASED VESSELS (1797). The following ten small mercantile brigs were all purchased at Leith in 3.1797 (except *Manly* in 4.1797). An eleventh vessel (*Staunch*) was purchased in frame in Kent. They were all registered with the establishment given below on 5.4.1797 (except *Staunch* on 15.4.1797), and outfitted as gunvessels over that summer. Their original numbers were replaced by names on 7.8.1797. Apart from *Mastiff* (lost in 1800), all were sold off in 1802 (*Staunch* in 1803).
Men: 50. Guns: 2 x 18pdrs (24pdrs in *Staunch*) + 10 x 18pdr carronades.

Meteor (ex *GB No. 34*) ex mercantile *Lady Cathcart*.
Dimensions & tons: 74ft 6in, 61ft 7¼in x 21ft 8in x 9ft 0in. $153^{77}/_{94}$ bm. Draught 5ft 0in / 6ft 1in.
Fitted at Leith 20.3 – 11.7.1797.
Commissioned: 4.1797 under Lieut. Alexander Pearson, for North Sea station. Sold 2.1802.

Mastiff (ex *GB No. 35*) ex mercantile *Herald*.
Dimensions & tons: 71ft 7in, 57ft 10¼in x 23ft 0in x 10ft 1¼in. 163 bm. Draught 5ft 2in / 6ft 0in.
Fitted at Leith 20.3 – 11.7.1797.

Commissioned: 4.1797 under Lieut. John Clements, for North Sea. In 1800 under Lieut. James Watson; wrecked on Cockle Sands (off Gt. Yarmouth) 5.1.1800.

Minx (ex *GB No. 36*) ex mercantile *Tom*.

Dimensions & tons: 64ft 4in, 51ft 0in x 20ft 10½in x 7ft 10½in. 118 bm. Draught 6ft 1in / 6ft 4in.

Fitted at Leith 4.1797 – 19.9.1797.

Commissioned: 4.1797 under Lieut. Robert Lochtie. Sold by AO 13.1.1801.

Manly (ex *GB No. 37*) ex mercantile *Experiment*.

Dimensions & tons: 78ft 0in, 65ft 3in x 21ft 3in x 8ft 11½in. 157 bm. Draught 5ft 4in / 6ft 11in.

Fitted at Leith 4.1797 – 20.8.1797.

Commissioned: 5.1797 under Lieut. William Malone, for North Sea. Sold 12.1802 (at Sheerness?).

Pouncer (ex *GB No. 38*) ex mercantile *David*.

Dimensions & tons: 76ft 10in, 63ft 8in x 22ft 1¾in x 8ft 9½in. 165 bm. Draught 5ft 4in / 6ft 10in.

Fitted at Leith 3.1797 – 20.8.1797.

Commissioned: 5.1797 under Lieut. George Smith, for North Sea. In 5.1801 under Lieut. John Clements, in Yarmouth roads, then Smith again 12.1801. Sold 9.1802 (at Sheerness?).

Pincher (ex *GB No. 39*) ex mercantile *Two Sisters*.

Dimensions & tons: 73ft 8in, 58ft 10½in x 22ft $7^{1}/_{8}$in x 9ft 0in. 160 bm. Draught 5ft 0in / 6ft 2in.

Fitted at Leith 3 – 8.1797.

Commissioned: 5.1797 under Lieut. James Black, for North Sea station. Baltic in 1801. In 12.1801 under Lieut. James Harvey. Sold 4.1802 (at Woolwich?).

Wrangler (ex *GB No. 40*) ex mercantile *Fortune*.

Dimensions & tons: 72ft 3in, 60ft 0in x 20ft 9½in x 8ft 4in. 138 bm. Draught 5ft 2in / 5ft 5in.

Fitted at Leith 31.3 – 11.7.1797.

Commissioned: 7.1797 under Lieut. James Wydown, for North Sea. In 8.1800 under Lieut. John Joyce. Sold 12.1802 (at Sheerness?).

Rattler (ex *GB No. 41*) ex mercantile *Hope*.

Dimensions & tons: 72ft 7in, 59ft 3in x 22ft 4in x 9ft 4¾in. 158 bm.

Commissioned: 9.1797 under Lieut. John Gibbs; in 6.1798 under Lieut. Samuel Wickham, for North Sea. Sold 31.5.1802.

[Note: this vessel seems to have co-existed with the 16-gun ship-sloop of the same name (*Pylades* Class), launched 1795.]

Ready (ex *GB No. 42*) ex mercantile *Minerva*.

Dimensions & tons: 70ft 2in, 56ft 5in x 22ft 6in x 9ft 6in. 152 bm. Draught 5ft 9in / 7ft 0in.

Fitted at Leith 3.1797 – 21.8.1797.

Commissioned: 7.1797 under Lieut. Murray Maxwell, for North Sea. In 3.1800 under Lieut. Alexander Morgan, then 12.1800 Lieut. Thomas Dyer. Sold 12.1802 (at Sheerness?).

Safeguard (ex *GB No. 43*) ex mercantile (not stated, possibly building?).

Dimensions & tons: 78ft 9in, 66ft 9in x 22ft 0in x 8ft 10½in. $171^{79}/_{94}$ bm. Draught 6ft 0in / 6ft 10in.

Commissioned: 5.1797 under Lieut. Daniel Shiels, for North Sea station; 1801 in Baltic. Sold 9.1802 (?at Sheerness).

Staunch (ex *GB No. 44*) ex mercantile, building by John Nicholson, Rochester.

Dimensions & tons (design): 67ft 10in, 53ft 7in x 22ft 9in x 9ft 10in. $147^{48}/_{94}$ bm.

As built: 68ft 4in, 53ft 11in x 23ft 1in x 9ft 10in. $152^{76}/_{94}$ bm. Draught 4ft 8in / 7ft 10in.

Purchased in frame on the stocks. L: 1.5.1797. C: 11.6.1797 (sailed).

Commissioned: 6.1797 under Lieut. John Conn; in 6.1798 under Lieut. Constantine Henvill; sailed 4.1800 for Leeward Islands station. From 1802 under Lieut. John Broughton. Paid off 2.1803 and sold later in 1803.

***ARCHER* Class**. Sir William Rule design 1800. Ten vessels were ordered in this initial batch, all on 30.12.1800. *Charger* was fitted at Woolwich Dyd in 1809 with an 8in brass mortar of 14 cwt. Three became war losses, *Bold* was BU 1811, and the last six were all sold 1814-16.

Dimensions & tons: 80ft 0in, 65ft 10¼in x 22ft 6in x 9ft 5in. $177^{31}/_{94}$ bm.

Men: 50. Guns: 10 x 18pdr carronades, + 2 x 18pdr or 32pdr carronades as (bow) chase guns.

Aggressor (John & Wm.) Wells & Co, Blackwall.

As built: 80ft $0^{7}/_{8}$in, 65ft 10¼in x 22ft 7½in x 9ft 5in. $179^{29}/_{94}$ bm. Draught 5ft 6½in / 7ft 3½in.

Ord: 30.12.1800. K: 1.1801. L (already coppered): 1.4.1801. C: 2.4 – 21.4.1801 at Deptford.

Commissioned: 5.1801 under Lieut. Thomas Thompson. Recommissioned 2.1803 under Lieut. George Hayes, for North Sea; from 12.1803 under Lieut. John Watson (-8.1814). Under Lieut. James Morgan from 4.1815, but sold to BU for £940 (at Woolwich?) 23.11.1815.

Archer (John & Wm.) Wells & Co, Blackwall.

As built: 80ft $0^{7}/_{8}$in, 65ft 10¼in x 22ft 7½in x 9ft 5in. $179^{29}/_{94}$ bm. Draught 5ft 6½in / 7ft 3½in.

Ord: 30.12.1800. K: 1.1801. L (already coppered): 2.4.1801. C: 3.4 – 21.4.1801 at Deptford.

Commissioned: 5.1801 under Lieut. John Sherriff, for North Sea; took a 2-gun lugger *No.432* on 3.1.1804. Recommissioned 7.1804 under Lieut. John Price (to 1808); involved in attacks on invasion craft at Boulogne 19.7.1804 and near Cap Gris-Nez 25.8.1804; similar operations 24-25.4.1805 (captured two gunboats – *Nos. 44* & *58* – off Gris-Nez 24.4); paid off 7.1804?. Underwent Small Repair at Sheerness 11.1808-6.1809. Recommissioned at Leith under Lieut. Lawrence Smith, and re-rated sloop. To Downs 1812, under Lieut. George Elliott. Underwent Middling Repair at Sheerness 8.1812 – 2.1813; recommissioned 1.1813 under Cmdr. William Slaughter, for the Downs. Sold to BU for £640 (at Woolwich?) 14.12.1815.

Bold (John & Wm.) Wells & Co, Blackwall.

As built: 80ft $0^{7}/_{8}$in, 65ft 10¼in x 22ft 7½in x 9ft 5in. $179^{29}/_{94}$ bm. Draught 5ft 6½in / 7ft 4in.

Ord: 30.12.1800. K: 1.1801. L (already coppered): 16.4.1801. C: 17.4 – 9.5.1801 at Deptford.

Commissioned: 4.1801 under Lieut. James Ides Short, for the Nore. Under Lieut. James Agassiz in 10.1801, then Lieut. William Chivers in 6.1802, for the North Sea; participated in capture of 17-gun privateer *Le Contre-Amiral Mayon* in the North Sea 18.10.1804. Under Lieut. William Slaughter 1805-16, then Chivers again 1807-11 for the Downs; Scheldt operations 1809; her boats (with others) destroyed a 6-gun privateer and took two others in the Vlie 29.5.1810. BU at Sheerness 4.1811.

Conflict (John) Dudman & Co, Deptford.

As built: 80ft 1½in, 65ft 10¾in x 22ft 7¾in x 9ft 4½in. $179^{70}/_{94}$ bm. Draught 5ft 7in / 7ft 3½in.

Ord: 30.12.1800. K: 1.1801. L: 17.4.1801. C: 17.4 – 9.5.1801 at Deptford.

Commissioned: 4.1801 under Lieut. Michael Dod. Under Lieut. John Sibrell from 1802, then Lieut. James Fegen from 3.1803 in the North Sea, then Lieut. David Chambers in 10.1803; captured gunboat *No.86* off Calais 3.11.1803. Under Lieut. Abraham Lowe from 1.1804, then Lieut. Charles Ormsby from 5.1804; grounded off Niewport while in chase 24.10.1804, and taken by the French.

Charger (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 10½in x 22ft 7¼in x 9ft 5in. $179^{3}/_{94}$ bm. Draught 5ft 6½in / 7ft 2in.

Ord: 30.12.1800. K: 1.1801. L: 17.4.1801. C: 17.4 – 6.6.1801 at Deptford.

Commissioned: 5.1801 under Lieut. Edward King. In 8.1801 under Lieut. Henry Rice, then 4.1802 under Lieut. James James, then Lieut. T.W. Rede 1802-04, Lieut. Thomas Hewitt 1805, and Lieut. John Aitken Blow 1806-09; took Dutch privateer *Zenno* in the North Sea 28.5.1806; participated in action with 25 Danish gunboats off Salthome 9.6.1808 (HMS *Turbulent* taken). Fitted at Woolwich as a mortar gunbrig 5 – 6.1809. Recommissioned 8.1810 under Lieut. James Askey; sailed for the Mediterranean 30.10.1810. On Portuguese coast 1812-13, then in the Downs 1814. Sold for £890 at Deptford 9.6.1814.

Constant (John) Dudman & Co, Deptford.

As built: 80ft 2in, 65ft 11½in x 22ft 7¼in x 9ft 5in. $179^{24}/_{94}$ bm. Draught 5ft 7in / 7ft 3½in.

Ord: 30.12.1800. K: 1.1801. L: 28.4.1801. C: 28.4 – 10.6.1801 at Deptford.

Commissioned: 5.1801 under Lieut. James Bremer; 4.1803 at Leith, for North Sea service. Under Lieut. John Stokes 8.1803 (to 1815); in Baltic 1808-09, and Channel 1810-15; took (with boats of *Surveillante*) a brig, cut out near Morbihan 5.9.1810; took 2-gun privateer *L'Olympe* off the Saintes 21.4.1813; operations on the north coast of Spain in 1813.

Repaired by Pitcher at Northfleet 2 – 3.1809. Sold for £600 (at Chatham?) 15.2.1816.

Locust (Mrs.) Frances Barnard Sons & Co, Deptford.

As built: 80ft 1½in, 66ft 0in x 22ft 7in x 9ft 5½in. $179^{4}/_{94}$ bm. Draught 5ft 6in / 7ft 7in.

Ord: 30.12.1801. K: 1.1801. L (already coppoered): 2.4.1801. C: 3.4 – 25.4.1802 at Woolwich.

Commissioned: 4.1801 under Lieut. Thomas Folliott Baugh, in the Downs. Recommissioned 9.1802 under Lieut. John Lake; participated in bombardment of Havre 1.8.1804, and in action with Boulogne batteries 8.3.1805. Under Lieut. Thomas Swinburne from 1805, then Lieut. Robert Folliott from 1.1806, then Lieut. John Gedge from 1807; sailed for Newfoundland 2.5.1809. Under Lieut. Robert Fair 1812, in the Downs, then to the Baltic 1813. Sold for £860 at Deptford 11.8.1814.

Mallard (Mrs.) Frances Barnard Sons & Co, Deptford.

As built: 80ft 0½in, 65ft 11in x 22ft 6½in x 9ft 5½in. $178^{15}/_{94}$ bm. Draught 5ft 6in / 7ft 5in.

Ord: 30.12.1801. K: 1.1801. L (already coppered): 11.4.1801. C: 12.4 – 12.5.1801 at Woolwich.

Commissioned: 5.1801 under Lieut. John Read. In 11.1804 under Lieut. John Miles; grounded near Calais and taken by a French shore party 24.12.1804. Became French *Le Mallard*, renamed *Le Favori* in 1815 and served until BU in 1827.

Mariner Thomas Pitcher, Northfleet.

As built: 80ft 1½in, 65ft 10½in x 22ft 8in x 9ft 5½in. $180^{2}/_{94}$ bm. Draught 5ft in / 7ft 3in.

Ord: 30.12.1801. K: 1.1801. L (already coppered): 4.4.1801. C: 6.4 – 29.4.1801 at Woolwich.

Commissioned: 5.1801 under Lieut. David Williams (to 1802), for the Downs. Recommissioned 5.1803 under Lieut. Andrew Lapslie, for the Downs (to 1807). Under Lieut. Joseph Griffiths 12.1809, then Lieut. Robert Russell 1813, in the Baltic; in North America 1814?; paid off 6.1814. Sold for £870 (at Deptford?) 29.9.1814.

Minx Thomas Pitcher, Northfleet.

As built: 80ft 1in, 65ft 9½in x 22ft 8in x 9ft 5½in. $179^{75}/_{94}$ bm. Draught 5ft 7in / 7ft 0½in.

Ord: 30.12.1801. K: 1.1801. L (already coppered): 14.4.1801. C: 17.4 – 12.5.1801 at Woolwich.

Commissioned: 5.1801 under Lieut. Patrick Manderson, for North Sea; recommissioned 3.1803 (to 1807). Recommissioned 4.1808 under Lieut. George Le Blanc, for the Baltic; captured by six Danish gunboats off the Scaw, northern Denmark 2.9.1809.

***BLOODHOUND* Class**. Sir John Henslow design, 1801. This batch of ten vessels were all ordered 7.1.1801, the draught was approved three days later and all were building by the end of the month. Four were war losses (*Starling*, *Ferreter*, *Jackal*, *Monkey*); three were sold in 1815 (*Vixen*, *Escort* and *Basilisk*) and two in 1816 (*Censor* and *Bloodhound*), while the last (*Snipe*) became a mooring lighter in 1815.

Dimensions & tons: 80ft 0in, 65ft 6½in x 23ft 0in x 8ft 6in. $184^{39}/_{94}$ bm.

Men: 50. Guns: 10 x 18pdr carronades + 2 x 18pdr or 32pdr carronades as (bow) chase guns.

Escort Perry, Wells & Green, Blackwall (2 x 6pdrs as chase guns).

As built: 80ft 0in, 65ft 6in x 23ft 0in x 8ft 6in. $184^{29}/_{94}$ bm. Draught 5ft 9in / 7ft 6in.

Ord: 7.1.1801. K: 1.1801. L: 1.4.1801 (already coppered). C: 2.4 – 6.5.1801 at Woolwich..

Commissioned: 5.1801 under Lieut. Grant Allan. In 8.1801 under Lieut. Robert Forbes, then 5.1802 under Lieut. James Hugh Talbot, at Milford. Recommissioned 9.1802 under Lieut. William Peake (to 185); in 1806-08 under Lieut. William Smith, in North Sea; in Channel Islands 1808. Under Lieut. George Vandeput Crosbe 1809-15; convoy duties in North America 1815. Paid off in 1815 and sold to Customs as a hulk 8.1815.

Jackall Perry, Wells & Green, Blackwall.

As built: 80ft 0in, 65ft 6in x 23ft 1in x 8ft 6in. $185^{60}/_{94}$ bm. Draught 6ft 0in / 7ft 6in.

Ord: 7.1.1801. K: 1.1801. L: 1.4.1801 (already coppered). C: 2.4 – 13.5.1801 at Woolwich.

Commissioned: 4.1801 under Lieut. George Pattison, for the Nore. In 1802 under Lieut. William Hicks. Recommissioned 3.1803 under Lieut. Charles Tovey Leaver, for the North Sea. From 1804 under Lieut. Charles Stewart; stranded on French coast near Calais and wrecked 30.5.1807.

Bloodhound John Randall & Co, Rotherhithe (2 x 18pdr + 2 x 9pdrs + 2 x 6pdrs, + 12 x 18pdr carronades).

As built: 80ft 1in, 65ft 7in x 23ft 1in x 8ft 6in. $185^{83}/_{94}$ bm. Draught 5ft 8in / 7ft 7in.

Ord: 7.1.1801. K: 1.1801. L: 2.4.1801 (already coppered). C: 3.4 – 19.4.1801 at Deptford.

Commissioned: 4.1801 under Lieut. Joseph Bogue; at Jersey 1801 and North Foreland 1802. Recommissioned 10.1802 under Lieut. Henry Richardson. With *Archer* and others, attacked invasion craft in Boulogne roads 19-20.7.1804, and in action again off Boulogne 25.8.1804. In 8.1805 under Lieut. Thomas Warrand (-1811, except 1807-08 under Lieut. Samuel Ward Flinders); in Scheldt operations 1809; took 2-gun privateer *La Bécassine* in North Sea 6.8.1810. Wrecked near Trevose Head 4.12.1811 but salved. Under Lieut. Josias Bray 12.1811, and Lieut. Charles Rubidge 12.1812 (-1814). Sold for £580 (at Plymouth) to BU 18.9.1816.

Basilisk John Randall & Co, Rotherhithe.

As built: 80ft 1in, 65ft 7in x 23ft 1in x 8ft 6in. $185^{83}/_{94}$ bm.

Ord: 7.1.1801. K: 1.1801. L: 2.4.1801 (already coppered). C: 3.4 – 19.4.1801 at Deptford.

Commissioned: 4.1801 under Lieut. Samuel Gooch, for Channel and North Sea. Recommissioned 2.1803 under Lieut. William Shepheard; captured French gunboat *No.436* on 18.12.1803. Under Lieut. William Patey 1804-06. Under Lieut. George Higgs 1807-08, off Calais; at Leith 1808. Temporarily under Sub-Lieut. C(harles?) Balfour, took 4-gun Danish privateer *Don Flinkke* 30.9.1808. Under Lieut Samuel Crew 1809-10; sailed for the Mediterranean 16.3.1810. Under Lieut. George Wood in 1811. Under Lieut. George French in 5.1812; sailed for Portugal 4.3.1812. Re-rated sloop 5.1813. Fitted as a tender at Plymouth 2.1814, under Lieut. Philip Anstruther (died 8.1814), then under Lieut. Abraham Pike. Sold for £730 (at Plymouth?) to BU 14.12.1815.

Censor John Randall & Co, Rotherhithe. (2 x 32pdrs)

As built: 80ft 1in, 65ft 7in x 23ft 1in x 8ft 6in. $185^{83}/_{94}$ bm. Draught 5ft 8in / 7ft 7in.

Ord: 7.1.1801. K: 1.1801. L: 2.4.1801 (already coppered). C: 3.4 – 27.4.1801 at Deptford..

Commissioned: 5.1801 under Lieut. John Richardson, for the Channel. In 7.1801 under Lieut. Jonathan Christian. Recommissioned 8.1802 under Lieut. Arthur Atchison. In 7.1803 under Lieut. James Irwin, for North Sea; in 5.1804 under Lieut. James Wall, then in 8.1804 under Lieut. Joshua Latimer Rowe (-1809). Under Lieut. Mark Lucas 1810-14, in the Baltic. Took 4-gun privateer *L'Heureuse Etoile* 16.11.1810, in the Baltic. In Ordinary at Sheerness from 1.1815; under Cmdr. Joshua Kneeshaw from 5.1815. Sold for £670 (at Sheerness?) to BU 11.1.1816.

Ferreter Perry, Wells & Green, Blackwall.

As built: 80ft 1in, 65ft 6½in x 23ft 0in x 8ft 6in. $184^{40}/_{94}$ bm. Draught 5ft 8in / 7ft 7in.

Ord: 7.1.1801. K: 1.1801. L: 4.4.1801 (already coppered). C: 4.4 – 29.4.1801 at Woolwich.

Commissioned: 5.1801 under Lieut. William Bowen Mends, for the North Sea. Recommissioned 1.1803 under Lieut. Henry Weir, for the North Sea; taken by seven Dutch gunboats in the mouth of the Ems 31.3.1807.

Starling Balthazar & Edward Adams, Bucklers Hard.

As built: 80ft 1½in, 65ft 8in x 23ft 0¼in x 8ft 6in. $185^{9}/_{94}$ bm.

Ord: 7.1.1801. K: 1.1801. L: 4.4.1801 (coppered). C: 4.4 – 9.5.1801 at Portsmouth.

Commissioned: 5.1801 under Lieut. John Baker. Recommissioned 2.1803 under Lieut. John Guyon; from 1804 under Lieut. George Skottowe; grounded near Cap Gris-Nez 24.12.1804 and burnt to avoid capture.

Snipe Balthazar & Edward Adams, Bucklers Hard.

As built: 80ft 1½in, 65ft 8in x 23ft 0in x 8ft 6in. $184^{72}/_{94}$ bm. Draught 6ft 0in / 7ft 4in.

Ord: 7.1.1801. K: 1.1801. L: 2.5.1801. C: 3.5 – 11.6.1801 at Portsmouth.

Commissioned: 5.1801 under Lieut. Charles Champion (-1813), for North Sea. Recommissioned 5.1803. In Baltic 1808-11. In 1.1814 under Cmdr. Provo Wallis, then Cmdr. George Bulley from 5.1815. Fitted as mooring lighter *No.13* (later *No.9*) at Chatham 8.1815 - 2.1816. BU at Chatham 5.1846.

Monkey John Nicholson, Rochester.

As built: 80ft 2in, 65ft 11¼in x 23ft 1½in x 8ft 6in. $187^{52}/_{94}$ bm. Draught 5ft 9in / 7ft 5in.

Ord: 7.1.1801. K: 1.1801. L: 11.5.1801. C: 11.5 – 1.6.1801 at Chatham.

Commissioned: 5.1801 under Lieut. Nicholas Corsellis, for the Nore; in 3.1802 under Lieut. Henry Weir, in the Channel. Recommissioned 2 – 9.1802 under Lieut. James Tillard, for

the North Sea; in 1804 under Lieut. William Tatham; in 1805-1806 under Lieut. Richard Wm. Simmonds. In 1807-10 under Lieut. Thomas Fitzgerald; to Baltic in 1809; wrecked on Belle Isle 25.12.1810 (48 drowned, including Fitzgerald).

Vixen Balthazar & Edward Adams, Bucklers Hard.

As built: 80ft 3½in, 65ft 7in x 23ft 1in x 8ft 6in. $185^{82}/_{94}$ bm.

Ord: 7.1.1801. K: 1.1801. L: 9.6.1801 (coppered). C: 10.6 – 29.6.1801 at Portsmouth.

First cost: contract £3,312 (less £150 deducted for one month's lateness).

Commissioned: 5.1802 under Lieut. Philip Browne. Captured 2-gun privateer cutter *Le Lyonnais* 8.12.1803. In 1807-13 under Lieut. Mayson Wright, in the Downs and North Sea (Yarmouth); from 1813 under Lieut. Samuel Burgess. Sold for £800 (at Sheerness?) 28.3.1815.

Ex FRENCH PRIZES (1793-1801)

Espiegle (French brig *L'Espiègle*, built 1793 at St Malo. L: 8.1793) 10 guns.

Dimensions & tons: dimensions not recorded. 135 bm.

Taken 30.11.1793 by *Nymphe* and *Circe* off Ushant. Sold 2.1802.

Actif (ex French privateer *L'Actif*, formerly a Liverpool privateer taken by the French 5.1793), 10 guns.

Dimensions & tons: dimensions not recorded. 165 bm.

Men: 60. Guns: 10 x 4pdrs (had carried 16 guns when taken).

Taken by *Iphigenia* in West Indies 16.3.1794, believed to have been previously taken from the English by *Sémillante* 16.3.1794. Registered as a sloop 17.7.1794.

Commissioned: Under Cmdr. John Harvey. Foundered 26.11.1794 off Bermuda while en route to England.

Requin (French cutter *Le Requin*, built 5.1793 – 4.1794 at Boulogne. L: 3.1794), 10 guns.

Dimensions & tons: 71ft 2in, 54ft 11½in x 23ft 9½in x 10ft 3in. $165^{29}/_{94}$ bm.

Men: 59. Guns: 10 x 4pdrs.

Taken by *Thalia* in the Channel 20.2.1795. Fitted at Portsmouth (for £2,001) 27.2 – 26.9.1795. Registered as a sloop 14.5.1795.

Commissioned: 7.1795 under Lieut. William Champain, for Leewards Islands station. From 1798 under Lieut. Kenneth M'Kenzie, then under Lieut. William Senhouse. Captured 6-gun privateer *La Mutine* off St Bartholomew 1.5.1798, and at capture of Surinam 8.1799. Under Lieut. Frederick Thesiger from 12.1799, then Lieut. Samuel Fowell from 1800. Wrecked near Quiberon Bay 1.1.1801.

Dixmunde (French ?*Dixmunde*), 10 guns.

Acquired 1795 (no other details).

Commissioned: 5.1803 under Lieut. John Williams (-1807), for Jersey. Recommissioned 9.1804. Fate uncertain.

Nieuport (Purchased or ex French 1795), 14 guns.

Acquired 1795. Fitted at Sheerness 20.5.1795 – 26.3.1796 (and still there in 1803).

Commissioned: 5.1803 under Lieut. James Woodward (-1806); in River Colne 1806. Listed to 1810.

Ostend (Purchased or ex French 1795), 1 gun.

Acquired 1795. Fitted at Sheerness 20.5.1795 – 26.3.1796 (and still there in 1809). Named 26.10.1795.

Not Commissioned: Fate uncertain.

Resolue (French xebec *La Résolue*, originally Spanish vessel taken 12.1794), 10 guns.

Dimensions & tons: unknown.

Taken 16.8.1795 by Nelson's squadron in the Bay of Alassio.

Commissioned: (details unknown) for Leeward Islands. Deleted 1802.

Lacedaemonian (French privateer *La Lacédémonienne*, built 1794), 12 guns.

Dimensions & tons: dimensions not recorded. 195 bm.

Taken 9.3.1796 by *Pique* and *Charon* in the West Indies.

Commissioned: 5.1796 under Cmdr. George Sayer, later under Cmdr. Thomas Boys then 7.1796 Cmdr. Thomas Harvey. In 3.1797 under Cmdr. Matthew Wrench; retaken 6.4.1797 by a French sloop off Point Salines.

Athenienne (French brick *L'Athénienne*, former privateer taken into French Navy 4.1796), 14 guns.

Dimensions & tons: dimensions not recorded. 202 bm.

Taken 8.5.1796 by *Albacore* off Barbados.

Commissioned: ?1796 in the West Indies. Sold 1802 to BU.

Vénom (French *cannonière Le Génie*, acquired 6.1794 by the French Navy).

Dimensions & tons: 65ft 1in, 47ft 0in x 22ft 8in x 9ft 0in. $128^{42}/_{94}$ bm.

Men: 45. Guns: 4 x 6pdrs + 4 x 18pdr carronades.

Taken 31.5.1796 off Oneglia.

Commissioned: 1796 in the West Indies under Lieut. Thomas Wilson. Listed to 1799.

Transfer (French privateer *Les Quatre Frères*, built Bordeaux 1796), 16 guns, polacca-rigged.

Dimensions & tons: 80ft 0in, 63ft 0in x 23ft 3in x 14ft 6in. $181^{13}/_{94}$ bm.

Men: 70. Guns: 12 x 6pdrs.

Taken 21.10.1796? Registered 30.6.1797.

Commissioned: 12.1796 in the Mediterranean under Cmdr. John Maitland. In 10.1797 under Cmdr. George Bowen, then 1.1799 Cmdr. William Moore and 2.1799 Lieut. George Miller; took 3-gun privateer *L'Escamoteur* in the Mediterranean 11.2.1799; later under Cmdr. George Mundy; destroyed (with *Majestic*) a 16-gun privateer 5.4.1799. In 10.1800 under Cmdr. Edward O'Brien, then 4.1801 Lieut. James Nicholls and 4.1802 Cmdr. Richard Cribb. Paid off 6.1802 and sold at Malta (for £700) 1802.

Deux Amis (French privateer *Les Deux Amis*, built 1796 as schooner), 14 guns.

Dimensions & tons: dimensions not recorded. 220 bm.

Men: 27. Guns: 6 x 3pdrs only in 9.1798.

Taken 12.1796 by *Polyphemus* and *Apollo* on the Irish station. Arrived Cork 1.1.1797. Registered 16.3.1797.

Commissioned: 2.1797 under Master J. Watson. Fitted at Portsmouth (for £1,865) 7.5 – 25.9.1798. In 5.1797 under Master Samuel Willson; wrecked off the Great Chine, Isle of Wight 24.5.1799.

Halifax (French privateer brig *La Marie*, registered as privateer 1797), 12, later 14 guns.

Dimensions & tons: 71ft 0in, 55ft 1½in x 21ft 7in x 9ft 8in. $136^{55}/_{94}$ bm.

Men: 55. Guns: 12 x 12pdr carronades.

Taken 21.11.1797 by *Jason*. Arrived Plymouth 8.12.1797, laid up until fitted there for sea 12.1800 – 7.1801.

(Was initially named *Mary* in RN, but renamed *Halifax* by AO 15.10.1800 prior to first commissioning.)

Commissioned: 1801 under Lieut. J(ohn or James?) Scott. Deleted (BU, sold or lost?) in 1801.

Aventurier (French privateer brig *L'Aventurier*, requisitioned 4.1793 by French Navy while building at Honfleur. L: 24.7.1793. Design by Jean-Louis Pestel), 14 guns.

Dimensions & tons: … . 192 bm.

Men: …. Guns: 14 x 4pdrs + 2 x 12pdr carronades.

Taken 4.8.1798 by the boats of *Melpomene* and *Childers* at Corréjou (Île de Bas); added to RN 29.12.1798. Deleted 1802.

Fortune (French 18-gun polacre *La Fortune*, built at Venice 1788-1789 as *Fortunato Jacob*. L: 2.1789), 10 guns.

[Note: this polacre was armed at Malta by the British as xebec privateer *Fortunatus*. Taken originally by French frigate *La Justice* in late 1797 or early 1798.]

Dimensions & tons: … . 180 bm.

Men: … . Guns: 10 x 4pdrs

Taken 11.8.1798 by *Swiftsure* off the Nile.

Commissioned: Late 1798 under Lieut. Lewis Davis. Retaken by French brig *La Salamine* off Jaffa 8.5.1799.

Marianne (French transport *La Marianne*, acquired 4.1798), 12 guns.
Dimensions & tons: dimensions not recorded.
Taken 1.3.1799 by Sidney Smith's squadron off Syria, retaken by the French 4.1799 but taken again 11.1799.
Commissioned: Late 1799. Sold 9.1801.

Foudre (French aviso *La Foudre*, built Toulon 9.1795 – 6.1796), 10 guns.
Dimensions & tons: dimensions not recorded. 192 bm.
Taken 18.3.1799 by Sidney Smith's squadron off Syria, retaken by the French 4.1799 but taken again 1800.
Commissioned: Sold 1801.

Dame de Grace (French naval transport *La Vierge de Grace*), 4 guns.
[Note: this was a mercantile brig requisitioned 4.1798 by the French Navy.]
Dimensions & tons: dimensions not recorded. 87 bm.
Taken 18.3.1799 by boats of *Tigre* off Mt Carmel (Syria).
Commissioned: 3.1799, but retaken by French 16-gun *Le Salamine* off Syria 8.5.1799 and scuttled.

Marie Rose (French *La Marie Rose*), 4 guns.
Taken 18.3.1799.
No record of commissioning. Disposal 1800.

Anacreon (ex French privateer *L'Anacréon*, built Dunkirk 1731 to plans of Louis-Jean-Baptiste Bretocq. Armed as privateer 9.1796), 14 guns.
Dimensions & tons: 76ft 5½in, 60ft 5½in x 21ft 8in x 9ft 0in. $150^{89}/_{94}$ bm.
Men: 60. Guns: 14 x 4pdrs.
Taken 22.6.1799 by *Champion*. Fitted at Sheerness (for £1,524) 9.7.1799 – 11.1799.
Commissioned: 11.1799 under Lieut. John Simpson. From 1.1800 under Lieut. Grant Allen in the North Sea, then 6.1800 under Lieut. John Guyon; paid off 7.1801. Sold at Sheerness Winter 1802.

Guachapin (French privateer *Le Guapachin*, built 1800 at Bayonne), 16 guns.
Dimensions & tons: 80ft 5in, 63ft 4in x 23ft 1in x 11ft 0in. 176 bm.
Men: 26. Guns: 12 x 12pdr carronades, plus 2 x 6pdrs.
Taken early 1801.
Commissioned: 2.1801 in the Leeward Islands under Cmdr. Samuel Butcher; took 18-gun Spanish privateer *Teresa* off St Lucia 18.8.1801. In 4.1802 under Cmdr. Kenneth Mackenzie; at capture of Surinam 25.4 – 5.5.1804. In 6.1804 under Cmdr. Robert Henderson. Rated guardship at St Johns, Antigua 13.9.1806. In 1807 under Lieut. Uriah Goodwin (acting), in the Leeward Islands. In 1811 under Lieut. Michael Jenkins; driven ashore at Antigua in a hurricane 29.7.1811; later salved and sold at Jamaica.

Ex DUTCH PRIZES (1796-1800)

Amboyna (ex Dutch *Harlingen*?), 10 guns.
Taken 2.1796 by Ranier's squadron at Amboyna (Ambon).
Commissioned: In East Indies 1796 under Lieut. William Dobbie. From 12.1797 under Lieut. Joseph Pulham, then 11.1798 under Lieut. Peter Heywood, 4.1800 under Lieut. Robert Sheldrake, and 1801 under Lieut. John Cawley, all in East Indies. BU 1802.

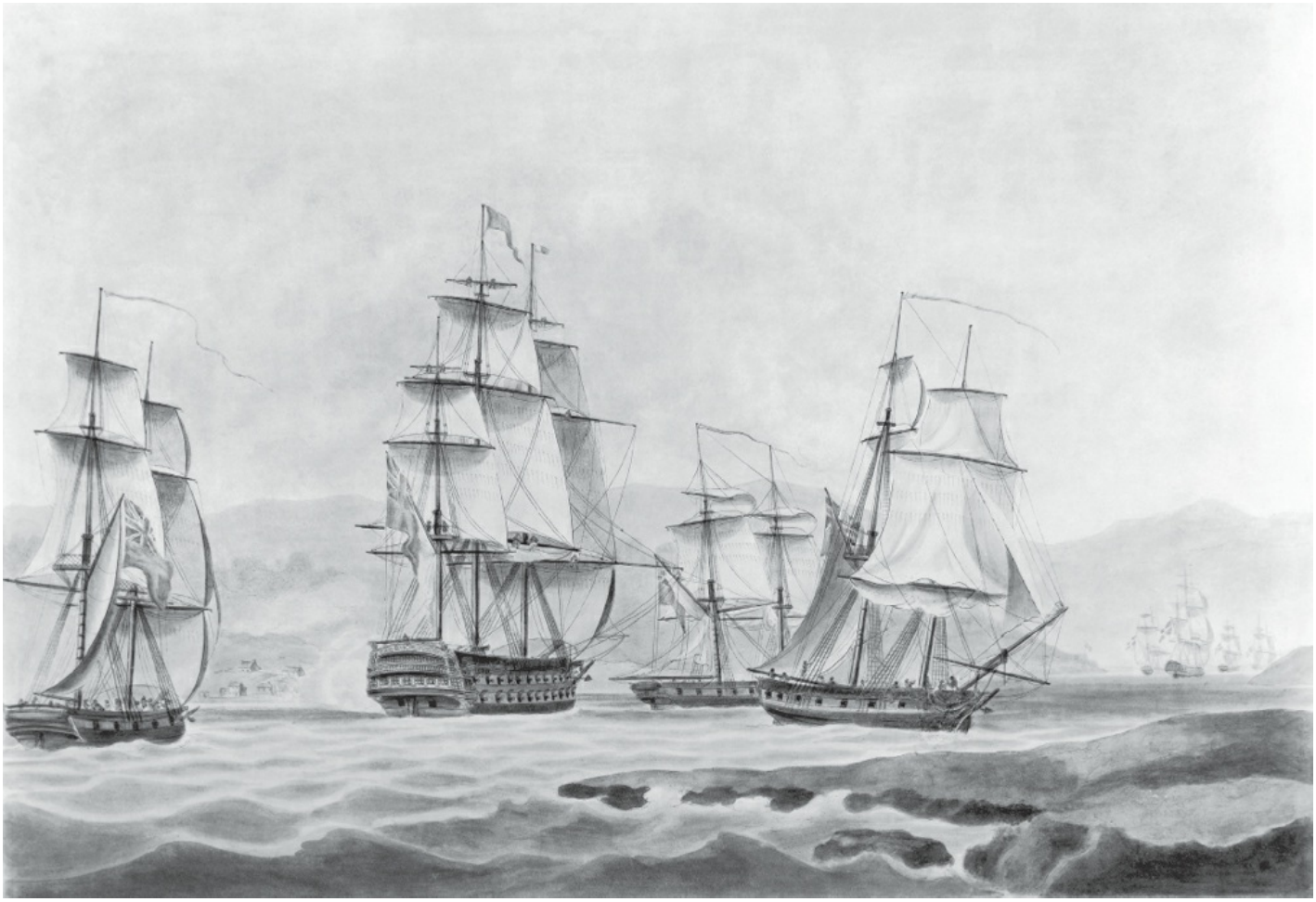
Mongoose (Dutch …, origins unknown), 12 guns.
Dimensions & tons: dimensions not recorded. 140 bm.
Taken 1799 or 1800, probably in East Indies.
Commissioned: 1800 under Lieut. Thomas Duvall. Sold 1803.

PURCHASED VESSEL (1799)

Lady Nelson (mercantile, built 1799 as a cutter), 6 guns.
[Based on design of cutter *Trial* (see Chapter 11) and similarly fitted with three Schank sliding keels.]
Dimensions & tons: 52ft 6in, … x 17ft 6in x … . 60 bm.
Men: 17. Guns: 6 x 3pdrs.
Purchased 1799 and fitted as brig.
Commissioned: 1800 under Lieut. James Grant, for voyage to Australia; sailed 18.3.1800 and arrived 16.12.1800 at Sydney; employed on Hunter River survey, then tender at New South Wales. In 1801 under ?Jonathan Murray; Bass Strait survey 1802. Later under George Courtoys, then John Symons; in 1800 to Norfolk Island and New Zealand. In 5.1807 under Lieut. William G.C. Kent, in New South Wales; paid off 1808. In 1824 under Master Johns, sent on expedition to north-east coast of Australia, then to Sunda Islands; taken by Malay pirates 2.1825, with all hands massacred and then wrecked on Babar Island.

(C) Vessels acquired from 18 May 1803

As with other categories of vessel, the renewal of war in 1803 saw the revival of an earlier design, that of Rule's *Archer*, this time ordered in larger quantities to cope with the huge demand for convoy escort and patrol craft.



Despite their small size, gunbrigs were deployed world-wide, but one of the biggest commitments of the latter years of the war was in the Baltic. Almost every ship of the Danish battlefleet had been captured in the 1807 attack on Copenhagen, but the Danes continued to harass Britain's vital convoys with small craft. This led to many sharp encounters in and around the Skaggerak, in which gunbrigs played their part. This print shows a July 1812 attack on a Danish frigate and three brigs led by the 64-gun *Dictator* and consorts, one of which was the gunbrig *Flamer* (right foreground).

Later *ARCHER* Class. Second batch of forty-eight vessels to this Sir William Rule design of 1800, all ordered during the first half of 1804. *Desperate* and *Safeguard* were each fitted in 1809 with an 8in brass mortar of 14 cwt. In all, twenty were war losses, two BU 1812, *Piercer* transferred to Hanover 1814, and eight sold by mid-1815.

Dimensions & tons: 80ft 0in, 65ft 10¼in x 22ft 6in x 9ft 5in. $177^{31}/_{94}$ bm.

Men: 50. Guns: 10 x 18pdr carronades, + 2 x chase guns [as detailed below].

Bruiser (or *Bruizer*) Thomas Pitcher, Northfleet.

As built: 80ft 0in, 65ft $10^{5}/_{8}$in x 22ft 8in x 9ft 5½in. $180^{5}/_{94}$ bm. Draught 5ft 3in / 7ft 1in.

Ord: 9.1.1804. K: 2.1804. L: 28.4.1804. C: 30.4.1804 by builder.

Commissioned: 4.1804 under Lieut. Thomas Smithies; attack on Boulogne gunboat flotilla 25.8.1804; from 1805 under Lieut. Alexander Davidson, but in 1806 again under Lieut. Smithies (until 1809); captured 15-gun privateer *L'Impromptu* off Folkestone 29.1.1806; captured (with *Briseis*) 1-gun Danish *Coureer* in the North Sea 5.1809. Recommissioned 10.1809 under Lieut. William Price (to 1814) for North Sea and Baltic service, but possibly in 1813 under Lieut. James Stirling (temp.?). Sold for £800 (?at Sheerness) 24.2.1815.

Blazer Thomas Pitcher, Northfleet [2 x 12pdrs].

As built: 80ft 0in, 65ft 10½in x 22ft 8in x 9ft 5½in. $180^{2}/_{94}$ bm. Draught 5ft 5in / 7ft 1½in.

Ord: 9.1.1804. K: 2.1804. L: 3.5.1804. C: 30.5.1805 by builder.

Commissioned: 5.1804 under Lieut. John Knight. In 7.1804 under Lieut. John Hinton; in Handcock's action with invasion craft off Ostend 23.10.1804; off Gravelines 1807. Under Lieut. Francis Banks from 7.1809 for North Sea station. Captured (with *Brev Drageren*) the 5-gun *Unge Trontman* and *Liebe* off Brunsbüttel 21.3.1813. Re-rated sloop (with Banks promoted Cmdr.) from 7.10.1813. At Cuxhaven 30.11.1813. Sold for £710 (?at Sheerness) 15.12.1814.

Haughty (John) Dudman & Co, Deptford.

As built: 80ft 2in, 66ft 1½in x 22ft 6in x 9ft 3in. $178^{5}/_{94}$ bm.

Ord: 9.1.1804. K: 2.1804. L: 7.5.1804. C: 7.5 – 19.6.1804 at Deptford Dyd.

Commissioned: 4.1804 under Lieut. John Mitchell, in Stopford's squadron. In 1807 under Lieut. Charles Newton Hunter, at the Cape of Good Hope. In 2.1809 at the capture of Martinique. Recommissioned 1.1810 under Lieut. James Harvey; sailed for the Mediterranean 20.2.1812. In Fremantle's squadron at Fiume 3.7.1813. Sold for £600 (at Deptford?) to BU 11.1.1816.

Manly (John) Dudman & Co, Deptford.

As built: 80ft 1in, 66ft 0½in x 22ft 6in x 9ft 5½in. $177^{79}/_{94}$ bm.

Ord: 9.1.1804. K: 2.1804. L: 7.5.1804. C: 7.5 – 20.6.1804 at Deptford Dyd.

Commissioned: 5.1804 under Lieut. George Mackay; in 1805 under Lieut. Martin White; grounded off Rysum, East Friesland and taken by the Dutch in the mouth of the Ems 1.1806; retaken by the *Onyx* in the North Sea 1.1.1809. Fitted at Sheerness 2 – 8.1809. Recommissioned 6.1809 under Lieut. Thomas Greenwood. In 1811 under Lieut. Richard Simmonds; taken by three Danish brigs (*Ålsen*, *Låland* and *Samsø*) off South Norway 2.9.1811 (1 killed, 3 wounded). Retaken again 11.1813, and recommissioned as the *Bold*. Fitted at Deptford 28.8.1813 – 10.1813. Sold for £940 (at Deptford?) 11.8.1814.

Flamer Josiah & Thomas Brindley, Frindsbury.

As built: 80ft 1in, 65ft $10^{3}/_{8}$in x 22ft $7^{7}/_{8}$in x 9ft 5in. $179^{78}/_{94}$ bm. Draught 5ft 8in / 8ft 5in.

Ord: 9.1.1804. K: 2.1804. L: 8.5.1804. C: 8.5 – 3.6.1804 at Chatham.

First cost: £3,562.

Commissioned: 4.1804 under Lieut. Francis Story. From 2.1806 under Lieut. William Dick, from 9.1807 under Lieut. John Chapman, 1808 under Lieut. Cameron, from 1809 under Lieut. Thomas Cowper Sherwin (for Baltic station), and from 1810 under Lieut. John Carter. From 1812 under Lieut. Thomas England; took 3-gun privateer *Pauline* in North Sea 1.6.1812. Participated in destruction of 40-gun *Nayaden* near Mardo, Norway 6-7.7.1812 (and capture of other Danish vessels). Re-classed as a sloop 3.3.1813; under Cmdr. John Baldwin 1813 at Sheerness, then under Cmdr. Job Hanmer from 1814; in Ordinary at Sheerness. To Gravesend Aliens Service 5.1815. To Coast Guard 1841. Sold to Castle, Charlton to BU 16.9.1858.

Contest William Courtney, Chester.

As built: 80ft 1in, 65ft 10½in x 22ft 6¾in x 9ft 5in. $178^{35}/_{94}$ bm.

Ord: 9.1.1804. K: 2.1804. L: 6.1804. C: 15.8 – 27.9.1804 at Plymouth.

Commissioned: 8.1804 under Lieut. John Gregory. Action in Basque roads 13.4.1809. Lost, presumed foundered with all hands, in the North Atlantic 12.1809, on passage from America.

Firm Josiah & Thomas Brindley, Frindsbury.

As built: 80ft 1¾in, 66ft $0^{1}/_{8}$in x 22ft $7^{7}/_{8}$in x 9ft 5½in. $180^{22}/_{94}$ bm. Draught 5ft 6in / 7ft 3in.

Ord: 9.1.1804. K: 2.1804. L: 2.7.1804. C: 2.7 – 19.9.1804 at Chatham.

Commissioned: 7 or 8.1804 under Lieut. Cornelius Collett. Action (with squadron led by Capt. Robert Honyman in the *Leda*) against invasion craft off Cap Griz-Nez 24.4.1805. Paid off 1807. Recommissioned 4.1808 under Lieut. Henry Montresor; from 1809 under Lieut. John Little; took (with *Sharpshooter* and *Surly*) 4-gun privateer *L'Alcide* off Granville 20.4.1810. Wrecked on the French coast near Granville 29.6.1811.

Pelter (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 11½in x 22ft 6in x 9ft 5½in. $177^{57}/_{94}$ bm.

Ord: 9.1.1804. K: 2.1804. L: 25.7.1804. C: 8.8 – 6.9.1804 at Deptford.

Commissioned: 8.1804 under Lieut. William Evelyn. From 2.1805 under Lieut. William Bennett, then 1.1806 under Evelyn again; sailed from Halifax 3.3.1809 bound for the Leeward Islands and lost, presumed foundered with all hands.

Furious Josiah & Thomas Brindley, King's Lynn.

As built: 80ft 2in, 66ft 0in x 22ft 7in x 9ft 5in. $179^{4}/_{94}$ bm.

Ord: 9.1.1804. K: 3.1804. L: 21.7.1804. C: 21.8 – 19.10.1804 at Chatham.

Commissioned: 9.1804 under Lieut. Mayson Wright. From 1806 under Lieut. John Debenham, in Downs and North Sea; from 1809 under Lieut. John Mundell? Sold for £800 (at Sheerness?) 9.2.1815.

Steady Richards (Brothers) & (John) Davidson, Hythe, Southampton [2 x 12pdrs].

As built: 80ft $1^{5}/_{8}$in, 66ft 0½in x 22ft 7¼in x 9ft 5½in. $179^{46}/_{94}$ bm.

Ord: 9.1.1804. K: 3.1804. L: 21.7.1804. C: 3.8 – 15.9.1804 at Portsmouth.

Commissioned: 8.1804 under Lieut. Arthur Stow (-1811), for the Channel; sailed for River Plate 1.8.1808; home in 1810; sailed for the Mediterranean 30.8.1810. In 3.1812 under Lieut. George Green; to the Baltic 1813. Sold at Portsmouth (for £700) 9.2.1815.

Biter William Wallis, Blackwall [2 x 12pdrs].

As built: 80ft 0in, 65ft 10¼in x 22ft 6in x 9ft 5in. $177^{31}/_{94}$ bm. Draught 5ft 4in / 6ft 10in.

Ord: 9.1.1804. K: 3.1804. L: 27.7.1804. C: 4.9.1804 at Woolwich (coppered).

Commissioned: 6.1804 under Lieut. George Wingate. Wrecked off Étaples (on French north coast) 10.11.1805.

Defender William Courtney, Chester.

As built: 80ft 1¼in, 65ft 10½in x 22ft 7½in x 9ft 5½in. $179^{34}/_{94}$ bm.

Ord: 9.1.1804. K: 3.1804. L: 28.7.1804. C: 15.8 – 4.10.1804 at Plymouth.

Commissioned: 8.1804 under Lieut. George Hayes. In 11.1804 under Lieut. John Nops. In 1806 under Lieut. George Plowman, then 2.1809 Lieut. Francis Burgoyne; wrecked off Folkestone 14.12.1809.

Safeguard Robert Davy, Topsham (Exeter).

As built: 80ft 0in, 65ft 10¼in x 22ft $6^{5}/_{8}$in x 9ft 5in. $178^{19}/_{94}$ bm.

Ord: 9.1.1804. K: 3.1804. L: 4.8.1804. C: 22.8 – 10.12.1804 at Plymouth.

First cost: £3,206 to build.

Commissioned: 8.1804 under Lieut. Robert Balfour (-1807), for the Channel and North Sea; at Copenhagen 8.1807. In 1808 under Lieut. William Field, then 1811 under Lieut. Thomas England, in the Baltic; taken by a squadron of 4 Danish gunboats off Jutland 29.6.1811.

Attack Robert Adams, Chapel, Southampton.

As built: 80ft 1¾in, 65ft 11¼in x 22ft 8in x 9ft 5in. $180^{18}/_{94}$ bm. Draught 5ft 10in / 6ft 6in.

Ord: 9.1.1804. K: 3.1804. L: 9.8.1804. C: 10.8 – 15.9.1804 at Portsmouth (incl. coppering).

Commissioned: 8.1804 under Lieut. Thomas Swain (-1810), for the Channel; took 14-gun privateer *Le Sorcier* off Brest 28.1.1806; in Scheldt operations 1809. Recommissioned 11.1811; in 7.1812 under Lieut. Richard Simmonds; taken by a squadron of Danish gunboats in the Kattegat (off Anholt) 19.8.1812, with 2 killed and 14 wounded.

Wrangler (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 11½in x 22ft 6in x 9ft 5in. $177^{57}/_{94}$ bm. Draught 5ft 6in / 7ft 2in.

Ord: 9.1.1804. K: 4.1804. L: 28.5.1805. C: 3.7.1806 at Deptford (incl. coppering).

Commissioned: 6.1804 under Lieut. Charles Burlton; in 12.1804 under Lieut. James Pettet (-1811), for North Sea and Baltic. In 1812 under Lieut. John C. Crawford. Sold to BU at Woolwich (for £600) 14.12.1815.

Cracker Thomas Pitcher, Northfleet.

As built: 80ft 0in, 65ft $10^{5}/_{8}$in x 22ft 8in x 9ft 5in. $180^{5}/_{94}$ bm. Draught 5ft 4in / 6ft 11in.

Ord: 9.1.1804. K: 4.1804. L: 30.6.1804. C: 12.9.1804 at builder.

Commissioned: 7.1804 under Lieut. William H. Douglas. In 10.1805 under Lieut. John Leach (-1809); took 22-gun privateer *L'Été* in Home waters 17.6.1807; in North Sea 1809. In 1810 under Lieut. Henry Jauncey, then 1812 Lieut. Michael Fitton. Sold at Portsmouth (for £750) to BU 23.11.1815.

Acute William Rowe, Newcastle.

As built: 80ft 2in, 65ft 3in x 22ft 8in x 9ft 3in. $178^{30}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 21.7.1804. C: 14.10 – 10.12.1804 at Chatham.

First cost: £3,148 to build.

Commissioned: 11.1804 under Lieut. Samuel Graves, in North Sea. Under Lieut. Charles Dobson in 1806, Lieut. Daniel Shiels in 1807, Lieut. Thomas Mitchell in 1808 at Yarmouth, Lieut. William Buckle(?) in 1809, still Yarmouth, and Lieut. John A. Morrell in 1810-11. Handed over to Customs service c.1812, and deleted 26.1.1813 from Navy List. Fitted as quarantine ship at Sheerness 2 - 5.1813, deployed at Standgate Creek; later (?1831) to Coast Guard; still in service at Cockleshell 1855-60. BU 1864?

Piercer Obadiah Ayles, Topsham (Exeter).

As built: 80ft 0in, 65ft 10¼in x 22ft 6¾in x 9ft 5in. $178^{30}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 29.7.1804. C: 22.8 – 24.11.1804 at Plymouth.

Commissioned: 9.1804 under Lieut. Thomas Carew. In 1805 under Lieut. John Sibrell (died 6.1811), in the Channel Islands. In 6.1805 under Lieut. Carter, then Sibrell again 1.1807, in North Sea, then Baltic 1808-09, and the Channel again 1810. In 1811 under Lieut. Joshua Kneeshaw, for the North Sea; in 1.1814 reclassed as a sloop, with Kneeshaw promoted Cmdr. Given to the Government of Hanover as a guardship 6.1814 (by AO 29.4.1814).

Growler Balthazar & Edward Adams, Buckler's Hard.

As built: 80ft 0½in, 65ft 101/8in x 22ft 7in x 9ft 5in. $178^{58}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 10.8.1804. C: 12.8 – 18.9.1804 at Portsmouth (incl. coppering).

Commissioned: 8.1804 under Lieut. James Rose; in 2.1805 took Gunboat *No.193*. In 1806 under Lieut. Thomas Nesbitt; took 14-gun privateer *Le Voltigeur* off Brest 28.1.1806; later under Lieut. Samuel Thomas, with Channel fleet in 7.1806. In 1807 under Lieut. Richard Crossman (-1809); in Basque roads operations 3 - 4.1809; sailed for Portugal 16.5.1809. In 1810 under Lieut. John Weeks (-1812); Small Repair at Plymouth 10 – 11.1811; destroyed (with *Northumberland*) 44-gun *L'Ariane* and *L'Andromache*, and 18-gun *Le Mamelouk* off Lorient 22.5.1812. In 1812 under Lieut. Hugh Anderson (-1814); in the Channel 1812, then the Baltic 1813. In Ordinary at Portsmouth 1815, then sold there (for £600) 31.8.1815.

Bouncer William Rowe, Newcastle.

As built: 80ft 2in, 65ft 3in x 22ft 7in x 9ft 5in. $177^{1}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 11.8.1804. Fitted at Newcastle.

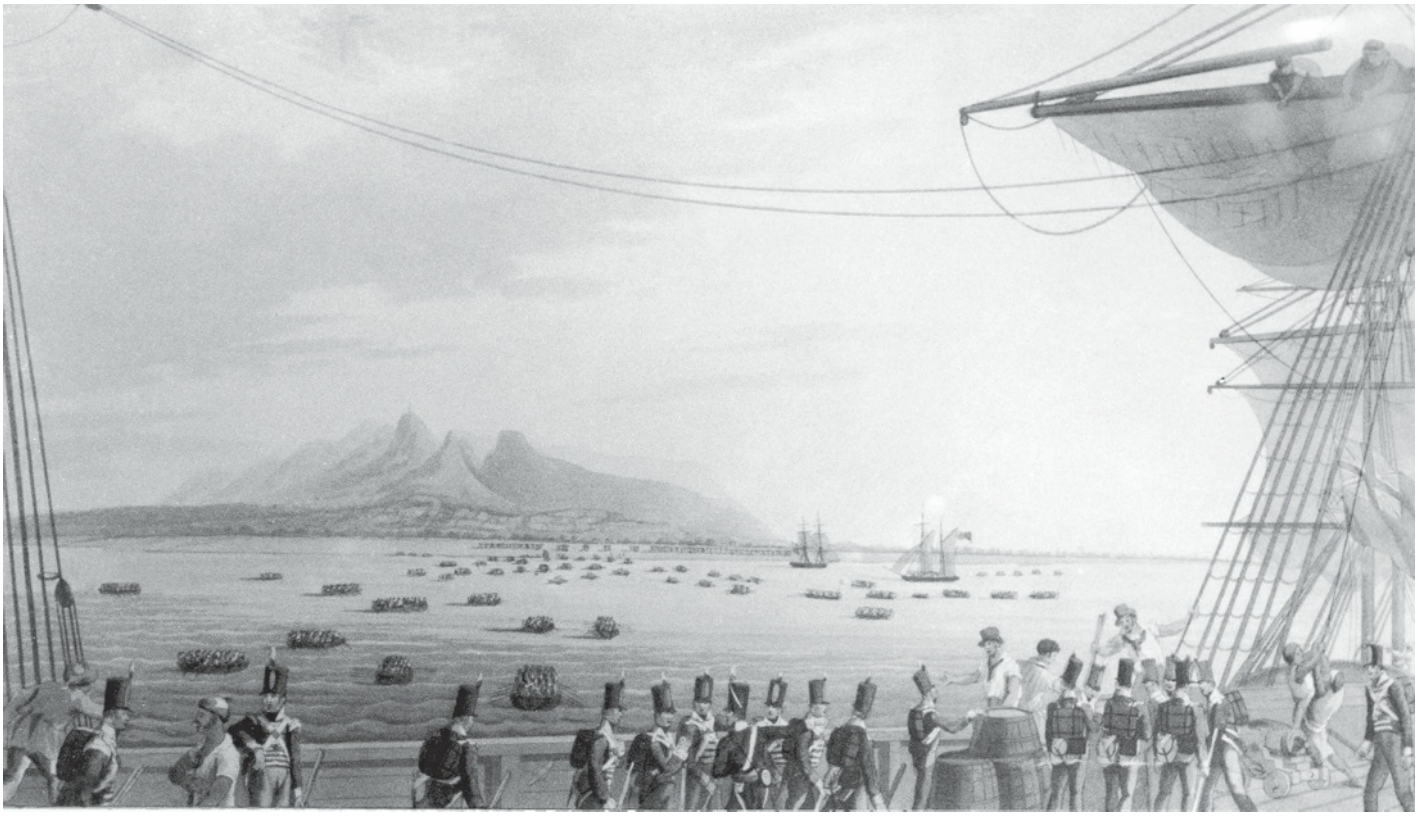
Commissioned: 11.1804 under Lieut. Samuel Bassan. Grounded near Dunkirk 2.1805 and captured by the French; added as *Le Bouncer*, renamed *L'Ecureuil* 1814 and served until 1819.

Staunch Benjamin Tanner, Dartmouth.

As built: 79ft 11¼in, 65ft 8in x 22ft 9¾in x 9ft 5in. $181^{73}/_{94}$ bm. Draught 5ft 6in / 7ft 0in.

Ord: 9.1.1804. K: 4.1804. L: 21.8.1804. C: 8.12.1804 at builders (coppered).

Commissioned: 9.1804 under Lieut. Benjamin Street (-1810); at Plymouth 1.1806; sailed for the Cape of Good Hope 30.8.1806; in Mauritius operations 1810; at loss to the French of 38-gun *Africaine* 13.9.1810; at capture of 40-gun *La Vénus* and recapture of *Ceylon* 18.9.1810. In 11.1810 under Lieut. Hector Craig; at capture of Mauritius 29.11 – 3.12.1810; lost, presumed foundered with all hands, off Madagascar 6.1811.



The later classes of gunbrig were deployed on even the most distant stations, including the East Indies. The *Staunch* is seen here inshore providing close support for the British landings on Mauritius in November 1810. As the Isle de France this was the last remaining French possession in the Indian Ocean capable of supporting commerce-raiding operations, and had been a thorn in the flesh of British senior officers in the area since the beginning of the war.

Pincher Joseph Graham, Harwich.

As built: 80ft 3in, 66ft 2½in x 22ft 7in x 9ft 5in. $179^{57}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 28.8.1804. C: 29.8 – 10.11.1804 at Chatham.

Commissioned: 11.1804 under Lieut. Miller. Under Lieut. James Aberdour from 1805; expedition to Copenhagen 8.1805. Under Lieut. Samuel Burgess from 1809, for North Sea station. Took a small privateer in the North Sea 11.5.1812. Under Lieut. Thomas Dutton from 1813. Re-rated sloop 5.4.1813, when Dutton made Cmdr., then Cmdr. James Wallis from 12.1813. To Ordinary at Plymouth 1.1814. Recommissioned 5.1815 under Cmdr. Thomas Smith; to Ordinary at Sheerness 10.1815. Sold (for £610) at Woolwich to BU 17.5.1816.

Plumper (i) (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 11½in x 22ft 6in x 9ft 5½in. $177^{57}/_{94}$ bm. Draught 5ft 3in / 6ft 7in.

Ord: 9.1.1804. K: 4.1804. L: 7.9.1804. C: 12.12.1804 at Deptford.

Commissioned: 10.1804 under Lieut. James Garrety; taken (with *Teazer*) off St Malo by six French gunbrigs 16.7.1805.

Griper Josiah & Thomas Brindley, King's Lynn.

As built: 80ft 2in, 65ft 10¾in x 22ft 7½in x 9ft 5in. $179^{40}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 24.9.1804. C: 6.12.1804 at builders.

Commissioned: 10.1804 under Lieut Edward Morris; wrecked near Ostend 18.2.1807, with no survivors.

Swinger Robert Davy, Topsham (Exeter).

As built: 80ft 0in, 65ft 10¼in x 22ft 7in x 9ft 5in. $178^{61}/_{94}$ bm.

Ord: 9.1.1804. K: 4.1804. L: 9.1804. C: 27.11.1804 at builders.

Commissioned: 9.1804 under Lieut. Daniel Ross; sailed for the Leeward Islands 25.5.1805. In 1807 under Lieut. William Bennett, in the Leeward Islands, then 1808 Lieut. Thomas Fellows; at capture of Désirade 3.1808. In 1809 under Lieut. William Winlack; at capture of Martinique 2.1809. BU at Plymouth 6.1812.

Clinker Thomas Pitcher, Northfleet.

As built: 80ft 0in, 65ft 9¼in x 22ft 7in x 9ft 5¼in. $178^{39}/_{94}$ bm. Draught 5ft 5in / 6ft 11in.

Ord: 22.3.1804. K: 5.1804. L: 30.6.1804. C: 12.9.1804 by builder.

Commissioned: 7.1804 under Lieut. Nisbet Glen. Action with French convoy and its escorts near Fécamp 10.6.1805 (1 killed, 1 wounded); and observed another convoy 23.7.1805. At Portsmouth 12.1805. Under Lieut. John Salmon from 4.1806; lost with all hands, presumed foundered, off Le Havre 12.1806.

Tigress (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 10¼in x 22ft 6in x 9ft 5in. $177^{31}/_{94}$ bm. Draught 5ft 3½in / 7ft 5in.

Ord: 22.3.1804. K: 5.1804. L: 1.6.1804. C: 11.6 – 27.6.1804 at Deptford.

Commissioned: 7.1804 under Lieut Edward Greensword; taken off Langeland, in the Great Belt by 16 Danish gunvessels 2.8.1808.

Teazer (John) Dudman & Co, Deptford.

As built: 80ft 1in, 65ft 11¼in x 22ft 6in x 9ft 5½in. $177^{52}/_{94}$ bm.

Ord: 22.3.1804. K: 5.1804. L: 16.7.1804. C: 16.7 – 14.9.1804 at Deptford.

Commissioned: 8.1804 under Lieut. Thomas Graham. In 10.1804 under Lieut. George Kerr; taken (with *Plumper*) off St Malo by six French gunbrigs 16.7.1805. In French hands to 25.8.1811, when recaptured by *Diana*. Re-rated sloop 24.5.1813; recommissioned 3.1814 under Cmdr. Thomas Prickett. Sold to BU 3.8.1815.

Sparkler Matthew Warren, Brightlingsea.

As built: 80ft 3in, 65ft 11in x 22ft 7in x 9ft 5in. $178^{77}/_{94}$ bm. Draught 5ft 6in / 7ft 1in.

Ord: 22.3.1804. K: 5.1804. L: 6.8.1804. C: 19.8 – 15.9.1804 at Chatham.

Commissioned: 9.1804 under Lieut. James S.A. Dennis, in North Sea. Wrecked off Terschelling (Frisian Islands) in a gale 13.1.1808 (14 drowned).

Tickler Matthew Warren, Brightlingsea.

As built: 80ft 3in, 65ft 11in x 22ft 7in x 9ft 5in. $178^{77}/_{94}$ bm. Draught 5ft 6in / 7ft 1in.

Ord: 22.3.1804. K: 5.1804. L: 8.8.1804. C: 19.8 – 5.10.1804 at Chatham.

Commissioned: 8.1804 by Lieut. Charles Irvine. In 1.1805 under Lieut. John Watson Skinner; taken by six Danish gunboats off Langeland 4.6.1808 (Skinner killed, 11 wounded).

Hardy R.B. Roxby, Wearmouth.

As built: 80ft 5in, 66ft 2¼in x 22ft 6in x 9ft 5in. $178^{22}/_{94}$ bm.

Ord: 22.3.1804. K: 5.1804. L: 7.8.1804. C: 19.10 – 13.12.1804 at Chatham.

Commissioned: 11.1804 under Lieut. Roddam Read (died 1805). In 1806 under Lieut. Stephen Perdrieau (-1808); took 16-gun privateer *Le Revois* 19.2.1808. In 1809 under Lieut. Thomas Dutton (-1811); sailed for the Mediterranean 15.7.1810; later under Lieut. John Nops, then Lieut. ?Redbridge. Rerated sloop 5.10.1812. In Ordinary at Sheerness 1812-14. Recommissioned 1.1814 under Cmdr. George Bulley, then 4.1815 under Cmdr. James Athill. Fitted as storeship 11.1816 – 1.1817, to convey cattle from the Cape to St Helena; at St Helena 1820. Transferred (by AO 4.9.1822) 'to Secretary of State's Dept. to serve as a convict hospital ship in lieu of *Spiteful*' 11.1821; served as convict hospital at Portsmouth to 1831. Sold to John Levy, Rochester (for £105) to BU 6.8.1835.

Gallant R.B. Roxby, Wearmouth.

As built: 80ft 4in, 66ft 1½in x 22ft 8in x 9ft 5in. $180^{67}/_{94}$ bm.

Ord: 22.3.1804. K: 5.1804. L: 20.9.1804. C: 14.10 – 13.12.1804 at Chatham.

Commissioned: 11.1804 under Lieut. Thomas Shirley (-1807), for the Downs. Recommissioned 7.1808 under Lieut. Peter Pickernell, for the Downs; North Sea 1809. In 7.1810 under Lieut. William Crow (-1815), in the North Sea. Sold at Woolwich (for £640) to BU 14.12.1815.

Daring Jabez Bailey, Ipswich.

As built: 80ft 2in, 65ft 10¾in x 22ft 6¾in x 9ft 5in. $178^{40}/_{94}$ bm.

Ord: 6.1804. K: 6.1804. L: 10.1804. C: 18.10 – 11.12.1804 at Chatham.

Commissioned: 11.1804 under Lieut. Charles Ormsby. In 1806 under Lieut. George Hayes (-1809), for the Channel and North Sea. In 12.1810 under Lieut. Thomas Allen, then 1811 under Lieut. ?Campbell. Recommissioned 6.1811 under Lieut. William Pascoe; sailed for West Africa 10.3.1812; burnt to avoid capture by 40-gun *Le Rubis* off the Los Islands 27.1.1813.

Attentive (Nicholas) Bools & (William) Good, Bridport.

As built: 80ft 0½in, 65ft $10^{1}/_{8}$in x 22ft 7in x 9ft 5in. $178^{58}/_{94}$ bm.

Ord: 6.1804. K: 7.1804. L: 18.9.1804. C: 24.10.1804 – 25.2.1805 at Plymouth (coppered).

Commissioned: 11.1804 under Lieut. John Harris; sailed for the Leeward Islands 3.1805. In ?8.1806 under Lieut. Robert Carr (-1809), in the Leeward Islands; took 2-gun privateer *Nuestra Señora del Carmen* 17.10.1807; her boats (with others') cut out 16-gun *Le Nisus* from Deshaies, Guadeloupe 12.12.1809. In Ordinary at Deptford to 1812, then BU there 8.1812.

Cheerly (Nicholas) Bools & (William) Good, Bridport.

As built: 80ft 0¾in, 65ft 10¾in x 22ft 6½in x 9ft 5in. $178^{9}/_{94}$ bm.

Ord: 6.1804. K: 7.1804. L: 10.1804. C: 24.10.1804 – 2.3.1805 at Plymouth (coppered).

Commissioned: 11.1804 under Lieut. Henry Montresor. In 1806 under Lieut. Thomas Foulerton (-1811), at Plymouth. In 11.1811 under Lieut. John Smith (-1814), in the North Sea. Sold at Sheerness (for £800) 9.2.1815.

Rapid Robert Davy, Topsham (Exeter).

As built: 80ft 0in, 65ft 10¼in x 22ft 6¾in x 9ft 5in. $178^{30}/_{94}$ bm.

Ord: 6.1804. K: 7.1804. L: 20.10.1804. C: 2.12.1804 – 14.3.1805 at Plymouth.

Commissioned: 11.1804 under Lieut. Thomas Gwillim (-1805). In 1806 under Lieut. Henry Baugh, in the Channel; took (with *Grasshopper*) two Spanish gunboats and destroyed two more 23.4.1808; sunk by shore battery in Sagres Bay off Cape St Vincent 18.5.1808.

Urgent John Bass, Lympstone.

As built: 80ft 0in, 65ft 10in x 22ft 6½in x 9ft 5in. $177^{88}/_{94}$ bm.

Ord: 6.1804. K: 7.1804. L: 2.11.1804. C: 2.12.1804 – 28.5.1805 at Plymouth.

Commissioned: 12.1804 under Lieut. Edmund Wallington, for North Sea and Baltic. In 1806 under Lieut. Peter Rigby (-1812); action with Danes 23.8.1807; under Lieut. Charles Dobson (temp.) in 5 – 8.1807. In 12.1812 re-rated sloop, under Cmdr. George Bentham, then 10.1813 Cmdr. Gamaliel Fitzmaurice; paid off 8/9.1815. Sold at Portsmouth to BU (for £600) 31.7.1816.

Forward Joseph Todd, Berwick.

As built: 80ft 0in, 65ft 10¼in x 22ft 6¾in x 9ft 5in. $178^{30}/_{94}$ bm. Draught 6ft 3½in / 7ft 6in.

Ord: 6.1804. K: 7.1804. L: 4.1.1805. C: 22.3 – 31.3.1806 at Portsmouth (note *after* Channel service).

Commissioned: 12.1804 under Lieut. Daniel Shiels, for the Channel Islands; took 4-gun privateer *La Rancune* in the Channel 7.2.1806; later to North Sea. In 1807 under Lieut. Richard Welsh, then 1808-09 Shiels again; to the Baltic 1808. In 1810 under Lieut. Richard Banks (-1815), on Leith station. Sold at Woolwich to BU (for £600) 14.12.1815.

Fervent Balthazar & Edward Adams, Bucklers Hard [2 x 6pdrs].

As built: 80ft 2½in, 65ft $11^{7}/_{8}$in x 22ft 7½in x 9ft 5in. $179^{64}/_{94}$ bm. Draught 5ft 8in / 7ft 0in.

Ord: 6.1804. K: 8.1804. L: 15.12.1804. C: 15.12.1804 – 18.2.1804 at Portsmouth.

Commissioned: 12.1804 under Lieut. John Hare (-1811); at Gibraltar 1807 and the Channel 1808; sailed for Portugal 19.5.1809. In 1811 under Lieut. George Stewart; sailed for Portugal again 12.11.1811. In 11.9.1812 re-rated sloop, under Cmdr. Charles H. Reid, for the Baltic, then 6.1814 Cmdr. William Hotham, for Bermuda. In 1815 under Cmdr. William Brander; paid off 6.1815. Fitted as a mooring lighter at Portsmouth 6.1815 - 8.1816. By 1864 mooring lighter *No. 3* - later *YC 7*. BU 1879.

Fearless Joseph Graham, Harwich.

As built: 80ft 3½in, 66ft 2½in x 22ft 7in x 9ft 5in. $179^{57}/_{94}$ bm. Draught 5ft 1½in / 7ft 2in.

Ord: 6.1804. K: 8.1804. L: 18.12.1804. C: 31.12.1804 – 3.1805 at Chatham.

Commissioned: 1.1805 under Lieut. John Williams, for Downs station; at bombardment of Copenhagen 23.8.1807. Under Lieut. Abraham Garland from 10.1807, on North Sea station. Recommissioned 9.1810 under Lieut. George Le Blanc; sailed for the Mediterranean 19.11.1810. Under Lieut. Charles Basden in 7.1811, then 7.1812 under Lieut. Harry Lord Richards; took a small privateer in the Mediterranean 21.4.1812. Wrecked off the coast of Spain 8.12.1812.

Desperate Thomas White, Broadstairs.

As built: 80ft 2in, 66ft $0^{5}/_{8}$in x 22ft 7in x 9ft 5in. $179^{17}/_{94}$ bm.

Ord: 6.1804. K: 8.1804. L: 2.1.1805. C: 8.1 – 25.5.1805 at Chatham.

Commissioned: 1.1805 under Lieut. John Hanchett, for the Downs. In 1806 under Lieut. Robert Tyle, then under Lieut. John Price (-1808), then 1809 under Lieut. Robert Ellary. Fitted at Deptford as a mortar gunbrig 6 – 7.1809. In 11.1810 under Lieut. William Jenkins (-1814); sailed for Portugal 25.2.1811. Sold at Deptford to BU (for £910) 15.12.1814.

Earnest Menzies & Goalen, Leith.

As built: 80ft $11^{1}/_{8}$in, 66ft $8^{1}/_{8}$in x 22ft 8in x 9ft 5in. $182^{20}/_{94}$ bm.

Ord: 6.1804. K: 8.1804. L: 1.1805. C: 1805 by builder.

Commissioned: 2.1805 under Lieut. Alexander Sinclair. In 1806 under Lieut. Richard Templar (-1814); fitted by Pitcher, Northfleet 1 – 2.1809; took 2-gun *Makrel* and 4-gun *Fire Bredre* (?privateer) in Wingo Sound 5.1809; took 6-gun privateer 15.6.1811; took 5-gun privateer *Le Suczipan* 7.7.1811. In 6.1814 under Lieut. James Tait (-1815). Sold at Deptford to Mr. Beatson (for £600) 2.5.1816 for mercantile use (name unchanged).

Woodlark Menzies & Goalen, Leith.

As built: 80ft 7in, 66ft $3^{1}/_{8}$in x 22ft 9in x 9ft 5in. $182^{39}/_{94}$ bm.

Ord: 6.1804. K: 8.1804. L: 1.1805. C: 1805 by builder.

Commissioned: ?2.1805 under Lieut. Thomas Innes; wrecked near Calais 13.11.1805.

Protector Matthew Warren, Brightlingsea.

As built: 80ft 2in, 65ft 11in x 22ft 6in x 9ft 5in. $177^{47}/_{94}$ bm. Draught 5ft 6½in / 7ft 0in.

Ord: 6.1804. K: 8.1804. L: 1.2.1805. C: 13.2 – 10.5.1805 at Chatham.

First cost: £2,784 to build.

Commissioned: 4.1805 under Lieut. Sir George Mouat Keith (-1807); at Cape of Good Hope 1806, then Home in 1807. In 4.1807 under Lieut. George Mitchener (-1815), for South America and Cape of Good Hope; to North Sea 1808, then Channel 1809-10; sailed for west coast of Africa 2.8.1810; on Irish station 1813-15. Fitted at Deptford as a survey ship (armed with 2 x 12pdr carronades only) 12.1816 - 4.1817; recommissioned 2.1817 under Lieut. Timothy Curtis. In 1.1820 under Lieut. William Hewett (-1830). Repair at Woolwich 3 – 4.1830. Sold to W. Woolcombe at Sheerness to BU (for £435) 30.8.1833.

Sharpshooter Matthew Warren, Brightlingsea.

As built: 80ft 2in, 65ft 11in x 22ft 6in x 9ft 5in. $177^{47}/_{94}$ bm. Draught 5ft 6½in / 7ft 0in.

Ord: 6.1804. K: 8.1804. L: 2.2.1805. C: 13.2 – 26.4.1805 at Chatham.

Commissioned: 4.1805 under Lieut. John Goldie (-1815); drove ashore (with *Constance* and *Strenuous*) 36-gun *La Salamandre* near Cape Fréhel 9.9.1806; in Channel Islands 1807; took (with *Firm* and cutter *Surly*) 4-gun privateer *L'Alcide* off Granville 20.4.1810; convoy to North Africa 1815; paid off 8/9.1815 into Ordinary at Sheerness. Sold at Woolwich to BU (for £610) 17.5.1816.

Dexterous Balthazar & Edward Adams, Bucklers Hard.

(Progress Books record Eling, near Southampton, as the place of building, but this is almost certainly a clerical error.)

As built: 80ft 1½in, 66ft 0in x 22ft 7½in x 9ft $5^{1}/_{8}$in. $179^{66}/_{94}$ bm. Draught 6ft 6in / 7ft 3in.

Ord: 6.1804. K: 8.1804. L: 2.2.1805. C: 3.2 – 16.2.1805 at Portsmouth.

Commissioned: 2.1805 under Lieut. Robert Tomlinson (-1815); took gunboat *No.4* at Gibraltar 11.10.1805; took 2-gun Spanish privateer *Victoria* 23.6.1807. In 7.1814 under Lieut. William Morgan. Sold at Deptford to BU (for £550) 17.10.1816.

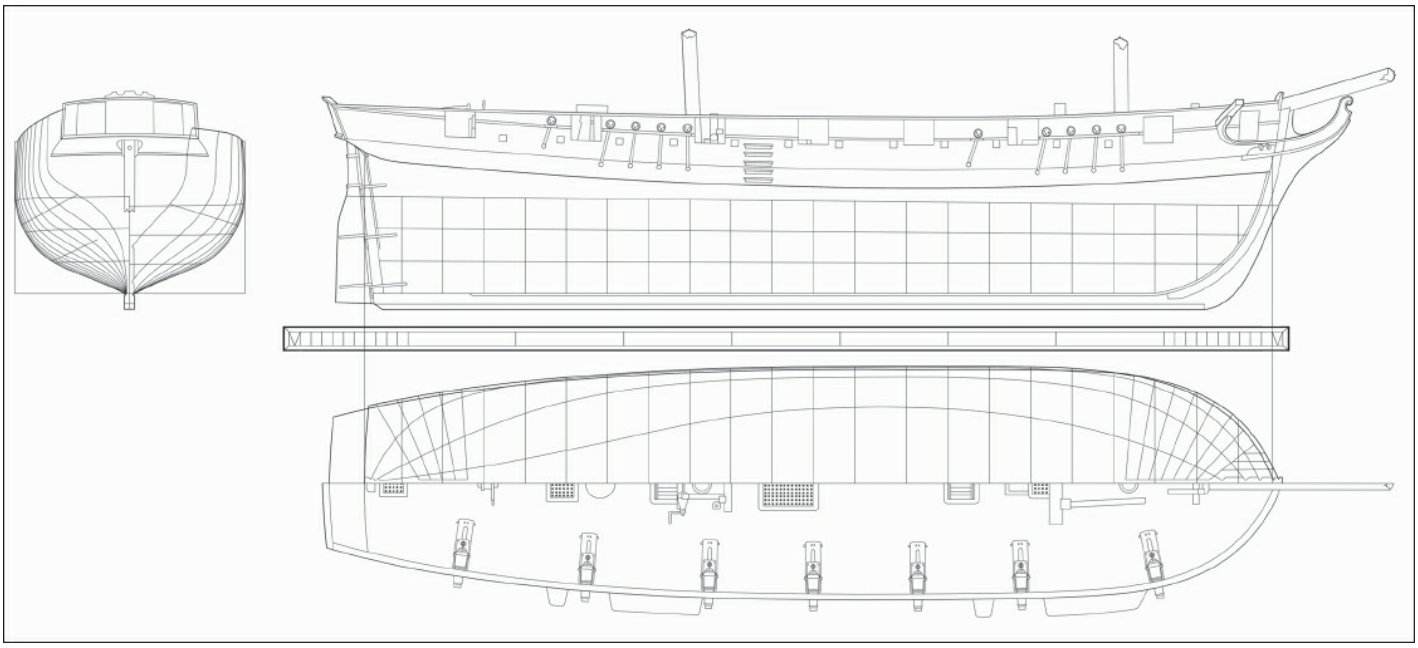
Redbreast John Preston, Gt. Yarmouth [2 x 12pdrs].

As built: 80ft 0in, 65ft 9¾in x 22ft 6¾in x 9ft 5in. $180^{3}/_{94}$ bm.

Ord: 6.1804. K: 9.1804. L: 27.4.1805. C: 14.5 – 5.7.1805 at Chatham.

First cost: £3,068 to build.

Commissioned: 5.1805 under Lieut. John Maxwell, for the Channel. In 1.1806 under Lieut. John Bayby Harrison; on the Portuguese coast 11.1807. In 4.1808 under Sir George Mouat Keith (-1814); North Sea 1809; re-rated sloop (and Keith made Cmdr.) 3.1814. In Ordinary at Portsmouth 1815. Ordered to be fitted at Plymouth as a guardship to the lazarette at Liverpool, then delivered to Customs and sailed 27.7.1815 from Plymouth. Sold at Liverpool 14.6.1850.



Confounder, gunbrig, as designed without chase guns. Compared with the flatbottomed hulls of previous gunbrig designs, this class had a relatively sharp section, indicating that performance under sail had become a more important consideration than ease of rowing. Their wide-ranging deployment suggests that they were really seen as very small brig-sloops rather than enlarged gunboats.

Plumper Halifax Dyd, Nova Scotia (M/Shipwright William Hughes).

As built: 80ft 0in, 65ft 10in x 22ft 6in x 9ft 5in. $177^{26}/_{94}$ bm.

Ord: 1.10.1804. K: … . L: 29.12.1807. C: 1808.

Commissioned: 1808 under Lieut. William Frissell (to 1810). From 1812 under Lieut. James Bray; captured US 1-gun privateers *Fair Trade* in the Bay of Fundy 16.7.1812 (in company with HMS *Indian*), *Argus* 17.7.1812 and *Friendship* 18.7.1812. Wrecked in the Bay of Fundy 5.12.1812 (42 drowned, including Bray).

***CONFOUNDER* Class**. Sir William Rule design of 1804. The concept of the gunbrig had plainly been re-evaluated by the outbreak of the Napoleonic period. The requirement, for which twenty orders were placed on 20.11.1804, was for 'small brigs to carry 14 x 18pdr carronades, of nearly the same dimensions and tonnage of the last built gunbrigs'. By the time the vessels were fitted, this had been modified to include two chase guns instead of four of the carronades. The 12pdrs were mounted on traversing carriages, one in the bows and the other in the stern. Nevertheless, these were more clearly sea-kindly vessels than the earlier gunbrigs, and more able to face lengthy ocean voyages. A twenty-first vessel, *Richmond*, was ordered 23.8.1805. Two vessels (*Indignant* and *Rebuff*) were fitted and recommissioned as mortar brigs in 1809. Eight were wartime losses (*Adder*, *Inveterate*, *Turbulent*, *Bustler*, *Conflict*, *Fancy*, *Exertion* and *Encounter*), while one was BU in 1811 (*Indignant*) and six were sold in 1814 (*Confounder*, *Strenuous*, *Dapper*, *Starling*, *Richmond* and *Rebuff*) and two in 1816 (*Virago* and *Hearty*); the last four (*Martial*, *Intelligent*, *Resolute* and *Havock*) survived in ancillary roles for many years.

Dimensions & tons: 84ft 0in, 69ft 8¾in x 22ft 0in x 11ft 0in. $179^{48}/_{94}$ bm.

Men: 50. Guns: 10 x 18pdr carronades + 2 x 12pdr (bow & stern); some had 6pdrs replacing 12pdrs in *Hearty*, *Exertion*, *Indignant*, *Havock*, *Virago* and *Richmond*, and 9pdrs in *Martial* and *Intelligent*.

Confounder Robert Adams, Chapel (Southampton).

As built: 84ft 1½in, 69ft 11¼in x 22ft $2^{3}/_{8}$in x 11ft 0in. $183^{28}/_{94}$ bm. Draught 6ft 0in / 8ft 2in.

Ord: 20.11.1804. K: 1.1805. L: 4.1805. C: 3.5 – 24.6.1805 at Portsmouth.

Commissioned: 4.1805 under Lieut. James Valobra (-1813); sailed for the Mediterranean 19.4.1805. In Ordinary at Sheerness 1814. Sold (for £1,010) at Deptford 9.6.1814.

Hearty Jabez Bailey, Ipswich.

As built: 84ft 8in, 70ft 4½in x 22ft 1in x 11ft 0in. $182^{52}/_{94}$ bm.

Ord: 20.11.1804. K: 1.1805. L: 12.4.1805. C: 21.4 – 24.5.1805 at Chatham.

Commissioned: 5.1805 under Lieut. Charles Hunt, for Channel and Irish Sea. From 1808 under Lieut. William Wickham; in Baltic 1809. From 1812 (-1815) under Lieut. James Rose, in North Sea. Recommissioned 10.1813, rated as a sloop. Sold for (at Deptford?) 11.7.1816.

Martial Charles Ross, Rochester.

As built: 84ft 6in, 70ft 5¼in x 22ft 1in x 11ft 0in. $182^{67}/_{94}$ bm. Draught 6ft 6in / 7ft 6in.

Ord: 20.11.1804. K: 1.1805. L: 17.4.1805. C: 17.4 – 15.5.1805 at Chatham (coppered).

Commissioned: 4.1805 under Lieut. Joseph Marrett (-1809), for the Channel; in Basque roads operations 4.1809. In 1810 under Lieut. Joshua Kneeshaw (-1811), for the Baltic, then in Scheldt operations. In 1812 under Lieut. Charles Leaver (-1813). In 1814 under Cmdr. George Elliott; passage of the *Adour* 27.2.1814 (Elliott killed); in 2.1814 under Lieut. Edward Collins (acting), then Cmdr. Henry Forbes, and in 8.1814 Cmdr. James Leach. Fitted at Woolwich as Fishery protection vessel 11.1815 - 4.1816; recommissioned 2.1816 under Lieut. Robert M'Kinley (-1830); at Leith 1816-25; fitted again at Deptford 'for the protection of the cod industry' 4 – 6.1826; at the Nore 1826-30. Fitted as quarantine vessel at Sheerness 4 - 8.1831, then to Chatham. Sold at Chatham (for £440) 21.1.1836.

Resolute John King, Dover.

As built: 84ft 1in, 69ft 8in x 22ft 1½in x 11ft 0in. $181^{37}/_{94}$ bm.

Ord: 20.11.1804. K: 1.1805. L: 17.4.1805. C: 23.4 – 6.7.1805 at Sheerness (coppered).

First cost: £3,152 to build.

Commissioned: 4.1805 under Lieut. George Higginson. In 1806 under Lieut. Edward Harries, then 1810 Lieut. Thomas Pettman, both on the Irish station. In 7.1812 under Lieut. William P. Green (-1815); fitted as a tender at Plymouth 1 - 3.1814. Fitted as a diving bell ship at Plymouth 11.1815 - 6.1816. Transferred to Breakwater Dept. 5.1820. Again fitted for diving bell at Plymouth 8 – 9.1822. Fitted at Plymouth 2 – 3.1826 to go with diving bell to Bermuda, where she combined the function of diving bell ship and receiving ship. Fitted as convict hulk 1844. BU there 1852.

Exertion John Preston, Gt. Yarmouth.

As built: 84ft 0in, 69ft $8^{5}/_{8}$in x 22ft 0½in x 11ft 0in. $180^{15}/_{94}$ bm.

Ord: 20.11.1804. K: 1.1805. L: 2.5.1805. C: 14.5 – 5.7.1805 at Chatham (coppered).

Commissioned: 5.1805 under Lieut. Richard Kevern. In 1806 under Lieut. Robert Forbes (-1809?); in North Sea, then Baltic 1808; took 10-gun privateer *Le Jena* 20.10.1808; in North Sea 1809. In 1810 under Lieut. J. Oliphant (died 6.1810), then Lieut. James Murray; grounded in the Elbe off Cuxhaven 8.7.1812, and burnt by *Redbreast* 9.7.1812 to avoid capture.

Indignant (Nicholas) Bools & (William) Good, Bridport.

As built: 84ft 0in, 69ft 8¾in x 22ft 2in x 11ft 0in. $182^{23}/_{94}$ bm. Draught 7ft 3in / 8ft 10in.

Ord: 20.11.1804. K: 1.1805. L: 13.5.1805. C: 15.9.1805 – 8.5.1806 at Plymouth (coppered).

Commissioned: 2.1806 under Lieut. Horrace Petley, in the Downs. From 1807 under Lieut. George Broad. Fitted at Deptford to receive an 8in mortar (in addition to other armament) 6.1809; recommissioned under Lieut. ?C. Jones. BU at Sheerness 6.1811.

Encounter Robert Guillaume, Northam.

As built: 84ft $3^{7}/_{8}$in, 69ft 10in x 22ft 4in x 11ft 0in. $185^{25}/_{94}$ bm. Draught 6ft 2in / 8ft 4in.

Ord: 20.11.1804. K: 1.1805. L: 16.5.1805. C: 16.5 - 29.6.1805 at Portsmouth.

Commissioned: 5.1805 under Lieut. James Talbot (-1812); to Cape of Good Hope 1807; home same year; in North Sea 1809; sailed for the Mediterranean 27.6.1810, later to Portugal; grounded in action at San Lucar, near Cadiz and taken by the French 11.7.1812 (1 dead, 14 wounded).

Rebuff Richards (Brothers) & John Davidson, Hythe, Southampton.

As built: 84ft $1^{3}/_{8}$in, 69ft $8^{7}/_{8}$in x 22ft 0½in x 11ft 0in. $180^{21}/_{94}$ bm. Draught 6ft 5in / 7ft 6in.

Ord: 20.11.1804. K: 1.1805. L: 30.5.1805. C: 3.6 – 6.12.1805 at Portsmouth (coppered).

Commissioned: 7.1805 under Lieut. Charles Shackleton; took 16-gun privateer *Le Sorcier* off Guernsey 26.4.1806. In 12.1806 under Lieut. John Whiston (-1808), for the Channel Islands. In 1809 under Lieut. Charles Leaver, for the North Sea. Fitted at Chatham to receive an 8in mortar (in addition to other armament) 6 - 7.1809; recommissioned 8.1810 under Lieut. Charles Jones (-1814) as a mortar vessel; sailed for the Mediterranean 8.10.1810; later off Portugal. Sold 15.12.1814.

Starling William Rowe, Newcastle.

As built: 84ft 3in, 69ft 10¼in x 22ft 1½in x 11ft 0in. $181^{83}/_{94}$ bm.

Ord: 20.11.1804. K: 1.1805. L: 5.1805. C: 14.6 – 13.12.1805 at Chatham (coppered).

Commissioned: 1805. No other details. Sold (for £800) 29.9.1814.

Inveterate (Nicholas) Bools & (William) Good, Bridport.

As built: 84ft 0in, 69ft 8¾in x 22ft 2in x 11ft 0in. $182^{23}/_{94}$ bm. Draught 7ft 3in / 8ft 10in.

Ord: 20.11.1804. K: 1.1805. L: 30.5.1805. C: 15.9.1805 – 12.4.1806 at Plymouth (coppered).

Commissioned: 10.1805 under Lieut. John Kingdom. From 1807 under Lieut. George Norton; wrecked near St Valéry-en-Caux (Normandy) 18.2.1807, with 4 drowned.

Intelligent (Nicholas) Bools & (William) Good, Bridport.

As built: 84ft 0in, 69ft 9½in x 22ft 1in x 11ft 0in. $181^{4}/_{94}$ bm.

Ord: 20.11.1804. K: 1.1805. L: 26.8.1805. C: 15.9.1805 – 14.4.1806 at Plymouth (coppered).

Commissioned: 10.1805 under Lieut. Nicholas Tucker, in the Downs. In Ordinary at Plymouth 7.1815. Sold for £610 at Portsmouth 14.10.1815, but the purchaser refused to accept her. Fitted as a mooring lighter at Portsmouth 8 - 9.1816. By 1864 mooring lighter *No.4* - fate uncertain.

Dapper Robert Adams, Chapel (Southampton).

As built: 85ft 3in, 70ft $2^{5}/_{8}$in x 22ft 3in x 10ft 10in. $184^{85}/_{94}$ bm. Draught 6ft 2in / 7ft 6in.

Ord: 20.11.1804. K: 1.1805. L: 12.1805. C: 8.12.1805 – 20.3.1806 at Portsmouth.

Commissioned: 1.1806 under Lieut. John Price. In 12.1806 under Lieut. Thomas Gardiner, for the Channel Islands; later under Lieut. William Tatham, Lieut. ?Brown in 1809 and Lieut. Henry Harford 1810 (-1814); in the Baltic 1813. Sold at Deptford (for £850) 29.9.1814.

Fancy John Preston, Gt. Yarmouth.

As built: 84ft 1in, 69ft $7^{5}/_{8}$in x 22ft 1in x 11ft 0in. $180^{59}/_{94}$ bm. Draught 6ft 5in / 8ft 3in.

Ord: 20.11.1804. K: 1.1805. L: 7.1.1806. C: 24.1 – 28.3.1806 at Chatham (coppered).

Commissioned: 10.1805 under Lieut. Alexander Sinclair (-1811), for the North Sea and Downs; foundered in storm in the Baltic 24.12.1811, with all hands.

Conflict Robert Davy, Topsham (Exeter).

As built: 84ft 0in, 69ft 9¼in x 22ft 1½in x 11ft 0in. $181^{62}/_{94}$ bm.

Ord: 20.11.1804. K: 2.1805. L: 14.5.1805. C: 20.6 – 27.11.1805 at Plymouth (after coppering by builder).

Commissioned: 7.1805 under Lieut. Joseph Batt (-1810), for the Channel; at Basque roads 3.1809; lost, presumed foundered with all hands, in Bay of Biscay *c.*9.11.1810.

Strenuous William Rowe, Newcastle.

As built: 84ft 0in, 69ft 8¾in x 22ft 1in x 11ft 0in. $180^{82}/_{94}$ bm.

Ord: 20.11.1804. K: 2.1805. L: 16.5.1805. C: 14.6 – 1.8.1805 at Chatham (coppered).

Commissioned: 7.1805 under Lieut. John Nugent (-1813); destroyed 26-gun (*en flûte*) *La Salamandre* at St Malo 12.10.1806; at Leith 1809-11; took 6-gun privateer *Dorothea Chathorine* off the Naze 9.1809; in Baltic 1813; in Ordinary at Sheerness 1814. Sold there (for £960) 1.9.1814.

Turbulent Benjamin Tanner, Dartmouth.

As built: 84ft 2½in, 69ft 10½in x 22ft 1in x 11ft 0in. $181^{24}/_{94}$ bm. Draught 6ft 9in / 8ft 0in.

Ord: 20.11.1804. K: 2.1805. L: 17.7.1805. C: 7.8.1805 – 11.4.1806 at Plymouth.

Commissioned: 9.1805 under Lieut. Thomas Osmer, for the Downs. In 1807 under Lieut. John Nops (note Commissioned Sea Officers List does not show him as Lieut. until 1810), then 1808 Lieut. George Wood; taken by *c.*30 Danish gunboats south of Saltholm 9.6.1808, while escorting convoy (3 wounded).

Havock Stone, Gt. Yarmouth.

As built: 84ft 10in, 70ft 1¾in x 22ft 2¼in x 11ft 0in. $183^{64}/_{94}$ bm. Draught 6ft 3in / 8ft 4in.

Ord: 20.11.1804. K: 2.1805. L: 25.7.1805. C: 7.8 – 30.10.1805 at Sheerness.

First cost: £2,940 to build.

Commissioned: 10.1805 under Lieut. William Bamber (-1810), for North Sea (based at Gt. Yarmouth). In 1811 under Lieut. Henry Rowed; in 1812 in Ordinary at Sheerness. Middling Repair there 8 – 12.1812, then re-rated as sloop and recommissioned 1.1813 under Cmdr. John Forbes, for the Baltic. In 10.1813 under Cmdr. George Truscott (-1815). In Ordinary at Portsmouth to 1818, then fitted as a storeship (bullock vessel) 4 – 7.1818, but does not appear to have served as such. Fitted at Bembridge as a temporary light vessel 5 - 9.1821. Transferred to the Customs as a watch vessel for the Hamble River 3.3.1834 (-1855). BU completed at Portsmouth 25.6.1859.

Virago Benjamin Tanner, Dartmouth.

As built: 84ft 2½in, 69ft 10½in x 22ft 1in x 11ft 0in. $181^{24}/_{94}$ bm. Draught 6ft 10in / 8ft 2in

Ord: 20.11.1804. K: 2.1805. L: 23.9.1805. C: 6.10.1805 – 1.1.1806 at Plymouth.

Commissioned: 9.1805 under Lieut. John Hanchett, for the Irish station. In 1807 under Lieut. William Pitman (-1814), for the Downs, but in 1810 under Lieut. Edward Harris (temp.). In 6.1814 under Lieut. J(ohn or James) Mitchell; paid off 1815. Sold at Deptford (for £450) 30.5.1816.

Bustler Obadiah Ayles, Topsham (Exeter).

As built: 84ft 0¾in, 69ft $8^{7}/_{8}$in x 22ft 0¾in x 11ft 0in. $180^{53}/_{94}$ bm.

Ord: 20.11.1804. K: 3.1805. L: 12.8.1805. C: 15.9.1805 – 14.9.1806 at Plymouth.

Commissioned: 2.1806 under Lieut. Richard Welch. From 1807 temporarily under Lieut. Edward Morris, and later under Welch again off Gravelines. Stranded near Cap Gris-Nez 26.12.1808 and captured by the French. Incorporated into French Navy as 'brick' *Le Bustler* (with French guns - 2 x 8pdrs and 12 x 16pdr carronades) and was taken during Dutch uprising 8.12.1813 while serving as station ship at Zierickssee.

Adder Obadiah Ayles, Topsham (Exeter).

As built: 84ft 0¾in, 69ft $8^{7}/_{8}$in x 22ft 0¾in x 11ft 0in. $180^{53}/_{94}$ bm.

Ord: 20.11.1804. K: 3.1805. L: 9.11.1805. C: 31.1 – 28.5.1806 at Plymouth.

Commissioned: 1806 under Lieut. Molyneaux Shuldham, for the Downs; grounded and wrecked near Abreval on northern coast of Brittany 9.12.1806.

Richmond (Charles) Greensword & (Thomas) Kidwell, Itchenor.

As built: 84ft 3in, 69ft 10¾in x 22ft 2½in x 11ft 0in. $183^{34}/_{94}$ bm.

Ord: 23.8.1805. K: 11.1805. L: 2.1806 (14 days late). C: 19.2 – 3.5.1806.

Commissioned: 3.1806 under Lieut. Samuel Heming; escorted convoy to Oporto and Gibraltar. Boats cut out Spanish 4-gun privateer *Galliard* from Pederheira; later to Baltic. Under Lieut. J(ohn or James) Walker 1808-11, for North Sea. In Texel operations 1809-10. Sailed for the Mediterranean 21.9.1810. Under Lieut. David Bartholomew 1811, in the Mediterranean; captured 18-gun privateer *L'Intrépide* (which blew up after surrendering) 5.11.1811. Under Lieut. Peter Williams 1812, off Portugal. Under Lieut. Edward Shaughnessy 5.1813 to 1814; re-rated 14-gun sloop. Sold for £820 (at Deptford?) 29.9.1814.

***BOLD* (or Modified *CONFOUNDER*) Class.** A revival of Sir William Rule's design of 1804. This group of twelve to a somewhat modified design (sometimes called the *Bold* Class) were ordered in 1811, of which two were wartime losses in 1813 (*Boxer* and *Bold*), and a further group of six followed in 1812. Unlike earlier brigs of this size, most were re-rated as brig-sloops at or soon after their completion, and were under Commanders, at least until 1815-17, when they reverted to gunbrigs.

Dimensions & tons: 84ft 0in, 69ft 8¾in x 22ft 0in x 11ft 0in. $179^{48}/_{94}$ bm.

Men: 60. Guns: 10 x 18pdr carronades + 2 x 6pdrs (bow).

Bold (John) Tyson & (Richard) Blake, Bursledon.

As built: 84ft 4in, 70ft 0½in x 22ft 1½in x 11ft 1in. $182^{35}/_{94}$ bm. Draught 6ft 9in / 8ft 10in.

Ord: 16.11.1811. K: 2.1812. L: 26.6.1812. C: 26.8.1812 at Portsmouth (coppered).

Commissioned: 7.1812 under Cmdr. John Skekel; sailed for North America 17.4.1813; wrecked on Prince Edward Island 27.9.1813.

Manly Thomas Hills, Sandwich (rated as sloop).

As built: 84ft 1in, 70ft 0¼in x 22ft 1in x 11ft 0¼in. $181^{60}/_{94}$ bm. Draught 6ft 8in / 8ft 10in.

Ord: 16.11.1811. K: 2.1812. L: 13.7.1812. C: 24.7 – 24.9.1812 at Sheerness (coppered).

Commissioned: 8.1812 under Cmdr. Edward Collier, later under Cmdr. Henry Montresor; sailed for North America 23.3.1813; stranded at Halifax 13.11.1813, but salved. In 1814 under Lieut. (Cmdr. 5.1814) Vincent Newton; in Potomac operations 8.1814; in 8 – 9.1814 under Cmdr. Henry Bruce, then 1815 Cmdr. George Truscott, then 6.1815 Cmdr. Charles Simeon. In Ordinary at Portsmouth to 1826. Fitted 2.1824 there with iron and zinc on the bottom 'for an experiment to preserve the copper'. Middling Repair and fitted for sea at Portsmouth 10.1826 – 5.1827; recommissioned 2.1827 under Lieut. William Field, for Halifax station. In 6.1828 under Lieut. H.W. Bishop, then 10.1830 Lieut. John Wheatley, still at Halifax. Sold at Portsmouth (for £550) to Sturge 12.12.1833.

Snap Russell & Son, Lyme Regis (rated as sloop).

As built: 84ft 0in, 69ft $9^{3}/_{8}$in x 22ft 1½in x 11ft 0in. $181^{65}/_{94}$ bm. Draught 6ft 9in / 8ft 6in.

Ord: 16.11.1811. K: 2.1812. L: 25.7.1812. C: 9.8 – 9.10.1812 at Portsmouth (coppered).

First cost: £3,212 to builder, plus £3,741 fitting & coppering.

Commissioned: 8.1812 under Cmdr. George Sartorius, for the Channel and North Sea. In 7.1813 under Cmdr. William Dashwood; took 16-gun privateer *Lion* off St Valery-en-Caux 1.11.1813. In 11.1814 under Cmdr. George King (-1815). In Ordinary at Sheerness to 1820. Fitted as a surveying vessel at Sheerness 1 – 4.1821; recommissioned 3.1821 under Lieut. J. Hose, then 12.1823 under Lieut. Frederick Bullock (-1826), for surveying Newfoundland coast. Appropriated as powder hulk at Woolwich (by AO 29.9.1827); to Deptford 1829 then back to Woolwich same year. Sold to Levy, Rochester (for £420) 4.1.1832.

Conflict William Good, Bridport.

As built: 84ft 3½in, 70ft 0in x 22ft 0½in x 11ft 1¼in. $180^{84}/_{94}$ bm. Draught 6ft 6in / 8ft 3in.

Ord: 16.11.1811. K: 2.1812. L: 26.9.1812. CL 10.10 – 14.12.1812 at Portsmouth.

Commissioned: 11.1812 under Cmdr. Henry L. Baker; sailed for North America 17.4.1813. In 3.1814 under Cmdr. Abraham Hawkins, for the Mediterranean; later under Cmdr. ?V. Jones; paid off 1815. Small Repair at Sheerness 9.1820. Fitted for sea there to 2.1825; recommissioned 11.1824 under Lieut. John Christie. In 9.1826 under Lieut. ?A. Wakefield (-1827), on African station. Between Small and Middling Repair 4 – 6.1829, became watch vessel at Fowey. In 3.1830 under Lieut. George Smithers, for African station. Fitted for sea 5.1830. Became a receiving ship at Sierra Leone 1832. Sold there 30.12.1840.

Contest William Good, Bridport.

As built: 84ft 6½in, 69ft 9in x 22ft 0½in x 11ft 0in. $180^{23}/_{94}$ bm. Draught 6ft 8½in / 8ft 6in.



A post-war etching of a gunbrig close-hauled and with topsails reefed.

Ord: 16.11.1811. K: 2.1812. L: 24.10.1812. C: 6.11.1812 – 23.2.1813 at Portsmouth.

Commissioned: 12.1812 under Cmdr. James Rattray (to 1815); sailed for North America 22.4.1813. Boats captured (with those of *Mohawk*) 3-gun gunboat *Asp* in Yeocomico Creek (Chesapeake) 11.7.1813, but she was then retaken by the Americans. At Portsmouth 1817-22. Recommissioned 1826 under Lieut. Charles English, for Halifax station. Under Lieut. Edward Plaggenborg from 4.1827; lost with all hands, presumed foundered, off Halifax 14.4.1828.

Thistle Mrs. Mary Ross, Rochester.

As built: 84ft 4½in, 70ft 9½in x 22ft 3in x 11ft 0½in. $186^{39}/_{94}$ bm. Draught 6ft 9in / 8ft 8in.

Ord: 16.11.1811. K: 3.1812. L: 13.7.1812. C: 13.7 – 12.9.1812 at Chatham,

Commissioned: 8.1812 under Cmdr. James K. White (-1814); sailed for North America. In 1.1815 under Cmdr. J(ames or John) Montagu, in North America; paid off 7/8.1815. Fitted for sea at Portsmouth 2 – 7.1819; recommissioned 5.1819 under Lieut. Robert Hagan, on African station; paid off 1823. BU at Portsmouth 7.1823.

Boxer Hobbs & Hellyer, Redbridge (Southampton).

As built: 84ft 3in, 70ft $0^{5}/_{8}$in x 22ft 1in x 11ft 0in. $181^{67}/_{94}$ bm. Draught 6ft 10in / 8ft 9in.

Ord: 16.11.1811. K: 3.1812. L: 25.7.1812. C: ?9.1812 at Portsmouth.

Commissioned: 8.1812 under Cmdr. George Sartorius; from 9.1812 under Cmdr. Samuel Blyth; sailed for North America 17.4.1813. Captured by the American gunbrig *Enterprise* off Portland, Maine 5.9.1813 (4 killed including Blyth).

Borer (John) Tyson & (Richard) Blake, Bursledon.

As built: 84ft 6in, 70ft 2¾in x 22ft 2¼in x 11ft 0in. $183^{84}/_{94}$ bm. Draught 6ft 8in / 8ft 8in.

Ord: 16.11.1811. K: 3.1812. L: 27.7.1812. C: 22.8 – 9.10.1812 at Portsmouth.

Commissioned: 9.1812 under Cmdr. Richard Coote; sailed for North America 23.3.1813. Assisted in the destruction of three American privateers 7.4.1814. Under Cmdr. William Rawlins from 5.1814, on Newfoundland station. Sold 12.10.1815 for £750 (?at Woolwich) to BU.

Shamrock Edward Larking, King's Lynn.

As built: 84ft 1in, 69ft 9¾in x 22ft 0in x 11ft 0¼in. $179^{68}/_{94}$ bm. Draught 6ft 6in / 8ft 3in.

Ord: 16.11.1811. K: 3.1812. L: 8.8.1812. C: 18.9.1813 – 1.1.1813 at Sheerness.

First cost: £3,011 to builders.

Commissioned: 11.1812 under Cmdr. Andrew Green. Under Cmdr. J. Marshall from 11.1813, when at Cuxhaven. Under Cmdr. Christopher Askew from 6.1814, on Irish station; paid off into Ordinary at Plymouth 10.1815. Fitted at Plymouth as a survey vessel 11.1816 – 2.1817. Recommissioned 5.1817 under Cmdr. Martin White, for surveying in the Channel (to 1828); at Woolwich in 1829. Fitted there for a quarantine service vessel 9.1830 - 11.1831. Delivered to the Coast Guard as a watch vessel at Rochester 3.1833; renamed *WV 18* on 25.5.1863. Sale reported 24.1.1867.

Hasty Thomas Hills, Sandwich.

As built: 84ft 1in, 69ft 11in x 22ft 1½in x 11ft 0in. $182^{4}/_{94}$ bm. Draught 6ft 6in / 8ft 9in.

Ord: 16.11.1811. K: 4.1812. L: 26.8.1812. C: 10.9 – 20.11.1812 at Sheerness.

Commissioned: 10.1812 under Cmdr. James Dickinson; to Baltic in 1813. From 6.1814 under Cmdr. John Brenton. Fitted as a survey ship at Deptford 4 - 7.1819. Recommissioned 4.1819 under L. Fitzmaurice for surveying (until 1822); at Deptford in 1824. Fitted 'for a mudengine' (*ie* dredger) at Deptford 2.1826 – 12.1827 for Port Louis, Mauritius (where still in service in 1870).

Plumper William Good, Bridport.

As built: 84ft 1½in, 70ft 0in x 22ft 0½in x 11ft 0in. $180^{84}/_{94}$ bm. Draught 6ft 8in / 8ft 7½in.

Ord: 16.11.1811. K: 4.1812. L: 9.10.1813. C: 1 – 25.11.1813 at Portsmouth (for Ordinary), including coppering. Fitted for sea there 5.1815.

Commissioned: 4.1815 under Lieut. George Dommett (Cmdr. 6.1816); at Sheerness in 1817. Underwent Small Repair there (for £841) 2.1819. Fitted for sea at Sheerness (for £3,526) 3 – 11.1820. Recommissioned 9.1820 under Lieut. William Hutchinson, for Cork station (to 1824). Recommissioned 7.1827 under Lieut. Edward Medley for African station; from 2.1829 under Lieut. M. Green. Fitted for foreign service at Woolwich (for £2,393) 3 – 5.1829. Under Lieut. John Adams from 1.1830, still on African station. Sold to John Levy, Rochester (for £420) 12.12.1833.

Swinger William Good, Bridport.

As built: 83ft 11½in, 69ft $7^{7}/_{8}$in x 22ft 0¾in x 11ft 0in. $180^{32}/_{94}$ bm. Draught 6ft 9in / 8ft 7½in.

Ord: 16.11.1811. K: 4.1812. L: 15.5.1813. C: 2.6 – 2.11.1813 at Portsmouth (and coppered).

Commissioned: 6.1813 under Cmdr. ?R. Wanchope; under Cmdr. Alexander Branch from 6.1814, on Leeward Islands station. Paid off 9.1815. Recommissioned 12.1815 under Lieut. John Mitchell, for Leith station (until 1820); fitted for sea at Deptford 12.1815 – 7.1816. At Deptford in 1822. Under Lieut. J(ames or John) Scott 6.1823, on African station; from 11.1824 under Lieut E.S. Clerkson, later Lieut. George Watson; paid off 7.1826 at Portsmouth. Fitted as a mooring lighter at Portsmouth 1 - 2.1829. BU 3.1877.

Adder Robert Davy, Topsham (Exeter).

As built: 84ft 6in, 70ft $1^{7}/_{8}$in x 22ft 1½in x 10ft 11½in. $182^{63}/_{94}$ bm. Draught 6ft 11in / 8ft 3in.

Ord: 2.11.1812. K: 12.1812. L: 28.6.1813. C: 31.7.1813 – 19.2.1814 at Portsmouth.

Commissioned: 10.1813 under Cmdr. Nicholas Pateshall; deployed to Halifax. Under Cmdr. James Montagu from 6.1814, then Cmdr. Samuel Malbon from 6.1815. At Portsmouth from *c.*1817 to 1825, when fitted there 8.1825 – 1.1826 for the Coast Revenue Blockade service; became a watch vessel on the Sussex coast 1.1826. Stationed at Rye in 1827-30. Wrecked near Newhaven 12.1831.

Griper (Mark) Richards & (John) Davidson, Hythe (Southampton).

As built: 84ft 8in, 70ft 5in x 22ft 1in x 11ft 1in. $182^{62}/_{94}$ bm. Draught 6ft 8in / 8ft 6in.

Ord: 2.11.1812. K: 1.1813. L: 14.7.1813. C: 17.7 – 7.11.1713 at Portsmouth.

First cost: £3,411 to builders.

Commissioned: 7.1813 under Cmdr. Charles Mitchell. Under Cmdr. Arthur M'Meekan from 2.1814, at Chatham in 1817. Fitted at Portsmouth 12.1818 – 5.1819 for 'a Voyage of Discovery in the Arctic Seas'; recommissioned under Lieut. Matthew Liddon from 1.1819, engaged in exploration of Hudson Bay; paid off 12.1820. Fitted for the Arctic again at Deptford 2 – 5.1823, then again 1 – 6.1824; recommissioned under Capt. George Lyon, sailed 16.6.1824 for Hudson Bay; paid off 12.1824. Under Cmdr. Douglas Clavering, engaged in magnetic investigations off Greenland and Spitzbergen. Fitted for the Coast Blockade service at Portsmouth 8 – 12.1825. To the Coast Guard at Blackwall 1825. At Portsmouth 1827-30. later at Chichester 1831-60. Fitted at Portsmouth 7.1860 with a target for gunnery experiments; removed at Portsmouth 9.1861; fitted for armour plate experiments 11.1862. BU completed at Portsmouth 11.11.1868.

Clinker Robert Davy, Topsham (Exeter).

As built: 84ft 3½in, 69ft 10½in x 22ft 2½in x 10ft 11in. $183^{29}/_{94}$ bm. Draught 7ft 3in / 8ft 9in.

Ord: 2.11.1812. K: 1.1813. L: 15.7.1813. C: 31.7.1813 – 19.2.1814 at Portsmouth.

First cost: £3,411 to builders.

Commissioned: 10.1813 under Cmdr. Joseph Tullidge. At Portsmouth 1817. Recommissioned 11.1819 under Lieut. Nathaniel Martin, for Newfoundland service; from 7.1821 under Lieut. John Eager; from 5.1825 under Lieut. Allen Gardiner, then 11.1826 under Lieut. George Matson off the African coast to 1830. Fitted for the Coast Guard at Portsmouth 9.1830 – 11.1831. To the Coast Guard 11.1831 at Cuckmere Haven / Yantlet Creek, renamed *WV12* on 25.5.1863. Sale notified 24.1.1867.

Pelter Henry Tucker, Bideford.

As built: 84ft 0¾in, 69ft 10in x 22ft 2¾in x 1ft 0in. $183^{51}/_{94}$ bm. Draught 6ft 6in / 8ft 9in.

Ord: 2.11.1812. K: 1.1813. L: 27.8.1813. C: 6.10.1813 – 17.4.1814 at Plymouth.

First cost: £3,411 to builders.

Commissioned: 2.1814 under Cmdr. George Haye; to Quebec 1814. At Portsmouth 1817. Recommissioned 11.1819 under Lieut. William Minchin, for Newfoundland service; from 11.1821 under Lieut. Roger Curry. From 11.1824 under Lieut. John Adams, on Halifax station. Fitted for the Coast Blockade at Portsmouth 2 – 4.1826, and sent to the Coast Blockade at Folkestone 1826. Sold to J.B. Tolputt for £32 on 8.8.1862.

Mastiff William Taylor, Bideford.

As built: 84ft 2in, 70ft 0½in x 22ft 2¾in x 11ft 0in. $184^{9}/_{94}$ bm. Draught 6ft 9in / 8ft 6in.

Ord: 2.11.1812. K: 1.1813. L: 25.9.1813. C: 17-23.12.1813 for Ordinary at Plymouth.

First cost: £3,707 to builders.

Commissioned: 4.1815 under Cmdr. Job Hanmer, and fitted for sea (for £3,707) to 27.6.1815. At Portsmouth from 1817. Underwent Middling Repair at Portsmouth (for £8,848), then fitted as survey ship 5.1822 – 12.1825. Recommissioned 9.1825 under Cmdr. Richard Copeland for surveying in the Mediterranean (to 1830). Under W.J. Cooling(?) from 2.1830, then S. Wolfe 1831-32, T. Graves 1832-34, and T. Austin from ?1.1835, all in Mediterranean. Underwent Small Repair, and fitted as a surveying vessel at Chatham (for £1,320) 3 – 4.1836. Recommissioned 4.1836 under G. Thomas for surveying in the Orkneys (under A.B. Becher from 1847) until paid off into Ordinary at Woolwich 13.10.1848. BU at Woolwich 5.1851.

Snapper Hobbs & Hellyer, Redbridge (Southampton).

As built: 84ft $4^{5}/_{8}$in, 70ft $1^{3}/_{8}$in x 22ft 2½in x 11ft 2in. $183^{88}/_{94}$ bm. Draught 6ft 8in / 8ft 6in.

Ord: 2.11.1812. K: 4.1813. L: 27.9.1813. C: 16.5.1815 at Portsmouth.

First cost: £3,411 to builders.

Commissioned: 4.1815 under Cmdr. Robert Gordon, based at Portsmouth. Fitted at Portsmouth 2 – 7.1819 at Portsmouth. Under Lieut. Richard Nash (acting) from 3.1820 for African station; later under Lieut. Christopher Knight from 6.1821 and Lieut. Thomas H. Rothery from 1.1822, still off Africa. Fitted at Portsmouth for the Coast Blockade 2 - 5.1824. Sold to Castle & Son for £303 (at Portsmouth?) 3.7.1861.

Ex DANISH PRIZES (1807)

Brev Drageren (Danish *Brevdrageren*, built at Nyholm Dyd, Copenhagen. L: 1801. C: 1802. Design by F.C.H. Hohlenberg), gunbrig, 12 guns. One of two brigs built to this design.

Dimensions & tons: 82ft 8½in, 66ft $0^{1}/_{8}$in x 22ft 9in x 10ft 3½in. $181^{68}/_{94}$ bm.

Men: 50/60. Guns: 2 x 6pdr + 10 x 18pdr carronades.

'Light brig' taken at the fall of Copenhagen 7.9.1807. Fitted at Chatham 8.11.1807 – 8.8.1808.

Commissioned: 1808 under Lieut. ?Gabriel Dennis. Proposed renaming as *Cockatrice* in 1809 was cancelled. From 1809 under Lieut. Dobson, and 1810 under Lieut. Thomas Devon. Recommissioned 5.1813. Hulked as a tender 1815. Prison ship 7.1818. Army depot ship 1820. Sold to Joshua Crystall to BU 13.10.1825.

Warning (Danish *Stege*, built 1787 at Copenhagen. Stibolt design), gunbrig used as signal vessel. [One of nine gunboats (out of ten built to this design) seized at Copenhagen in 1807. Her original name was misrecorded by the RN as *Steece*.]

Dimensions & tons: 70ft 4½in, 56ft 9¼in x 17ft 11in x 4ft 8in. $96^{88}/_{94}$ bm.

Men: … . Guns: unarmed (in Danish navy 2 x 18pdrs + 6 howitzers).

Taken 7.9.1807 at Copenhagen. Fitted at Chatham as a signal station vessel 18.11.1807 – 25.2.1811.

Sold at Chatham (for £270) 15.12.1814.

Ex FRENCH PRIZES (1803-1808)

Caroline (i) (French lugger *L'Affonteur*, built 1794 – 11.1795 at Dieppe. L: 18.7.1795. Design probably by Pierre-Alexandre Forfait), 14 guns.

[Note her sole sistership, *Le Vautour*, was taken 11.1803 by *Boadicea* off Cape Finisterre, but not added to the British Navy.]

Dimensions & tons: dimensions not recorded. 158 bm.

Men: … . Guns: 12 x 12pdr carronades + 2 x 6pdrs.

Taken 18.5.1803 by *Doris* off Ushant. Rated gunbrig so presumably rerigged.

Commissioned: 1804 under Lieut. J(ohn or Joseph) Derby, for the Irish Sea. BU 1807.

Saint Lucia (French privateer schooner *L'Enfant Prodigue*, built Bordeaux 1794-95), 14 guns.

Dimensions & tons: *c.*85ft 6in, *c.*65ft 0in x *c.*23ft 0in x … . 183 bm.

Taken 24.6.1803 by *Emerald* off St Lucia. Added as 'brig-sloop' so presumably re-rigged.

Commissioned: ?8.1803 in the Leeward Islands under Cmdr. Conway Shipley; took privateers 4-gun *Le Furet* and 6-gun *Le Bijou* 25.1.1804; took 10-gun privateer *La Récompence* 14.2.1804. In 5.1804 under Cmdr. Robert Reynolds, in the Leeward Islands, then 11.1804 under Cmdr. James Ayscough and 1806 Cmdr. Charles Gordon; retaken by French schooners *Le Vengeance* and *La Friponne* off Guadeloupe 29.3.1807 (7 killed, 8 wounded).

Eclipse (French '*brick-canonnière*' *Le Venteux*, ex *Le Volage*, built 3 – 6.1793 at St Malo. L: 5.1793), 12 guns.

Dimensions & tons: 74ft 2½in, 59ft 8¾in x 22ft $3^{5}/_{8}$in x 7ft 5in. 158 bm.

Men: 55. Guns: UD 10 x 32pdr carronades, QD 2 x 18pdrs.

Taken 27.6.1803 by the boats of the *Loire* at Île Bas. Fitted at Plymouth 23.6.1803 – 29.3.2.1804. Added to RN as *Eagle*, but renamed 1804. Sister to gunboat *Vésuve* taken 1795.

Commissioned: 9.1803 under Lieut. George Samuel Harris. Recommissioned 8.1804 under Lieut. George Norton. Reduced to Ordinary at Portsmouth 1807. Sold there 3.1807.

Papillon (French brick *Le Papillon*, built 5 – 10.1793 at Nantes. L: 23.8.1793), 10 guns.

[Note some reports describe this as the 1786-built (at St Malo) '*brickaviso*' also named *Le Papillon*; the earlier vessel was renamed *La Découverte* in 1795 and as such was taken 10.1797 by HMS *Unite*, but not added to the RN.]

Dimensions & tons: 64ft 0in, 54ft 0in x 22ft 6in x … . $145^{39}/_{94}$ bm.

Men: 121. Guns: … .

Taken 4.9.1803 by *Vanguard* off St Marc, San Domingo.

Commissioned: 1804 under Lieut. John Smyth, in the Leeward Islands; in 1805 under Lieut. William Woolsey (Cmdr. 3.1805), on the Jamaica station. Captured 1-gun privateer *La Conception* off Savannah la Mer 15.4.1805. Lost with all hands in the Atlantic 1.1806.

Cerf (French 'brick' *Le Cerf*, built Havanna *c.*1794), 14 guns.

[This brig was originally the Spanish *Ciervo*, became the British *Stag* and was bought 12.1801 by the (French) Guadeloupe government.]

Dimensions & tons: 74ft 0in, 66ft 9in x 22ft 0in x 9ft 0in. $171^{79}/_{94}$ bm.

Men: … .

Taken 30.11.1803 at the capitulation of San Domingo.

Commissioned: … . Sold 27.8.1806.

Hirondelle (French privateer *L'Hirondelle*), 14 guns.

Dimensions & tons: 210 bm.

Taken 28.4.1804.

Commissioned: … . Wrecked 23.3.1808.

Morne Fortunee (i) (ex French privateer *Le Regulus*), 12 guns.

Dimensions & tons: dimensions not recorded. 184 bm.

Men: 60. Guns: … .

Taken 13.12.1804 by *Princess Charlotte* in the West Indies.

Commissioned: 1806 in Antigua under Lieut. John Rorie; took 2-gun privateers *Le Lundi* and *L'Aimable Jeanette* 5.1806. In 1807 under Lieut. John Brown; took privateers – 4-gun *Hope* 18.6.1807, Spanish 2-gun *Babillon* 8.7.1807 and Spanish 1-gun *Santo Christo* 10.3.1808; attempted (with *Ulysses*, *Castor* and *Hippomenes*) to cut out 16-gun *Le Griffon* from Port Marin (Martinique) 27.3.1808; capsized in squall off Martinique 9.1.1809 (41 drowned).

Seaforth (French privateer *La Dame Ernouf*, built 1805), 14 guns.

Dimensions & tons: not measured in UK. 215 bm

Men: … . Guns: 4 x 6pdrs + 12 x 12pdr carronades.

Taken 8.2.1805.

Commissioned: 1805 at Antigua under Lieut. George Steele. Capsized and foundered 30.9.1805.

Hart (ex French privateer *L'Empereur*, built 1789).

Dimensions & tons: 68ft 0in, 63ft 9in x 21ft 2in x 10ft 9in. $151^{87}/_{94}$ bm.

Men: … . Guns: 16 x 12pdr carronades.

Taken 30.4.1805 by schooner *Eagle*, out of Guadeloupe.

Commissioned: 3.1806 under Cmdr. John Watt, then 10.1807 under Cmdr. William Croombe. Sold 1810.

Note the French brig *La Bonne Mère* (48ft x 16ft x 6½ft = 40 bm) was taken in 1805 and served as the *Bonnemere* in the British Navy, but was disposed of in the same year.

Decouverte (French *L'Eclipse*, built 1804 as a schooner), 12 guns.

Dimensions & tons: 80ft 3in, … x 22ft 6in x 10ft 2in. 181 bm.

Men: … . Guns: 10 x 12pdr carronades + 2 x 6pdrs.

Taken 1806. Registered 3.1.1807.

Sold 1816.

Unique (French privateer *Le Duquesne*, armed at Guadeloupe 1807), 12 guns.

[This was the former British schooner *Netley* (see Chapter 11), built 1797 and taken 1806.]

Dimensions & tons: 86ft 6in, 71ft 0in x 21ft 8in x 11ft 2in. $177^{27}/_{94}$ bm.

Men: … . Guns: … .

Taken 23.9.1807 by *Blonde* in the West Indies.

Commissioned: 1808 at Antigua under Lieut. ?Murray. In 1809 under Lieut. Thomas Fellowes; expended as a fireship in attack upon Basse Terre (Guadeloupe) 31.5.1809.

Netley (French privateer *La Déterminée*, registered at Bayonne 1803), 12 guns.

Dimensions & tons: 82ft 10in, 58ft 6in x 23ft 7in x 11ft 4in. $173^{6}/_{94}$ bm.

Men: 65. Guns: 14 x 18pdr carronades, + 2 x 6pdrs.

Taken 18.1.1807 by *Venus*. Registered 16.10.1807.

Commissioned: … . Lieut. Charles Burman; capsized and sank off Barbados 10.7.1808 (56 drowned including Burman; 9 saved).

Tigress (French *Le Pierre Cézar*, built 1805 at Baltimore, Maryland), 14 guns.

Dimensions & tons: 92ft 9in, 72ft 9¾in x 24ft 4in x 10ft 9in. $229^{31}/_{94}$ bm.

Men: 50. Guns: 14 x 12pdr carronades.

Taken 29.6.1808. Fitted at Plymouth 6.10.1808 – 18.2.1809.

Commissioned: 10.1808 under Lieut. Robert Bones; sailed for West Africa 5.5.1809. After return to UK, recommissioned 4.1810 under Lieut. John Aitken Blow; sailed again for West Africa 3.8.1810. In action (with *Blevdrageren*) with Danish gunboats in Long Sound, Norway 31.7.1811. From 1812 under Lieut. Daniel Carpenter; sailed for West Indies 13.5.1812. From 1813 under Lieut. Carnegie (?) in the Baltic. Renamed *Algerine* 21.4.1814. Recommissioned 8.1816 under Lieut. William Price (to 1817). Sold to Thomas Pitman (for £450) at Portsmouth 29.1.1818.

Morne Fortunee (ii) (ex French privateer *La Joséphine*), 12 guns.

Dimensions & tons: dimensions not recorded. 210 bm.

Men: 55. Guns: 8 x 18pdr carronades, plus 2 x 6pdrs.

Taken 8.1808 by *Belette*.

Commissioned: 1808 in Jamaica under Lieut. John Rorie (commander of the previous *Morne Fortunee* – see above). In 1809 under Lieut. Willis, then 1810 Lieut. Wells. In 1811 under Lieut. Joseph Steele (-1813), in the Leeward Islands. BU in Antigua 10.1813.

Swaggerer (French privateer *Le Bonaparte*, origins unknown), 10 guns.

Dimensions & tons: dimensions not recorded. *c.*300 bm.

Men: 60. Guns: 8 x 18pdr carronades + 2 x 6pdrs.

Taken 1809.

Commissioned: 1809 in the Leeward Islands under Lieut. George Evelyn (-1812). In 1813 under Lieut. Martin Guise, then 1814 under Lieut. Charles Jermy. BU 1815.

Carlotta (ex French-Italian *Le Pylade*, built 6.1807 – 2.1808 at Venice. L: 2.12.1807), 14 guns.
Dimensions & tons: 90ft 6in, 74ft 8in x 22ft 8in x … . $204^{5}/_{94}$ bm.
Taken 11.12.1810 by *Belle Poule*.
Commissioned: 1810 under Lieut. James Oliver. Wrecked on Cape Passaro, Spain in a gale 26.1.1812. However, she was apparently salved, as was recommissioned 1812-15 under Lieut. Richard Fleming. Paid off 2.1815 and BU at Pater (Pembroke) 5.1815.

Caledon (ex French privateer *L'Henri*, built 1808), 16 guns.
Dimensions & tons: dimensions not recorded. 220 bm.
Taken 28.1.1810 by *Clorinde* in the East Indies.
Commissioned: 3.1810 at the Cape of Good Hope by Cmdr. James Tomkinson; in ?12.1808 under Cmdr. Arthur Bingham for passage to England; paid off 7.1810. Sold at Deptford 11.1811.

Ex SPANISH PRIZES (1805-1806)

Leocadia (Spanish *Santa Leocadia*, built 1802), gunbrig, 14 guns.
Dimensions & tons: 85ft 6in, 67ft 3¼in x 24ft 6¼in x 12ft 0in. $215^{14}/_{94}$ bm.
Men: 70. Guns: 2 x 6pdrs + 14 x 12pdr carronades.
Taken by *Helena* in the Atlantic 5.6.1805. Arrived at Plymouth 22.6.1805.
Not Commissioned. Appears to have remained at Plymouth until sold for £330 (at Plymouth?) 21.7.1814.

Raposa (Spanish *Raposa*, built …), 10 guns.
Dimensions & tons: 173 bm.
Taken by the boats of the *Franchise*, off Campeche 7.1.1806.
Commissioned: 1807 under Lieut. Colin Campbell, at Jamaica. Under Lieut. James Violet 1808; grounded and scuttled to avoid capture near Cartagena 15.2.1808.

PURCHASED VESSELS (1804 - 1809)

Watchful (ex mercantile *Jane*, built 1795 in Norfolk), 12 guns.
Dimensions & tons: 76ft 3in, 59ft 2in x 23ft 2in x … . 169 bm.
Men: 45. Guns: UD 2 x 9pdrs + 10 x 18pdr carronades.
Purchased 6.1804. Fitted by Tibbolt, Thames 6.1804 – 2.7.1804, then Deptford Dyd to 14.8.1804.
Commissioned: ?6.1804 under Lieut. James Marshall (drowned 18.7.1805); from 10.1805 under Lieut. Patrick Lowe. In Ordinary at Sheerness 1807. From ?9.1810 under Cmdr. Thomas Fellowes, as tender at Gibraltar. Recommissioned 10.1810 under Lieut. George Fox, and fitted at Sheerness 12.1810 – 3.1811 as a tender in the Thames. Sold for £1,240 (?at Sheerness) 3.11.1814.

Thrasher (ex mercantile *Adamant*, built 1804 by Warren, Brightlingsea), 12 guns.
Dimensions & tons: 184 bm.
Men: 45. Guns: UD 2 x 9pdrs + 10 x 18pdr carronades.
Purchased 6.1804. Fitted by Thompson, Thames 6.1804 – 7.7.1804, then Deptford Dyd to 5.9.1804.
Commissioned: 7.1804 under Lieut. William Chester, for service in the Downs. Under Lieut. Samuel Knight from ?3.1805, then
Lieut. John Forfar from 1806, when re-classed (temp.) as fireship. Under Lieut. Josiah Dunford? From 8.1807, in the Downs and the Texel. Sold for £970 (?at Chatham) 3.11.1814.

Sentinel (ex mercantile *Friendship*, built 1800 at 'Little Yarmouth'), 12 guns.
Dimensions & tons: 80ft 10in, 63ft 4in x 24ft 0in x 14ft 5½in. 194 bm.
Men: 45. Guns: UD 2 x 9pdrs + 10 x 18pdr carronades.
Purchased 6.1804. Fitted by Hill, Thames 6.1804 – 7.7.1804, then Deptford Dyd to 1.11.1804.
Commissioned: 8.1804 under Lieut. Robert Miln, for service in North Sea. Under Lieut. William E. King from 1806, in North Sea to 1812 (temp. under Lieut. William Chester during 1807). Wrecked on Rugen Island in the Baltic 10.10.1812.

Volunteer (ex mercantile *Harmony*, built 1804 at Whitby), 12 guns.
Dimensions & tons: 135 tons.
Men: 50. Guns: UD 2 x 18pdrs + 10 x 18pdr carronades.
Purchased 6.1804. Fitted by Brent, Thames 6-1804 – 5.7.1804, then Deptford Dyd to 10.11.1804.
Commissioned: 9.1804 under Lieut. ?Nicholas Clements. In Ordinary at Sheerness 1807. Sold (?at Sheerness) 6.1812.

Enchantress (ex mercantile, built 1802 at Ringmore), gunbrig, 4 guns.
[Note originally registered as an 'armed ship', later re-rated as brigsloop in spite of her small number of guns.]
Dimensions & tons: 79ft 8in, 61ft 4¼in x 23ft 2¼in x 16ft 4in. $175^{44}/_{94}$ bm.
Men: 30. Guns: 4 x 6pdr (may originally have been fitted with 14 guns).
Purchased 1804. Fitted at Plymouth 1.1805 – 4.1.1806 as a brig-sloop.
Commissioned: 10.1805 under Lieut. George Higginson, but appears to have remained (under various Lieuts.) as a storeship at Bristol until fitted at Plymouth as a receiving ship for Bristol 5 - 6.1813. Fitted at Plymouth as a quarantine vessel for Milford 1816. Fitted at Sheerness 1 – 4.1817 for transfer to Revenue Service on the Blackwater 8.1818. No further record.

Linnet (ex Revenue cutter *Speedwell*, built at Cowes 1797), 14 guns.
Dimensions & tons: 77ft 9½in, 57ft $7^{5}/_{8}$in x 25ft 4in x 10ft 9in. $196^{70}/_{94}$ bm.
Men: 60. Guns: 2 x 6pdrs + 12 x 18pdr carronades.
Purchased 1806. Fitted at Deptford 4.10.1806 – 2.1.1807.
Commissioned: 12.1806 under Lieut. Joseph Beckett. In 1807 under Lieut. John Tracey; took 18-gun privateer *Le Courier* in Home waters 16.1.1808, and 10-gun privateer *Le Foudroyant* 30.8.1808; in North Sea 1809; took privateer *Le Petit Stuart* off Start Point 29.5.1812. Captured by the French 40-gun frigate *La Gloire* off Madeira 25.2.1813; became an American privateer and – renamed *Bunkers Hill* – was retaken by *Pomone* and *Cydnus* 4.3.1814, but not re-added to the RN.

Pigmy (ex Revenue cutter *Ranger*, purchased on the stocks from John Avery, Dartmouth), 14 guns.
Dimensions & tons: 79ft 0in, 60ft 5in x 26ft 0in x 11ft 0in. $217^{22}/_{94}$ bm.
Men: 60. Guns: 14 x 12pdr carronades, + 2 x 6pdrs.
Purchased (on stocks) 1806. L: 5.1806.
Commissioned: 1806 under Lieut. George Higginson; grounded and bilged off Île d'Oléron (near Rochefort) 2.3.1807.

Rolla (ex American mercantile *Rolla*), 10 guns.
Dimensions & tons: 80ft 4in, 64ft 10in x 21ft 0in x 11ft 1in. $152^{8}/_{94}$ bm.
Men: … . Guns: 8 x 18pdr carronades + 2 x 6pdrs.
Detained at the Cape by a squadron 21.2.1806, and purchased by Capt. Home Popham for the RN.
Commissioned: 12.1806 under Lieut. Joseph Acott, for South American station (River Plate expedition). Docked at Portsmouth 7.11 – 4.12.1807, then 1808 under Cmdr. John Goodby, for the Channel and North Sea. In 1809 under Cmdr. Samuel Clarke, for the Walcheren expedition. Sold (at Portsmouth?) 24.3.1810.

Maria (origins unknown), 12 guns.
Dimensions & tons: dimensions not known. 172 bm.
Men: … . Guns: 12 x 12pdr carronades, + 2 x 4pdrs.
Purchased 1807. Registered 7.4.1808.
Commissioned: under Lieut. James Bennett; retaken 29.9.1808 by French 22-gun brig *La Département des Landes* at Guadeloupe (6 killed including Bennett, 9 wounded), and grounded to prevent sinking.

Nancy (mercantile *Nancy*, possibly built as cutter), 14 guns.
Dimensions & tons: dimensions not known. 210 bm.

Purchased and registered by AO 7.1.1809.
Commissioned: 1.1809 under Lieut. John Killwick (-1812), for South America. In 1813 under Lieut. William D'Aranda. Sold 1813.

Ex DUTCH PRIZES (1810-1811)

Mandarin (Dutch *Madurense*, built …), 12 guns.
Dimensions & tons: 178 bm Men: … . Guns: … .
Taken 11.2.1810 at Amboyna (having been scuttled there by the Dutch).
Commissioned: 12?.1810 under Lieut. Archibald Buchanan; later under Lieut. Charles Jefferies. Wrecked on Red Island near Singapore 9.11.1811, and BU 1812.
There was also the gunbrig *Stavarens*, acquired in 1811 and sold 13.6.1811.

EX AMERICAN PRIZE (1813)

Mohawk (ex American *Viper*, built by Josiah Fox at the Norfolk Navy Yard 1806-9 as cutter *Ferret*, re-rigged as a brig and renamed 1810), 10 guns.
Dimensions & tons: 73ft 0in, … x 23ft 8in x 7ft 6in (US figures). 148 bm.
Men: … . Guns: 10.
Captured by the *Narcissus* 17.1.1813.
Commissioned: 1813 under Cmdr. Henry Dilkes Byng for Chesapeake operations. In action (with *Contest*) against the American 3-gun gunboat *Asp* in Yeucomico Creek 14.7.1813. Under Cmdr. Henry Litchfield from 7.1813. Sold 1814.

Note another American brig, the *Vixen* of 185 tons, was taken off the Bahamas by the *Southampton* on 22.11.1812, but was then lost and thus not added to the RN (actually closer to brig-sloops like *Nautilus* – which became HMS *Emulous*).

By the end of 1815, just three gunbrigs remained in commission – the (*Bold* Class) *Clinker* and *Swinger* of 1813, and the older *Martial* of 1805; a further 35 gunbrigs were in Ordinary. By 1824 a further three of the *Bold* Class had been restored to commission – the *Conflict*, *Pelter* and *Plumper*; those in Ordinary had shrunk to seven – the (*Bold* Class) *Adder*, *Contest*, *Hasty*, *Manly*, *Mastiff* and *Snapper*, plus the older *Havock* of 1805.

10 Cutters and Schooners (and other fore-and-aft rigged vessels)

While all rated warships were ship-rigged (square-rigged on three masts) and most smaller warships were either ship- or brig-rigged, large numbers of fore-and-aft rigged vessels were employed throughout the Napoleonic Wars. Note that a number of experimental cruising vessels were rigged and classed as cutters or schooners; details of these will be found in Chapter 11.

(A) Vessels in service at 1 February 1793

At the start of 1793 the British Navy had nineteen cutters and four small schooners, of which eighteen were in commission, and five relegated to harbour service. Twelve of these cutters were rated at 14 guns and seven as 12 guns, while the four schooners were rated at just 4 guns. Many more were added during the war years, although their nature resulted in many having brief service lives. The surviving small craft were among the first to be deleted from the post-war surplus of vessels.

***SPRIGHTLY* Class**. 12-gun cutters. 1777 design by John Williams. The original *Sprightly* (built in 1777) was lost before the end of that year, and a replacement of the same name was ordered.

Dimensions & tons: 65ft 6in, 48ft 6in x 24ft 1in x 10ft 2in. $150^{6}/_{94}$ bm.

Men: 50 (later 60). Guns: 10 x 3pdrs, plus 12 x ½pdr swivels. Later 12 x 12pdr carronades replaced the 3pdrs.

Expedition Henry Ladd, Dover.

As built: 67ft 0in, 48ft 8in x 24ft 2¾in x 10ft 0in. $151^{91}/_{94}$ bm. Draught 4ft 2½in / 7ft 10in.

Ord: 2.1778. K: 24.3.1778. L: 3.8.1778. C: 15.12.1778 at Deptford.

First cost: £1,180.9.7d to build; plus £1,348.18.2d fitting & coppering.

Commissioned: 9.1778, for the Downs; paid off 1783. Recommissioned 5.1784, paid off 1785. Recommissioned 3.1786, paid off 1791. Refitted 1789-90 for Channel service. Recommissioned 5.1792 under Lieut. Grosvenor Winkworth, for the North Sea. In 7.1793 under Lieut. Bayntun Prideaux, for the Channel, then 4.1796 Lieut. George Raper (-1801?). Possibly this cutter was in Ordinary from 1796; David Hepper suggests that Raper commission may refer to the hired cutter of the same name. In 1802 under Lieut. Charles Boyes (-1804), final disposal unrecorded.



This Robert Dodd engraving of the final stages of the Battle of Trafalgar shows both of Nelson's small craft, the schooner *Pickle* in the centre and the cutter *Entreprenante* to the right, engaged in rescuing survivors from the blazing French *Achille*. *Pickle* was to carry home the first news of the victory, but a duplicate set was sent in the cutter a few days later. In terms of their employment, schooners and cutters were more or less interchangeable.

Sprightly (ii) Thomas King, Dover.

As built: 66ft 0in, 48ft 6in x 24ft 2in x 10ft 0in. $150^{62}/_{94}$ bm. Draught 4ft 2½in / 7ft 10in.

Ord: 2.1778. K: 24.3.1778. L: 4.8.1778. C: 4.11.1778 at Deptford.

First cost: £1,182.15.8d to build; plus £1,352.1.6d fitting & coppering.

Commissioned: 9.1778, for the Downs; paid off 1780. Recommissioned 9.1780; paid off 1783. Recommissioned 5.1783 for Mounts Bay; paid off 1785. Recommissioned 5.1786; paid off 1791. In 1792 under Lieut. Richard Hawe, off Eddystone; in 3.1794 under Lieut. Digby Dent, cruising. In 10.1794 under Lieut. Robert Jump (-1801); sailed for Jamaica 1.1799; taken by 74-gun *Le Dix Août* of Ganteaume's squadron in the Mediterranean 10.2.1801 and scuttled.

***ALERT* Class**. 14-gun cutters. 1776 design by John Williams. The original pair, *Alert* and *Rattlesnake* of 1776-77, were lost in 1778 and 1781 respectively.

Dimensions & tons: 69ft 4in, 52ft 0in x 25ft 7in x 10ft 9in. $181^{3}/_{94}$ bm

['as-built' dimension not recorded].

Men: 55 (later 70). Guns: 10 x 4pdrs, plus 12 x ½pdr swivels. Later 14 x 12pdr carronades probably replaced the 4pdrs.

Pigmy Thomas King, Dover.

Ord: 14.4.1780. K: 5.1780 (named 15.6.1780). L: 5.1781. C: 20.2 – 6.5.1781 at Deptford.

First cost: £1,655.11.8d to build, total including fitting & coppering £3,506.16.11d.

Commissioned: 6.1781. Run ashore near Dunkirk and taken by the French 27.12.1781, but retaken by *Crown* and *Panther* 22.7.1782. Recommissioned 3.1783 for Northern Ireland and Scotland; renamed *Lurcher* 31.5.1783, but resumed original name 7.1783. Fitted at Plymouth (for £2,059.14.5d) 7.7 – 23.10.1783; damaged in gale 1784, and repaired by Barton, Liverpool (for £150.12.6¾d) by 2.1785; paid off 1786. Recommissioned 6.1786; paid off 1790. Recommissioned 3.1792 under Lieut. Henry Inman; in 1793 under Lieut. Abraham Pullibank; wrecked on the Motherbank 16.12.1793, with all hands lost.

Cockatrice Thomas King, Dover.

Ord: 11.4.1780. K: ?5.1780 (named 15.6.1780). L: 3.7.1781. C: 22.11.1781 at Deptford.

First cost: £1,624 to build, total including fitting & coppering £3,741.11.3d.

Commissioned: 8.1781, for Home waters; paid off 1782/83. Recommissioned 5.1783; paid off 1786. Recommissioned 10.1786; paid off 1789. In 1790 under Lieut. Walter Lock (-1793), in the Channel. In 2.1793 under Lieut. John Clements; paid off 4.1793 into Ordinary at Portsmouth; sold there 9.1802.

PURCHASED CUTTERS (1778-1782)

The cutter was adopted in considerable numbers into the RN during the 1770s; clinker-built, with a highly raked single mast. The cutter rig was proving unpopular by the early 1790s, and the Navy favoured the brig with its more economical use of manpower. Six of the older cutters (including the ex French *Pilote*) were thus re-rigged and re-classed as gunbrigs during the Revolutionary War.

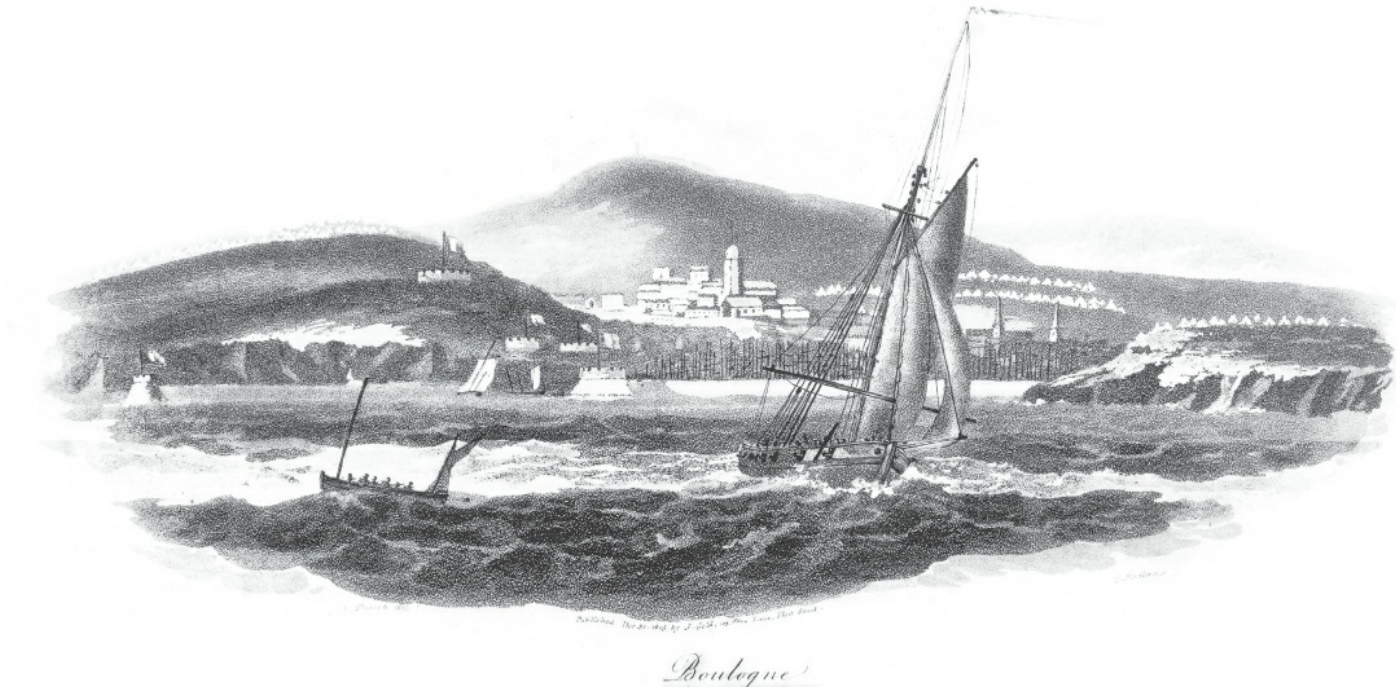
Kite (ex mercantile *Cruizer*?), 14 guns.

Dimensions & tons: 77ft 5½in, 55ft 11in x27ft 1in x 10ft 6in. $218^{15}/_{94}$ bm.

Men: 60 (70 as sloop). Guns: 10 (later 12) x 4pdrs, + 10 x ½pdr swivels.

Purchased 4.1778. Fitted at Deptford (for £1,043.7.11d) 4.1778 – 17.7.1778.

Commissioned: 6.1778 as a cutter, but re-rated and recommissioned as a sloop 4.1779; paid off 4.1783 after wartime service. Re-rated as a 14-gun cutter and recommissioned 5.1783. Middling Repair at Sheerness (for £2,764) 1787-88; recommissioned 3.1788 under Lieut. Bowles Mitchell (-1790), for Beachy Head. In 1791 under Lieut. William Lamb (-1793), based on Shannon. BU at Portsmouth 11/12.1793.



Most of the Navy's cutters were purchased or hired mercantile craft. The type was popular in legitimate coastal trades that required speed but was also favoured by smugglers (and their natural predators, the Revenue Service). The Royal Navy tended to employ them in familiar waters, as shown in this engraving from the *Naval Chronicle* of a cutter watching the invasion preparations at Boulogne in 1804.

Advice (mercantile …), 10 guns.

Dimensions & tons: 56 ft 0in, 38ft 2in x 21ft 8in x … . $95^{28}/_{94}$ bm.

Men: 45. Guns: 10 x 3pdrs, + 10 x ½pdr swivels.

Purchased 1779. Fitted & coppered at Deptford (for £801) 7.4 – 19.5.1780.

Commissioned: 5.1780 for the Channel, then the North Sea; paid off 1782/3 and recommissioned for the Irish coast (south and west); paid off 12.1786. Great Repair at Portsmouth (for £2,469) 1786-90; recommissioned 12.1789 under Lieut. Henry Wray; sailed for Jamaica 5.2.1790. For sale there 22.11.1792, but registered as schooner 3.1.1793 before being sold 6.3.1793; recommissioned under Lieut. Edward Tyrell; wrecked off Honduras 1.6.1793.

Liberty (building history unknown), 14 guns.

Dimensions & tons: 74ft 3in, 53ft 9in x 25ft 6¼in x 10ft 6½in. $186^{20}/_{94}$ bm.

Men: 55 (orig. 70). Guns: 14 x 4pdrs + 10 x ½pdr swivels.

Purchased 1779. Fitted and coppered at Sheerness (for £1,600.9.3d) 3.1780 – 13.10.1780.

Commissioned: 4.1780 for North Sea; paid off 1783 and recommissioned 5.1783 for the Channel; paid off 1785. Great Repair at Portsmouth (for £2,698) 1789-90; recommissioned 12.1789 under Lieut. John Searle (-1794); sailed for Jamaica 8.2.1790 (re-rigged as brig but not re-rated from cutter) and again 11.9.1791; Small Repair at Woolwich (for £1,991) 7 – 11.1792; took (with *Trimmer*) privateer *Le Coureur* 8.1793; took (with *Squirrel*) privateer *Le Patriote*. Recommissioned 6.1795 under Lieut. George M'Kinley; with Sidney Smith's squadron at destruction of 16-gun *L'Etourdie* at Erqui 18.3.1796. In 7.1798 under Lieut. Mauritius de Starck, in the Channel Islands; in 12.1799 under Lieut. Hugh Cook; paid off 1802. Recommissioned 2.1803 under Lieut. Willing M. Courtnay, for cruising. In 1805 under Lieut. John Codd (-1810), for cruising; sailed for the Leeward Islands 23.4.1808; at capture of Martinique 1809. In 1811 under Lieut. Martin Guise, then 1813 Lieut. Edward Senhouse, still in Leeward Islands; storeship in 1815 (having been re-rigged as cutter in previous years). Sold in Barbados (for £86.14.4½d) 2.1816.

Resolution (building history unknown), 14 guns.

Dimensions & tons: dimensions not recorded. 198 bm.

Men: 60 (orig. 70). Guns: 14 x 4pdrs, + 10 x ½pdr swivels.

Purchased 1779. Registered 23.7.1779. Fitted and coppered at Sheerness (for £2,864.8.7d) 3.8 – 10.9.1779.

Commissioned: 1780 for the North Sea; paid off 1783 and recommissioned 5.1783 for the Irish Sea; paid off 5.1788. Small Repair at Plymouth (for £3,415) 1789; recommissioned 5.1789 under Lieut. Bayntun Prideaux (-1791), for the Channel. Recommissioned 10.1792 under Lieut. Edward H. Columbine (-1796), for Larne; sailed for the Mediterranean

6.1795; at Hotham's Action off Hyères 13.7.1795. In 1797 under Lieut. William Huggett; took 1-gun privateer *Le Pichegru* off the Start 3.6.1797; lost, presumed foundered with all hands, in the North Sea 6.1797.

Cruizer (mercentile *Cruizer*), 14 guns.

Dimensions & tons: 73ft 7in, 54ft 3in x 26ft 3in x 10ft 0in. $198^{79}/_{94}$ bm Men: 60 (0rig. 70). Guns: 14 x 4pdrs, + 10 x ½pdr swivels.

Purchased 5.1780. Fitted & coppered at Chatham (for £1,455.6.7d) 20.5 – 8.9.1780.

Commissioned: 7.1780 for the Channel Islands; paid off 7.1783, then recommissioned same month for the Irish Sea; paid off 5.1787. Recommissioned 7.1787 for the Irish Sea again; in 1791 under Lieut. Thomas Rainey; sailed from Plymouth 4.5.1791 for Gibraltar and lost, presumed foundered, but remained on Navy List through oversight until 12.11.1801 (and hence included here).

Speedwell (mercantile *Speedwell*), 16 guns.

Dimensions & tons: 75ft 3in, 54ft 6in x 25ft 10in x 10ft 2in. $193^{43}/_{94}$ bm.

Men: 70. Guns: 14 (later 16) x 4pdrs, + 10 x ½pdr swivels.

Purchased 5.1780. Registered 13.5.1780. Fitted & coppered at Chatham 20.5 – 23.9.1780.

Commissioned: 7.1780, for the Mediterranean; re-rated as a sloop 22.3.1782, but paid off 1793 and restored to rate of cutter 14.10.1783. Fitted at Portsmouth (for £1,156.15.0d); recommissioned 11.1783 for service off Aran Island; paid off 7.1787. Recommissioned 5.1789, then 5.1790 for the Channel. Recommissioned 12.1791 under Lieut. George P. Monke (-1793), for east coast of Scotland; took 14-gun smuggler *Hell-Afloat* 1792. In 9.1793 under Lieut. Edward Williams (-1796), for cruising; took cutter *Le Brave* off St Catherine's Point 22.8.1796. Altered to a brig at Portsmouth 10.1796 – 4.1797, and rerated gunbrig 1798; recommissioned 4.1797 under Lieut. William Birchall; in 9.1798 under Lieut. James Reddy, for the North Sea; paid off 7.1802. Fitted at Sheerness 7 - 8.1803; recommissioned 8.1803 under Lieut. Donald Fernandez, for the Channel; in 8.1804 under Lieut. William Robertson. In 1807 under Lieut. William Robertson; wrecked in storm near Dieppe 18.2.1807 (no survivors).

Sultana (mercantile *Sprightly*), 12 guns, later 10 guns.

Dimensions & tons: 65ft 7in, 48ft 9in x 24ft 3in x 9ft 7in. $152^{40}/_{94}$ bm.

Men: 60. Guns: 12 x 4pdrs, + 8 x ½pdr swivels. Later 10 x 12pdr carronades + 12 x ½pdr swivels.

Purchased 6.1780. Fitted & coppered at Sheerness (for £1,151.10.0d) 19.6 – 27.9.1780.

Commissioned: 7.1780 for the Channel; Downs in 1781, then paid off. Fitted at Plymouth for Channel service (for £1,660.15.9d) 1783; recommissioned 5.1783 for the Irish Sea; paid off 4.1786. Recommissioned 6.1786 for the Channel; in 1789 under Lieut. Digby Dent (-1792), for southern Ireland; paid off into Ordinary 4.1793. Sold to Richard Dunsterville (for £296) 13.4.1799.

Viper (ex *Greyhound*, renamed 1781), 12 guns.

Dimensions & tons: dimensions not recorded. 148 bm.

Men: 60. Guns: 12 x 4pdrs, + 8 x ½pdr swivels. (from 1800, 2 x 4pdrs + 10 x 12pdr carronades).

Purchased 23.6.1780.

Commissioned: 6.1780 for Scilly Isles and Irish Sea; paid off 6.1783 and recommissioned same month for same area; paid off 8.1786. Recommissioned 1.1787 for Irish Sea. Recommissioned 11.1791 under Lieut. Robert Graeme (-1793) for Irish Sea, then 10.1793 under Lieut. John Pengelly (-1800), for cruising; took privateers – 16-gun *Nuestra Señora de la Piedad* off Gibraltar 13.3.1797, and 14-gun *Le Furet* off Dodman Point 10.12.1799. In 3.1800 under Lieut. Matthew Forster; in Pellew's squadron in 7.1800; then 9.1800 under Lieut. Jeremiah Coghlan (acting); took (with *Atalante*) 14-gun *Le Heros* in the Channel 1.4.1801. In 4.1801 under Lieut. William Gibbons; paid off 10.1801. In 9.1803 under Lieut. Robert Jump. In 1807 under Lieut. Daniel Carpenter, for the Channel. Sold 10.1809.

Brazen (mercantile …), 12 guns

Dimensions & tons: 58ft 0in, 44ft 4in x 22ft 10in x 9ft 6in. $122^{89}/_{94}$ bm.

Men: 60. Guns: 12 x 12pdr carronades (from 11.11.1790).

Purchased 6.1781. Fitted & coppered at Sheerness (for £998.10.10d) 22.6 – 22.8.1781.

Commissioned: 6.1781, for the Downs; paid off 5.1783; recommissioned 6.1783 for the Yorkshire coast; paid off 8.1786 but recommissioned same month for the North Sea. In 1790 under Lieut. James Fegen, for the Irish Sea; paid off 3.1793. Sold at Plymouth 4.1799.

Nimble (mercantile …, building by Phineas Jacobs, Folkestone), 12 guns.

Dimensions & tons: …, 53ft 7in x 24ft 4in x … . $168^{71}/_{94}$ bm.

Men: ?55. Guns: 10 x 18pdr carronades (+ 2 x 3pdrs from 9.1790) + 12 x ½pdr swivels.

Purchased 1781 on stocks. L: 6.7.1781. Fitted and coppered at Sheerness (for £1,276.13.4d) to 27.8.1781.

Commissioned: 7.1781 for the Downs; paid off 5.1783, but recommissioned same month for Thames Estuary and the Downs; paid off 10.1786. Small Repair at Sheerness 1786-87; recommissioned 6.1887 under Lieut. James Rogers (-1790). In 1791 under Lieut. John Smith (-1795); paid off and recommissioned 10.1792; took (with *Ceres*) privateer *La Petite Victoire* in the North Sea 6.1793. In 9.1795 under Lieut. Henry Festing; took privateer cutters *L'Impromptu* and *Le Bonheur* off St Alban's Head 7.3.1797. In 5.1797 under Lieut. James Lloyd (-1801); took 14-gun privateer *Le Buonaparte* in the Channel 23.2.1801. In 4.1802 under Lieut. Jeremiah Cochlan (-1804); recommissioned 1.1803. In 1804 under Lieut. James Mein. Altered to a brig at Plymouth 10.1804 – 1.1805; in 1805 under Lieut. Thomas Delafons; to West Indies. Paid off into Ordinary at Sheerness 8.1806; ran aground near Stangate Creek in 1808, and ordered to be sold 9.4.1808.

Seaflower (mercantile *Swiftsure*?), 16 guns.

Dimensions & tons: 72ft 5in, 56ft 9¾in x 25ft 11in x 10ft 7½in. $202^{92}/_{94}$ bm.

Men: 70. Guns: 16 x 4pdrs, later 16 x 12pdr carronades.

Purchased 4.1782 (from Downe & Cox for £2,534.15.6d). Fitted & coppered at Sheerness 15.4.1782 – 26.4.1783.

Commissioned: 12.1782; paid off 3.1783 but recommissioned same month for Northern Ireland; paid off 4.1786 but recommissioned 5.1786 for same area; paid off 1788 but recommissioned 7.1789 under Lieut. John Incledon Webber (-1793), still Northern Ireland. Small Repair by Scotts, Greenock (for £952.16.3d) and replanked as carvel 2.1790 – 6.1791; recommissioned 12.1791 (still under Webber); to Africa and West Indies 1793; took *Le Petit Zombi* 5.8.1793. In 1794 under Lieut. William Pierrepoint, in the West Indies; paid off, then recommissioned 6.1794 under Lieut. James Murray (-1802), for the Channel Islands; took 14-gun privateer *Le Chasseur* off Cape Fréhil 19.3.1780. Fitted at Plymouth 7 – 8.1803; recommissioned 7.1803 under Lieut. William F. Owen; in the Channel 1804, then to East Indies; took 3-gun ketch *Charles* at Rodrigues Island 15.7.1807; at capture of Dutch squadron at Batavia 27.11.1807; in Surabaya operations; taken by 40-gun *La Manche* off Bencoolen (Sumatra) 28.9.1808, retaken 12.1808; sailed for Portugal 22.8.1809. In 1810 under Lieut. George Stewart; sailed for Portugal again 1.6.1811. Sold (for £480) 1.9.1814.

Ranger (Revenue cutter *Rose*), 14 guns.

Dimensions & tons: 74ft 7¼in, 56ft $0^{5}/_{8}$in x 25ft 7in x 9ft 5in. $195^{5}/_{94}$ bm.

Men: 55. Guns: 12 x 4pdrs.

Purchased 2.1787. Fitted and coppered at Portsmouth 17.2 – 31.5.1787. Named & registered 6.3.1787.

Commissioned: 4.1787 under Lieut. Samuel Featherstone, for Portland and the Start; fitted for foreign service at Portsmouth 1788; paid off 1789. Fitted for Channel service at Portsmouth 1790; recommissioned 11.1791 under Lieut. Isaac Cotgrave (-1794), for same area; taken 11.6.1794 by French 36-gun *La Railleuse* off Brest; became French *Le Ranger*; retaken 14.10.1797 by *Indefatigable* near the Canaries; taken again 2.11.1797 by the French privateer *Le Vengeance*; retaken again 6.11.1797 by *Galatea* off the Gironde and renamed *Venturer*. Arrived Plymouth 9.8.1798 and fitted there 1 – 4.1799; recommissioned 2.1799 under Lieut. Daniel Burwood, for the Channel. In 4.1802 under Lieut. Robert Jump; sailed for Gibraltar 11.1802. Paid off 1.1803 and sold there 10.2.1803 (by AO 22.12.1802). A further cutter from 1782, the *Barracouta* built by Joshua Stewart at Sandgate, was sold 19.1.1792 and became the privateer *Thought*. Captured by the French in 1793, she was converted to a brig-sloop and as such (under the name *La Vedette*) was re-taken 10.2.1800, but now appears in Chapter 8 under the name *Vidette*.

Ex FRENCH PRIZES (1779-1782)

***MUTIN* Class.** Five cutters were built at Dunkirk to this design, of which the two following were taken in 1779 (as was *Le Tapageur*, wrecked in RN service in 1780); the fourth vessel, *Le Pandour*, was converted into a brig and taken by the RN in 1795 (see *Pandora* in Chapter 8), while the last, *Le Clairvoyant*, was wrecked in 1784.

Mutine (French cutter *Le Mutin*, built 6.1778 – 3.1779 at Dunkirk. L: 11.1778), 14 guns.

Dimensions & tons: 79ft 11¼in, 59ft 5¼in x 26ft 1in x 10ft 1in. $215^{9}/_{94}$ bm.

Men: 70. Guns: 14 x 4pdrs, plus 10 x ½pdr swivels.

Taken 2.10.1779 by *Jupiter*. Named and registered 22.1.1780. Fitted & coppered at Portsmouth (for £645.14.11d) 16.11.1779 – 13.12.1780.

Commissioned: 10.1779 for Irish Sea; paid off and recommissioned 5.1783; paid off 1787. Middling Repair at Plymouth (for £3,884) 1789; recommissioned 10.1789 under Lieut.

Humphrey West (-1796); sailed for the Mediterranean 10.1790; in Nelson's squadron off Genoa 7.1795. Renamed *Pigmy* 20.1.1798. In 1.1797 under Lieut. William Shepheard; took privateers – 2-gun *La Rancune* in the Channel 8.1.1799; *La Bataglia di Marengo* 6.9.1800 in the Mediterranean 6.9.1800, 3-gun *L'Adelaïde* 8.2.1801, and (with *Corso*) 16-gun *L'Achille* 15.3.1801. Recommissioned 1.1803 under Lieut. Martin White, then 2.1804 under Lieut. Samuel Burgess, finally Lieut. William Smith in 1805; wrecked in St Aubin's Bay, Jersey 9.8.1805.

Pilote (French cutter *Le Pilote*, built 7.1778 – 5.1779 at Dunkirk. L: 11.1778), 14 guns.

Dimensions & tons: 78ft 6¾in, 60ft $5^{3}/_{8}$in x 26ft 0¾in x 10ft 2½in. $218^{37}/_{94}$ bm.

Men: 70. Guns: 14 x 4pdrs, plus 10 x ½pdr swivels. In 1790s, 4pdrs were replaced by 12pdr carronades.

Taken 2.10.1779 by *Jupiter*. Named and registered 27.1.1780. Fitted at Plymouth 28.3 – 12.7.1780.

Commissioned: 5.1780 for Irish Sea; coppered at Plymouth (for £1,135.11.3d) 4.1781; paid off 5.1783 and recommissioned. From 1791 under Lieut. Henry Gunter, still in Irish Sea. Fitted and rigged as a brig at Plymouth 6 – 7.1794. In 1795 under Lieut. Farmery Epworth, then 1797 Lieut. Henry Compton; took 2-gun *La Justine Adelaïde* in the Channel 5.1797. Sold at Sheerness to Robert Elliot (for £920) 5.1799.

Ex French Privateer (1782)

Spider (French privateer *La Victoire*, built 1782 at Dunkirk), 12 guns.

Dimensions & tons: 69ft 0in, 54ft 1¾in x 24ft 3in x 10ft 7in. $169^{32}/_{94}$ bm.

Men: 50. Guns: 12 x 4pdrs.

Taken 18.6.1782 by *Stag* off Dungannon. Fitted at Plymouth (already coppered when taken) for Channel service, with metal braces fitted (for £3,110.7.10d) 10.1782 – 26.1.1784.

Commissioned: 5.1783, for Holyhead station; paid off 6.1786 but recommissioned same month; paid off 1787. Recommissioned 10.1788 for the Channel. In 1790 under Lieut. William Lanyon (-1795), for southern Ireland; took privateer *Le Sans-Coulotte* 5.3.1793; took privateer *La Desirée* 1793. In 1796 under Lieut. William Bevians. Fitted as a schooner at Plymouth (for £1,582) 1 – 4.1797; recommissioned 2.1797 under Lieut. Digby Dent; took 14-gun privateer *Le Flibustier* off the Lizard 16.5.1797. In 1.1798 under Lieut. James Harrison (-1801), for the Channel; in 8.1802 under Lieut. George Ravenscroft (temp.), then 9.1802 Lieut. Harding Shaw; sailed for the Mediterranean 22.11.1802; took privateers – 2-gun *La Conception* 11.7.1803 and 4-gun *L'Andromeda* 10.12.1805. Paid off 2.1806 at Malta and sold there in same year.

The remaining pre-war cutter, the largely experimental *Trial* of 1790, is included in more detail in Chapter 11, as is the RN's sole pre-war lugger *Experiment*.

***PLACENTIA* Class**. Designed by John Henslow for service in Newfoundland; rigged as sloops (*ie* single-masted with fore-and-aft sails), these locally-built craft carried out coastal patrol duties there.

Dimensions & tons: 44ft 7in, 35ft $4^{5}/_{8}$in x 15ft 0in x 8ft 4in. $42^{33}/_{94}$ bm (as built was the same).

Men: 30. Guns: 4 x ½pdr swivels.

Placentia Jeffery & Start, Newfoundland.

Ord: 5.1789. L: 1789.

Commissioned: 10.1789 at Newfoundland under Lieut. Peter Halkett. In 1792 under Lieut. John Tucker (-1793); rated armed sloop, later armed ship. In 1794 under Lieut. Alexander Shippard; wrecked off Marticot Island (Newfoundland) 8.5.1794.

Trepassey Lester & Stone, Newfoundland.

Ord: 5.1789. L: 1789.

Commissioned: 10.1789 at Newfoundland under Lieut. Charles Rowley. In 1792 under Lieut. Jahleel Brenton, then 1794 Lieut. Richard Kevern and 1796 Lieut. John Hamstead; rated armed sloop. Made good defects at Plymouth (for £681) 25.12.1796 – 1.6.1798. Recommissioned 9.1801 under Lieut. Jasper Scambler, at Newfoundland again; in 1.1803 under Lieut. John McKillop. Recorded as sold 12.1803 in Newfoundland, but also recorded in 11.1803 under Lieut. John Drew, then 1806 Lieut. John Buddle (-1807).

PURCHASED SCHOONERS (1790)

The following three small vessels were all purchased in 1790 at Halifax for local service. Each was established with a complement of 20 men and 4 x 3pdr guns.

Alert (mercantile …), 4 guns.

Dimensions & tons: dimensions not recorded. 88 bm.

Commissioned: 1791 in Nova Scotia under Lieut. John Crispo; wrecked off Prince Edward Island 8.7.1791. [Possibly later salved and used until BU in 1799.]

Chatham (mercantile *Earl of Chatham*), 4 guns.

Dimensions & tons: dimensions not recorded. 93 bm.

Commissioned: 1791-1793 in Nova Scotia. Paid off 11.1795 and sold 1794 in Canada.

Diligent (mercantile …), 4 guns.

Dimensions & tons: dimensions not recorded. 89 bm.

Commissioned: 1791-1793 in Nova Scotia. Converted to a dockyard craft in 1795.

(B) Vessels acquired from 1 February 1793

While no significant vessels in the cutter/schooner category were built for the RN during the French Revolutionary War, numerous additions resulted from prizes and purchases.

***EXPRESS* Class**. Two small schooner-rigged advice boats were designed by John Henslow and built in 1800. Extremely long and sharp-lined for speed, they were not considered successful and the Navy Board ordered no more. Both served as uncommissioned tenders at Trinidad from 1802, with no commanding officers recorded.

Dimensions & tons: 88ft 0in, 72ft 7½in x 21ft 6in x 13ft 1in. $178^{48}/_{94}$ bm.

Men: 30. Guns: 6 x 12pdr carronades.

Express John Randall & Co, Rotherhithe.

Ord: 24.5.1800. K: 7.1800. L: 30.12.1800. C: 1.1801 at Deptford Dyd (coppered).

Commissioned: 1.1801 under Lieut. Robert Sayer, for Jersey; to Trinidad 8.1802. Served as tender there. In 1805 in Leeward Islands, under Lieuts. William Swiney (from 7.1805), then George Spearing and finally Humphrey Senhouse. In 1808 under William Dowers; took (with others) *La Desirade* 30.3.1808; in attack upon 16-gun *Le Cygne* near Pearl Rock 12.12.1808 (brig taken next day by *Amaranthe* and others). In 1809 under Lieut. William Malone; at capture of Martinique 2.1809. In Ordinary at Portsmouth 1812. Sold to Messrs. Walters, Rotherhithe 5.1813.

Advice John Randall, Rotherhithe.

Ord: 24.5.1800. K: 7.1800. L: 30.12.1800. C: 1.1801 at Deptford Dyd (coppered).

Commissioned: 1.1801 under Lieut. William Robertson, for Jersey; in 8.1802 under Lieut. Joseph Nourse, for Trinidad. Served as tender there. Not listed after 7.1804, and apparently sold 1805.

Ex FRENCH PRIZES (1793-1801)

Vánneau (French lugger *Le Vanneau*, built 1–9.1782 at Dunkirk. L: 25.7.1782), 8-gun cutter (or possibly brig).

Dimensions & tons: no dimensions recorded. 120 bm.

Men: … . Guns: 6 x 4pdrs.

Taken 6.6.1793 by *Colossus* in the Bay of Biscay.

Commissioned: ?5.1793 under Lieut. J. Woolstoncraft, for the Mediterranean (unclear whether later re-rated as gunbrig). In 1795 under Lieut. John Gourly; at evacuation of Leghorn 6.1796; bilged on rocks and sank at Porto Ferrajo (Elba) 21.10.1796.

Spitfire (French privateer *La Poulette*, built 1793 in the West Indies), 6-gun schooner.

Dimensions & tons: 59ft 4in, 53ft 0in x 14ft 8in x 5ft 4in. $60^{60}/_{94}$ bm.

Men: 40 (later 35). Guns: 4 x 3pdrs.

Taken 1793. Purchased 1793.

Commissioned: 4.1793 at Jamaica under Lieut. John Perkins. In 1794 under Lieut. T.W. Rich; capsized ('overset') with all hands off San Domingo 12.2.1794.

Flying Fish (French privateer *L'Esperanza*, built 1793 at St D), 6-gun schooner.
Dimensions & tons: 62ft 7in, 52ft 0in x 17ft 0in x 6ft 0in. 80 bm.
Men: 30. Guns: 4 x 3pdrs.
Taken early 1793 in the West Indies by *Providence*. Purchased at Jamaica 6.1793.
Commissioned: ?6.1793 at Jamaica under Lieut. James Prevost. In 1795 under Lieut. George Seaton; taken by three privateer schooners off Gonaive in the Windward Passage 16.6.1795; became privateer *Le Poisson Volant*, and retaken 6.5.1796 by *Magicienne* (or by *Esperance*?) on the American coast. No record of further service, and sold 1799.

St Croix (French *La Sainte Croix*, building details unknown) 4 swivel schooner.
Dimensions & tons: unknown.
Men: 8. Guns: 4 x ½pdr swivels.
Taken 8.1793 at the surrender of Toulon.
Commissioned: 10.1793 under Lieut. Maurice W. Suckling; at siege of Bastia 1794. In 8.1794 under Lieut. Francis Douglas. In service until late 1794.

Note: also taken at Toulon in 8.1793 was the small (American-built) schooner *Le Boston*. Put into service by the RN, with 2 x 4pdrs and 4 swivels, she was retaken in 12.1793 by the French. No further details are recorded.

Marie Antoinette (French schooner *La Convention Nationale*, ex *La Marie Antoinette*, acquired by French Navy 1793), 10-gun schooner.
Dimensions & tons: 85ft 6in, 68ft 5in x 22ft 8in x 9ft 8in. 187 bm.
Men: 50. Guns: 10 x 4pdrs.
Taken 25.9.1793 by Commodore Ford's squadron at San Domingo. Registered 12.5.1794.
Commissioned: 1794 under Lieut. John Perkins, for the Jamaica station. In 1797 under Lieut. John McInerheny; taken by mutineers 7.7.1797 (McInerheny killed) and handed over to the French at Gonaives in the West Indies.

Musquito (i) (French privateer *La Venus*, built 1793 in the West Indies), 6-gun schooner.
Dimensions & tons: 55ft 4in, 46ft 6in x 16ft 11in x 6ft 4in. 71 bm.
Men: 30. Guns: 4 x 3pdrs.
Taken 1793. Purchased 1794.
Commissioned: 11.1793 at Jamaica under Lieut. John Fenton. In 1795 under Lieut. John Boucher M'Farlane; took 6-gun privateer *La Rasoir Nationale* off Cuba 5.1795. In 1798 under Lieut. John Whyte; taken by three Spanish frigates (*Medea*, *Esmeralda* and *Santa Clara*) off northern Cuba 16.9.1798.

Berbice (French privateer *La Berbice*, built ?1793 in West Indies), 8-gun schooner.
Dimensions & tons: 72ft 9in, 54ft 0in x 20ft 6in x 6ft 0in. $120^{66}/_{94}$ bm.
Men: 55. Guns: 8 x 12pdr carronades, plus 2 x 6pdrs.
Taken 1793. [Or this may be same vessel as the *Berbice* purchased 1782 in America, and disposed of in 1785.]
Commissioned: 10.1793 under Lieut. Thomas Oliver, in the Leeward Islands (but 4.1794 under Lieut. John Lapenotiere (temp?)); later paid off under Oliver. Recommissioned 12.1795 under Lieut. John Pasco, for the Leewards; later under Lieut. John Trehasar; wrecked on Scotsman Head, Dominica 26.10.1796.

Coureuse (French *La Coureuse*, built 1785 or 1788 at New York, acquired and armed at Lorient 6.1794), 4-gun schooner.
Dimensions & tons: 55ft 10in, 41ft $11^{5}/_{8}$in x 15ft 9in x 6ft 5in. $55^{85}/_{94}$ bm.
Men: 35. Guns: 2 x 24pdrs carronades, plus 12 x ½pdr swivels.
Taken 26.2.1795 by *Pomone* off the coast of Île Groix. Registered 22.7.1795. Repaired and fitted at Plymouth 6 – 7.1795. Sold to Mr. Dodds (for £125) 13.4.1799.

Republican (French lugger *La République*), 18 guns.
Dimensions & tons: dimensions not recorded. 200 bm.
Taken 14.10.1795 by *Mermaid* and *Zebra* in the West Indies.
No record of commissioning. Sold 1803 in the Leeward Islands.

Abeille (French *L'Abeille*, ex *Le Bonnet Rouge*, built 6 – 11.1793 at St Malo. L: 10.1793), 14-gun cutter.
Dimensions & tons:
Men: … . Guns: 10 x 4pdrs (when taken).
Taken 2.5.1796 by *Dryad* off the Lizard.
No record of service in RN. BU 1798.

The French privateer schooner *Les Deux Amis*, taken 12.1796 by *Polyphemus* and *Apollo*, was converted to a gunbrig on capture, and therefore her details appear in Chapter 9.

Fulminante (French *La Fulminante*, building details unknown), 4-gun cutter.
Dimensions & tons: 44ft 0in, 33ft 0½in x 15ft 2in x … . $40^{40}/_{94}$ bm.
Men: 40. Guns: 4 (later 8 x 4pdrs recorded, but this seems too much for such a small vessel).
Taken 29.10.1798 in the Mediterranean by *Espoir*.
Commissioned: 1.1799 under Lieut. William Robinson, for the Lisbon station. In 1800 under Lieut. Edward Morris. Taken by French privateer *Les Deux Frères* 2.6.1800, but retaken 9.1800. In 1.1801 under Lieut. Robert Corbet; wrecked on Egyptian coast 24.3.1801.

Fox (French prize), 14-gun schooner.
Dimensions & tons: 150 bm.
Taken 1799. Purchased 1799. Wrecked 28.9.1799 in the Gulf of Mexico.
[Not to be confused with the hired 10-gun cutter *Fox*, of 104 bm, which – under Lieut. John Gibson – was sunk by shore fire during Nelson's assault on Teneriffe 25.7.1797 (97 drowned including Gibson).]

Cruelle (French *schooner-canonnière La Cruelle*, built 1793 at St Malo or Brest. L: 7.1793), 10-gun cutter.
Dimensions & tons: dimensions not recorded. 158 bm.
Men: 30. Guns: 8 x 4pdrs.
Taken 1.6.1800 by *Mermaid* off Toulon. Registered 13.10.1800.
Commissioned: 2.1801 under Lieut. Charles Inglis, for the Mediterranean. In 3.1801 under Lieut. Edward Boger; in Egypt operations 1801. Sold 1801 at Alexandria, and deleted from List 13.5.1802.

Entreprenante (French privateer *L'Entreprenante*), 10-gun cutter.
Dimensions & tons: 67ft 0in, 51ft 6in x 21ft 6in x … . 123 ($126^{59}/_{94}$ by calc) bm. Draught 9ft 0in / 11ft 0in.
Men: 40. Guns: 10 x 4pdrs (from 12.1803, 10 x 12pdr carronades).
Taken 1798. Purchased 11.1798 and registered 10.1.1799.
See Late Information (p.420) for subsequent history.

Surprise (French mercantile *La Surprise*), 10-gun schooner.
Taken 1799 by *Brave* in East Indies.
Sold 1800.

Musquito (ii) (French ?*Le Hunter*), 12-gun schooner.
Taken 1799. Purchased 3.1799 and registered 1.6.1799.
Sold at Jamaica (for £750) 25.8.1802.

Éclair (French *L'Éclair*), 12-gun schooner.
Dimensions & tons: 145 bm.
Men: … . Guns: 12 x 12pdr carronades.
Taken 18.1.1801 by *Garland* at Guadeloupe.
Renamed *Pickle* 5.1809. Sold 11.6.1818.

Rosa (…), 12-gun schooner. 1802-03.

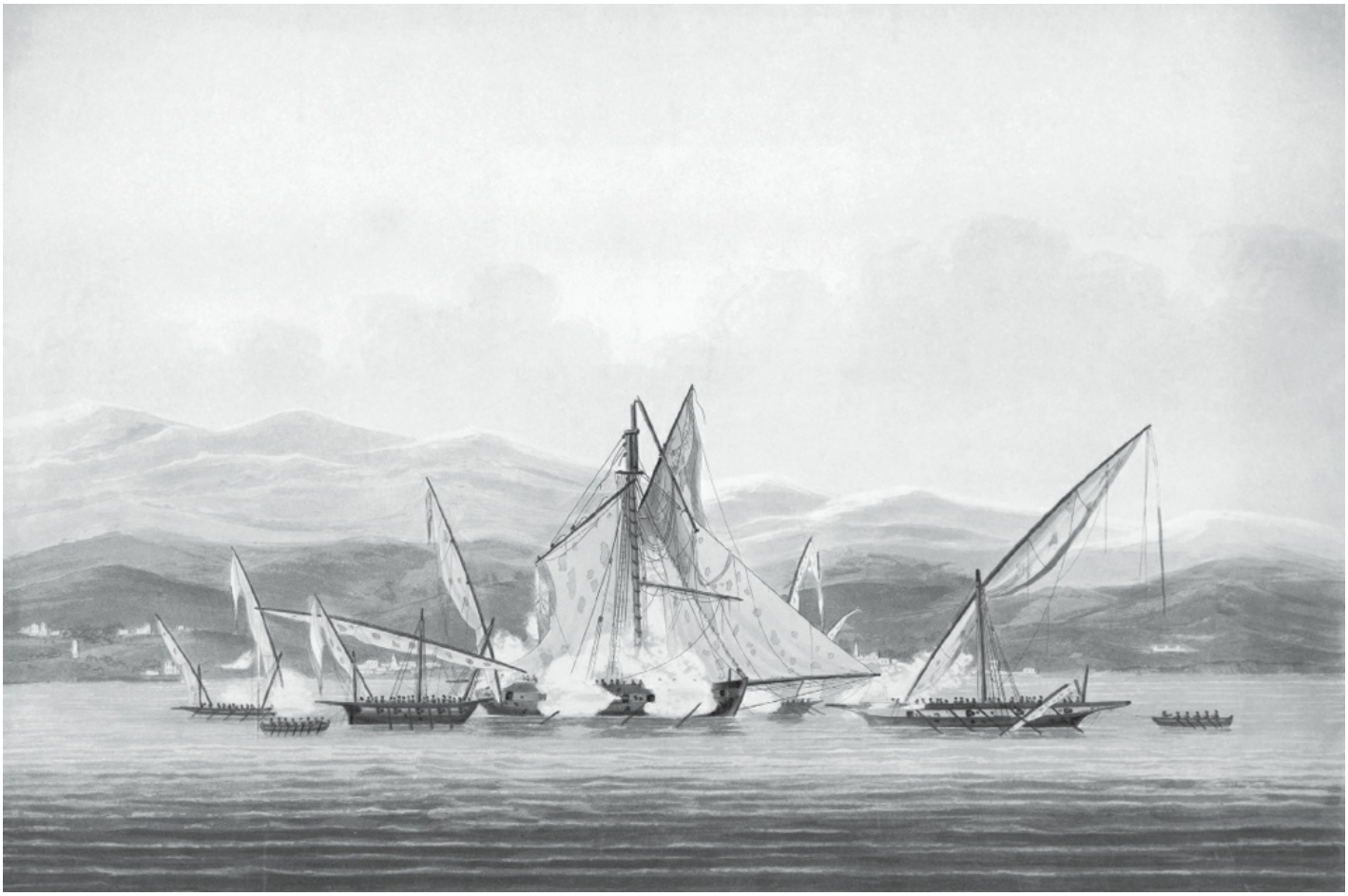
Ex SPANISH PRIZE (1800)

Gozo (Spanish *Malta*, built 1797 in America), 10-gun schooner.
Dimensions & tons: 80ft 5in, 64ft 11in x 21ft 8in x 12ft 0in. $162^{9}/_{94}$ bm.
Men: 50. Guns: 10 x 4pdrs.
Taken 1800 by *Thames*. Renamed and registered 12.1800.
Sold 1804.

PURCHASED VESSELS (1793-1801)

Swift (Pilot boat …, built Norfolk, Virginia), 4-gun schooner.
Dimensions & tons: 44ft 4½in, 35ft 10½in x 15ft 7¾in x 5ft 3½in. $46^{67}/_{94}$ bm.
Men: … .
Purchased 1794.
BU 1802.

Sparrow (mercantile *Rattler*, built 1780), 12-gun cutter.
Dimensions & tons: 66ft 3in, 46ft 6in x 22ft 3¾in x 8ft 9¾in. $123^{10}/_{94}$ bm.
Men: 40. Guns: 10 x 12pdr carronades + 2 x 6pdrs.
Purchased 1796. Registered 19.7.1796.
Commissioned: 7.1796 under Lieut. J.C. Pears; to West Indies with dispatches 3.1797; took (with *Tartar*) 6-gun privateers *Le Resolu* and *La Revanche* off San Domingo 3.1797; saved crew of *Tartar* off Puerto Plata 1.4.1797. In 1799 under Lieut. Hugh Wylie, on Jamaica station; action against US *Nancy* 28.7.1799. BU 1805.



Although the cutter was a quintessentially English development, other countries with a Channel coast adopted the type; the French and Dutch navies even designed a few. However, *Entreprenante* was a French privateer before her capture by the Royal Navy. In December 1810 she was operating off what is now called the Costa del Sol when attacked by four French lateen-rigged privateers. Making use of their sweeps in a flat calm, they surrounded the cutter, which kept them at bay for more than three hours before they abandoned the struggle and retired with considerable damage.

Rambler (mercantile, building by Thomas King, Dover), 14-gun cutter – but brig-rigged.
See Chapter 8 for details. Registered 27.12.1796.

Advice (mercantile *Brilliant*, building at Itchen Ferry), 4-gun advice schooner.
Dimensions & tons: 45ft 4in, 34ft 9¼in x 15ft 10¾in x 6ft 9½in. 47 bm.
Men: 10. Guns: 4 x 3pdrs.
Purchased 10.1796 from Mr. Beyer as 'armed schooner' (had been built as cutter). Registered 20.10.1796.
Commissioned: 11.1796 under Mr. S. Wilson (-1801), based at Plymouth. Converted to a cutter by AO 3.8.1797. Defects repaired at Portsmouth 6 – 8.1799. In 1802 under Lieut. Joseph Nourse, as tender at Trinidad; in 1804 under Lieut. ?John Salter; lost in West Indies 1804.

Port Royal (mercantile *Port Royal*), 10-gun schooner.
Dimensions & tons: details not recorded.
Men: … . Guns: 10 x 3pdrs.
Purchased 1797 in West Indies.
Commissioned: 1797 under Lieut. Elias Man; taken by the French 30.3.1797 off Hispaniola (losing 1 killed, 2 wounded); became privateer *La Perle*, retaken 18.10.1797 by the *Pelican* and re-added to RN as *Recovery*. Recommissioned 10.1797; took privateer *La Revanche* 17.4.1798 and 2-gun *L'Incrédible* 29.4.1798. In 6.1798 under Lieut. William Ross (-1800). Sold 1801.

Ant (mercantile *Lovely Lass*), 4-gun schooner.
Dimensions & tons: 60ft 7in, 45ft $5^{1}/_{8}$in x 18ft 10¾in x 8ft 7in. $86^{26}/_{94}$ bm.
Men: … . Guns: 4 x 12pdr carronades.
Purchased 6.1797. Registered 19.7.1797. Fitted and coppered at Portsmouth 7.1797 - 16.1.1798.
See Late Information (p.420) for subsequent history.

Royalist (mercantile …), 12-gun schooner.

Dimensions & tons: unrecorded.
Purchased 1797.
Commissioned: 8.1798 under Lieut. John Copinger, at Portsmouth. Listed to 1801.

Charlotte (i) (mercantile *Charlotte*), 8-gun schooner.
Dimensions & tons: unrecorded.
Men: 60. Guns: 8 x 6pdrs.
Purchased 1797.
Commissioned: 1798 under Lieut. John Williams; took 4-gun privateer *La Mort* off Dominica 29.5.1798; took 8-gun privateer *Else Andeneming* off Demerara 9.7.1798. In 1799 under Lieut. John Thicknesse; taken by French 12-gun *L'Enfante Prodigue* off Cape Francois (Hispaniola) 16.10.1799 (1 wounded); became French *Le Vengeur*; retaken 24.11.1799 off Cape Tiburon by *Solebay*, but not readded and instead BU.



The schooner *Pickle* is remembered for one moment of glory – bringing home the first news of Nelson's great, but posthumous, victory at Trafalgar. Unfortunately, there are no known plans of this ex French vessel, so this model was reconstructed from documentary evidence and the few contemporary depictions of the vessel, the best of which is the Dodd engraving reproduced at the start of this chapter.

Contest (origins unknown), 14-gun schooner.
[Note this may possibly have been the former experimental steam vessel *Ambi Navigator*; more investigation is needed.]
Men: … . Guns: 14 x 24pdr carronades.
Purchased 1799.
Not Commissioned: BU 1799.

Charlotte (ii) (origins unknown), 6-gun schooner.
Dimensions & tons: unrecorded.
Men: … . Guns: 6 x 3pdrs.
Purchased 1800.
Commissioned: ?1800 under Lieut. John Williams; wrecked on the Île à Vache (off Hispaniola) 28.3.1801.

Sting (mercantile *Sting*, built Bermuda 1799), 6-gun schooner.
Dimensions & tons: 73ft 0in, 56ft 3¾in x 20ft 7½in x 9ft 6in. 127 bm.
Men: 30. Guns: 8 x 12pdr carronades.
Purchased 12.1800 (for £2,500) at Jamaica.
Commissioned: 12.1800 under Lieut. Thomas Thrush. Renamed *Pickle* 2.1801. In 5.1802 under Lieut. John Lapenotiere; recommissioned 4.1803, still under Lapenotiere; carried news of Nelson's death and Collingwood's dispatches home to England after Trafalgar. In 1806 under Lieut. Daniel Callaway; took 14-gun privateer *La Favourite* 3.1.1807. In 1808 under Lieut. Moses Cannaday; wrecked off Cadiz 27.7.1808.

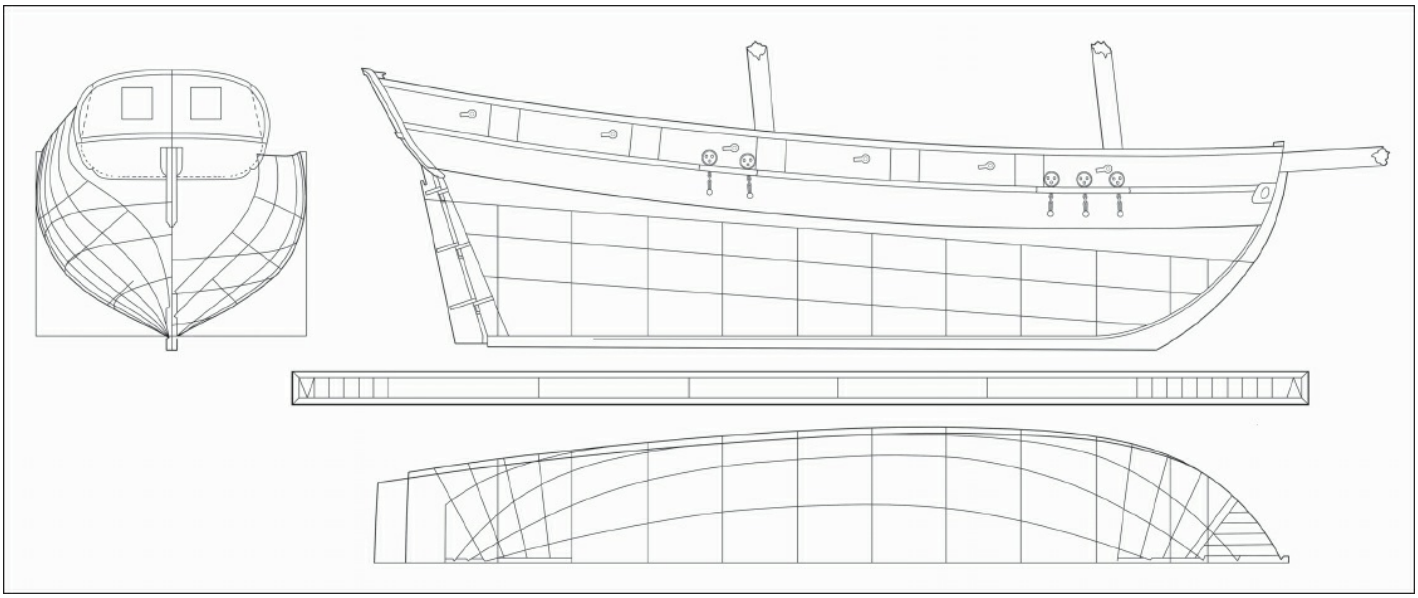
Dolphin (mercantile *Dart*?), cutter.
Dimensions & tons: 58ft 0in, 43ft 4¼in x 20ft 0½in x 8ft 6in. 93 bm.
Men: 36. Guns: 6 x 3pdrs + 4 x 12pdr carronades.
Purchased 4.6.1801 (having been hired since 1793).
Commissioned: 9.1801 under Lieut. Thomas Shirley (-12.1801). Sold (for £215) 1802 (by AO 19.12.1801).

The following cutters were under Revenue Service control during the war years, although they came under Naval control in 11.1816.

Hart (built at Deptford 1793?), cutter.
Acquired 1793.
No further details. Sold to J. Edgar 30.10.1817.

Wolf (also Revenue. Built by White, Cowes 1801), 8-gun cutter tender.
Dimensions & tons: 54ft 9in, *c*39ft 9in x 19ft 7in x 8ft 11in. 81 bm.
Men: … . Guns: 6 x 6pdrs + 2 x 3pdrs.

No further details. BU at Portsmouth 1829.



Haddock, schooner, as designed. An attempt to harness the expertise of Bermudan builders who were renowned for their fast-sailing small craft, this class was primarily designed for dispatch duties rather than as cruising warships. Lightly armed, but forced by their role to go in harm's way, they suffered heavily from both the dangers of the sea and the violence of the enemy.

(C) Vessels acquired from 18 May 1803

***BALLAHOO* (or 'Fish') Class.** 4-gun schooners of Bermudan design and construction, sometimes rated as 'despatch boats'. A first batch of twelve were ordered 23.6.1803 and another six on 11.12.1805. Only *Mackerel* and *Bream* survived the war; twelve were wartime losses and four were disposed of before 1815. Built of Bermudan cedar. As with other Bermudabuilt vessels, Goodrich & Co acted as the prime contractor, and the identity of the actual builders is unclear, while individual building dates and dimensions are also unrecorded.

Dimensions & tons: 55ft 2in, 40ft 10½in x 18ft 0in x 9ft 0in. $70^{41}/_{94}$ bm.

Men: 20. Guns: 4 x 12pdr carronades.

Ballahoo Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 1.1804 under Lieut. William Shephard. In 9.1804 under Lieut. Eaton Travers, then 1805 under Lieut. H.N. Bowen (killed 1806); took (with *Port d'Espagne*) 6-gun privateer *Le Rhône* 8.1807. In 10.1807 under Lieut. Thomas Murray, in North America and Leeward Islands. In 1808 under Lieut. George Mills, in Leeward Islands. In 1810 under Lieut. Norfolk King; taken by American 5-gun privateer *Perry* off South Carolina 29.4.1814.

Barracouta Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 6.1804 under Lieut. Joel Orchard; wrecked on Padro Keys, near the Jardines (Cuba) 3.10.1805.

Capelin Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 5.1804 under Lieut. (acting until 12.1806) Archibald M'Donald. In 2.1807 under Lieut. Joseph Beckett, then later in 1807 Lieut. Thomas Delafons, then 1808 Lieut. Josias Bray; wrecked on Parquette Rock off Brest 28.6.1808.

Flying Fish (or *Kingfish* in some records) Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 1804 under Lieut. Thomas Price; took 1-gun privateer *La République* 15.7.1804. [Note the several vessels bearing this name are confusingly recorded. Other records also show *Flying Fish* was hijacked by a group of prisoners 30.9.1805 while still at Bermuda, and handed over to the French; became privateer *Le Tropard*, retaken by *Pheasant* 5.4.1809 but not re-added to RN.]

Grouper Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 1804 at Bermuda under Lieut. Provo Hughes, for the Leeward Islands. In 1807 under Lieut. ?C. Fitch, then 1809 under Lieut. James Atkins; wrecked on a reef off Guadeloupe 21.10.1811.

Haddock Isaac Skinner, Bermuda.

Ord: 23.6.1803. K: 1803. L: 1805.

Commissioned: 4.1805 at Jamaica under Lieut. John Buddle. Refitted at Portsmouth 9.10 – 15.11.1805; sailed for Jamaica 11.12.1805. In 1806 under Lieut. Edward Foley, then 1808 under Lieut. Charles Selwyn; taken by French 18-gun *Le Génie* in the Atlantic 30.1.1809.

Herring Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: ?5.1804 at Bermuda under Lieut. Isaac Morrison, for the Leeward Islands or Newfoundland; in 1805 (temp.) under Lieut. John G. M'B. M'Killop. In 1808 under Lieut. James Sprott, on Newfoundland station; sailed for Portugal 5.3.1810; defects made good at Portsmouth 2.11.1810 – 16.1.1811. In 1812 under Lieut. John Murray; sailed for North America 3.7.1812; lost, presumed foundered with all hands, off Halifax 7.1813.

Mackerel Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: ?5.1804 at Bermuda under Lieut. Peter Prieur, for Newfoundland station. In 1805 under Lieut. Richard Williams (-1807). Refitted at Portsmouth 22.11.1808 – 19.2.1809; from 1808 under Lieut. Thomas Bishop, on Newfoundland station. In late 1810 under Lieut. William Carter; sailed for South America 15.4.1812. Recommissioned 12.1812 under Lieut. Thomas Hughes (-1815). Sold at Plymouth (for £400) 14.12.1815.

Pike Bermuda.

Ord: 23.6.1803. K: 1803. L: 1804.

Commissioned: 6.1804 at Jamaica under Lieut. John Nichols, in 10.1804 under Lieut. Duncan MacDonald. In 1806 under Lieut. C. Spence; took a 10-gun schooner on the Jamaica station 30.8.1806. In 8.1806 under Lieut. John Ottley; action with privateers at Isle of Pines (Cuba) 30.8.1806; taken by French privateer *L'Impérial* off San Domingo 18.3.1807, losing 1 dead, 5 wounded; retaken 9.1808 by *Moselle*; foundered 8.1809.

Pilchard Bermuda.

Ord: 23.6.1803. K: 1803. L: 1805. C: 1.11.1805 – 22.3.1806 at Plymouth.

Commissioned: 5.1804 under Lieut. Samuel Crew, for the Channel. In 1807 under Lieut. Clement Ives, then 1808 Crew again; in North Sea 1809. In 1809 under Lieut. William Dore, and 1810 under Lieut. Hewitt, in the Texel. From 1812 in Ordinary at Sheerness. Sold there 23.2.1813.

Snapper Bermuda.

Ord: 23.6.1803. K: 1803. L: 1805. C: 4.3 – 15.3.1806 at Portsmouth.

Commissioned: 5.1804 at Jamaica under Lieut. George Hony. In 10.1806 under Lieut. William Champion, in the Channel; sailed for the Mediterranean 5.1807. In 1809 under Lieut.

William Jenkins, then 1.1811 under Lieut. Henry Thrakston; taken by French lugger *Le Rapace* off Sables d'Olonne 14.7.1811.

Whiting Bermuda.

Ord: 23.6.1803. K: 1803. L: 11.1805. C: 26.4 – 19.5.1806 at Portsmouth.

Commissioned: 6.1806 under Lieut. George Roach, for the North Sea. In 1807 under Lieut. John Orkney. In 1.1808 under Lieut. Henry Wildey; in Basque roads operations 1809 (fitted with rockets); tailing of Boyart 11.4.1809; action on 13.4.1809; sailed for Portugal 14.5.1809. In 1812 under Lieut. Lewis Maxey; sailed for South America 1.5.1812; taken by privateer *Dash* at Hampden roads 8.7.1812; released, but then taken off Hampden roads by 18-gun privateer *Le Diligent* 22.8.1812.

Bream Bermuda.

Ord: 11.12.1805. K: 1806. L: 5.1807.

Commissioned: 1807 at Halifax under Lieut. Augustus Drury. In 4.1807 under Lieut. (acting until 4.1808) George Miall, in North America; in 7.1809 Lieut. Henry Byng, in 1.1810 Lieut. Robert Barclay, in 1811 Lieut. ?Simpson. In 1812 under Lieut. Constantine Brown; took US 3-gun privateer *Pythagorat* 9.8.1812. In 1813 under Lieut. Charles Hare; took (with *Rattler*) US 18-gun privateer *Alexander* off Kenebank 19.5.1813; took US 2-gun privateer *Wasp* 9.6.1813. In 1814 under Lieut. Constantine Brown again, in 2.1814 under Lieut. Thomas Beer; paid off 5.1815. Sold or BU 1816.

Chub Bermuda.

Ord: 11.12.1805. K: 1806. L: 5.1807.

Commissioned: 3.1807 at Bermuda under Lieut. Wentworth Croke. In 6.1809 under Lieut. William Innes. In 1812 under Lieut. Samuel Nisbett; driven ashore and lost with all hands near Halifax, Nova Scotia 14.8.1812.

Cuttle Bermuda.

Ord: 11.12.1805. K: 1806. L: 5.1807.

Commissioned: ?3.1807 at Bermuda under Lieut. Thomas Bury, for the Halifax station; refitted at Portsmouth 28.9 – 16.10.1807; at capture of Martinique 2.1809. In 1810 under Lieut. Michael Molloy, off North America; in 6.1811 Lieut. William Paterson then Lieut. ?Saunders, and in 1813 Lieut. John T. Young. Decommissioned and laid up at Bermuda 29.3.1813. BU 1814 (alternatively reported wrecked on Halifax station 11.1814, but this is doubtful).

Porgey Bermuda.

Ord: 11.12.1805. K: 1806. L: 5.1807.

Commissioned: 1807 under Lieut. Elmes Steele; in North Sea 1809; defects made good at Sheerness 12.1809 – 3.1810. In 1809 under Lieut. Hugh Gould; grounded in the Scheldt estuary and burnt to avoid capture 4.6.1810 (not, as sometimes recorded, foundered in West Indies in 1812).

Mullett Bermuda.

Ord: 11.12.1805. K: 1806. L: 5.1807.

Commissioned: 1807 at Bermuda under Lieut. Martin Guise, for Halifax and West Indies. In 1808 under Lieut. Abraham Bowen, still in West Indies. In 1809 under Lieut. Robert Standly, on same station. In ?5.1810 under Lieut. John Geary, in Home waters; defects made good at Plymouth 9 – 10.1810. In 1811 under Lieut. Hugh Anderson, in the Channel, then 1812 under Lieut. Thomas Evans, for surveying in the Irish Sea. In 1813 under Lieut. ?John Neale, then 1814 Lieut. Josiah Thompson. Sold at Plymouth (for £390) 15.12.1814.

Tang Bermuda.

Ord: 11.12.1805. K: 1806. L: 9.1807.

Commissioned: 1807 at Bermuda under Lieut. George Senhouse. In 1808 under Lieut. Joseph Derby; lost, presumed foundered with all hands, in North Atlantic 2.1808

***ADONIS* Class**. 10-gun schooners, built of Bermudan cedar. Design copied from draught of Bermudan sloop *Lady Hammond*. A class of twelve, all originally ordered 2.4.1804 as cutters, but completed as schooners; seven were wartime losses, and the five survivors were all sold 1814 to 1816.

Dimensions & tons: 68ft 2in, 50ft $5^{5}/_{8}$in x 20ft 4in x 10ft 3in. $110^{93}/_{94}$ bm.

Men: 35. Guns: 10 x 18pdr carronades. [*Adonis* and *Barbara* 8 x 18pdr carronades and 2 x 6pdrs.]

Adonis Bermuda.

As built: 68ft 2in, 50ft $4^{5}/_{8}$in x 20ft 4in x 10ft 3in. $110^{75}/_{94}$ bm.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 under Lieut. John Manton. In 1807 in Newfoundland under Lieut. J(ohn or James) White. Altered to a schooner at Portsmouth 30.11.1807 – 30.1.1808. In 11.1807 under Lieut. John M'Killop, then 3.1808 Lieut. William Gibbons; sailed for Newfoundland 16.6.1808, and again 4.1809. In 1811 under Lieut. David Buchan (-1813). In Ordinary at Portsmouth 1814; sold there (for £400) 1.9.1814.

Alban Bermuda.

As built: 68ft 2in, 50ft $4^{5}/_{8}$in x 20ft 4in x 10ft 3in. $110^{75}/_{94}$ bm.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 11.1805 under Lieut. James Stone, for the Channel. Made good defects at Plymouth 25.8.1806 – 1.2.1807; in 11.1807 under Lieut. Henry Weir; sailed for Rio de Janeiro 8.4.1808; in the Baltic 1809. In 1810 under Lieut. Samuel Thomas; taken by six Danish gunboats in the Kattegat 12.9.1810 (2 killed including Thomas, 3 wounded); retaken by *Rifleman* 11.5.1811. Fitted at Sheerness 7 – 11.1811; recommissioned 10.1811 under Lieut. William Key, for the Texel; wrecked off Aldeburgh 18.12.1812 (all including Key drowned except 1 seaman and 1 woman).

Alphea Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 under Lieut. J. Marston (-1808). Made good defects at Plymouth 6.9.1806 – 12.1.1807. Altered to a schooner at Portsmouth 12.1808 – 2.1809. In 1809 under Lieut. William Gibbons (-1811). In 1812 under Lieut. Thomas Wm. Jones; sailed for North America 17.5.1812; blew up in action with French 14-gun privateer *Le Renard* off Start Point 10.9.1813, with loss of all hands.

Bacchus Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 1806 in West Indies under Lieut. John Skinner. Made good defects at Plymouth 12.9 – 21.11.1806. Taken by the French in the West Indies 8.1807 (circumstances unclear – confusingly also reported under Lieut. Henry Murray in 1808, and as being taken in that year).

Barbara Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 1806 under Lieut. E.A. D'Arcy; sailed for the Leeward Islands 7/8.1806. Made good defects at Plymouth 7.10.1806 – 12.1.1807; taken by 18-gun privateer *Le Général Erneuf* 17.9.1807; renamed *Pératy*; retaken by *Guerriere* 17.7.1808. In 1809 under Lieut. George Duncan, on North American station, then 1811 Lieut. William Douglas, on the Downs station. In 4.1812 under Lieut. James Morgan (-1814); on north-west Ireland station 1812, then Channel, North Sea and Baltic 1813; took Danish privateer *Aalborg* 15.10.1813; paid off 6.1814. Sold at ?Woolwich (for £610) 9.2.1815.

Cassandra Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806. Made good defects at Plymouth 7.9.1806 – 24.12.1806.

Commissioned: ?10.1806 under Lieut. George Le Blanc; capsized and foundered off Bordeaux 13.8.1807 (11 men, a woman and her child drowned).

Claudia Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 under Lieut. Anthony Lord (-1809), for the North Sea. Fitted at Plymouth 6 – 16.11.1806; wrecked off Kristansand (Norway) 20.1.1809 (14 died).

Laura Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 under Lieut. Joseph Webb, for the Channel. Made good defects at Plymouth 23.8.1806 – 12.1.1807. In 1807 under Lieut. Robert Yetts (-1808); sailed for the Leeward Islands 28.3.1807; took 6-gun privateer *Le Rhône* 4.8.1807. In 1809 under Lieut. Charles Hunter (-1812), in the Leeward Islands; taken 8.9.1812 by French 18-gun privateer *Le Diligent* off the Delaware River (15 killed and wounded); retaken 4.1813 as US privateer *Hebe* by *Unicorn*, but not recommissioned into RN.

Olympia Bermuda.

As built: 73ft 6in, 58ft $0^{3}/_{8}$in x 22ft 0½in x 11ft 6in. 150 bm (reported, but this cannot fit with design data).

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 under Lieut. Henry Taylor; sailed for the Cape of Good Hope 1.1.1807. In 12.1806 under Lieut. John Paget, for South America, then 7.1807 under Taylor again (Paget invalided home); retook brig *Seaflower* 1809; destroyed three armed vessels 4.1810; took 2-gun privateer *L'Atalante* 4.8.1810; taken by 5 French privateer luggers off Dieppe 2.3.1811 (2 wounded); retaken 10.1811. Recommissioned 2.1812 under Lieut. Walter Windeyer, for the Downs. Sold (for £710) 9.2.1815.

Sylvia Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 3.1806 at Bermuda under Lieut. Lewis Krumpholtz. In 1807 under Lieut. Augustus Drury (-1810), for the Channel; defects made good at Sheerness 30.11.1807 – 6.3.1808; sailed for the Cape of Good Hope 7.5.1808; sailed for the East Indies 8.4.1809; took 6-gun *Echo* near Batavia 26.4.1810. In 1811 under Lieut. Richard Crawford. In 1812 under Lieut. Robert Palk (-1814), in the Downs. Fitted as a despatch vessel at Plymouth 8.1814 – 7.1815; recommissioned 6.1815 under Lieut. Joseph Griffiths. Sold at Plymouth (for £510) 30.5.1816.

Vésta Bermuda.

As built: 68ft 2in, 50ft $4^{5}/_{8}$in x 20ft 4in x 10ft 3in. 111 bm.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: 8.1806 under Lieut. George Maule, for North America. In 11.1807 under Lieut. Charles Crowdy, then 6.1808 Lieut. George Mends, then 7.1809 Lieut. George Miall (-1815); made good defects at Plymouth 18.6 – 5.7.1811. Sold at Deptford (for £500) 11.1.1816.

Zenobia Bermuda.

Ord: 2.4.1804. K: ?1804. L: 1806.

Commissioned: ?1806 at Bermuda under Lieut. Archibald Hamilton; sailed for Norfolk (Virginia) 22.10.1806; wrecked south of Cape Henry 29.10.1806 (wreck abandoned 6.12.1806).

***ARROW* Class**. 14-gun schooner, designed by John Peake 1805.

Dimensions & tons: 91ft 0in, 79ft 3½in x 19ft 0in x 9ft 0in. 152 bm. Draught 3ft 8in / 5ft 8in.

ArrowDeptford Dyd (M/Shipwright Henry Peake).

Ord: 3.7.1804. K: 1.1805. L: 7.9.1805. C: 3.12.1805.

Commissioned: 9.1805 under Lieut. Richard Hawkes (-1810), for the Downs and the Channel. In 1810 under Lieut. James Leach, then 1811 Lieut. William Knight, 1812 Lieut. Timothy Scriven, and 5.1813 Lieut. John Aplin. Fitted as yard craft at Plymouth 4 - 5.1814 (for the Breakwater Dept.). In Ordinary there 1815. BU at Plymouth 5.1828.

***CUCKOO* (or 'Bird') Class**. 4-gun schooners, design copied from draught of Bermudan **'Fish'** Class. A class of 12, all originally ordered 11.12.1805; nine were wartime losses or disposals, and the three survivors were sold in 1816.

Dimensions & tons: 56ft 2in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 6in. $75^{1}/_{94}$ bm.

Men: 20. Guns: 4 x 12pdr carronades.

Cuckoo James Lovewell, Gt. Yarmouth.

As built: 56ft 3in, 42ft $4^{1}/_{8}$in x 18ft 3½in x 8ft 5in. $75^{34}/_{94}$ bm. Draught 5ft 2in / 7ft 6in.

Ord: 11.12.1805. K: 1.1806. L: 12.4.1806. C: 19.4 – 21.8.1806 at Chatham.

Commissioned: 5.1806 under Lieut. Silas Paddon, for the Channel and North Sea; wrecked on the Haak Sands 4.4.1810 (2 died).

Magpie William Rowe, Newcastle.

As built: 56ft 2in, 42ft 9in x 18ft 3in x 8ft ?1in. $75^{69}/_{94}$ bm. Draught 4ft 3in / 7ft 10in.

Ord: 11.12.1805. K: 1.1806. L: 17.5.1806. C: 4.6 – 12.8.1806 at Chatham.

Commissioned: 1806 under Lieut. Edward Johnson; grounded in storm off Perros (Brittany) and taken by French troops 18.2.1807.

Jackdaw William Rowe, Newcastle.

As built: 56ft 2½in, 42ft 10¼in x 18ft 3in x 8ft 1½in. $75^{86}/_{94}$ bm. Draught 4ft 3in / 7ft 10in.

Ord: 11.12.1805. K: 1.1806. L: 19.5.1806. C: 4.6 – 8.7.1806 at Chatham.

Commissioned: 6.1806 under Lieut. Martin White, then Lieut. Samuel Thomas, then 10.1806 Lieut. Nathaniel Brice; taken near Cape Verde Islands 16.2.1807 by Spanish vessel; re-taken next day by *Minerva*. Fitted as a tender to the flagship at Plymouth 7.1810. Sold there (for £210) 1.11.1816.

Landrail Thomas Sutton, Ringmore.

As built: 56ft 3½in, 42ft 4¼in x 18ft 3½in x 8ft 7in. $75^{35}/_{94}$ bm. Draught 4ft 6in / 7ft 6in.

Ord: 11.12.1805. K: 1.1806. L: 18.6.1806. C: 7.7 – 16.7.1806 at Plymouth.

In Ordinary at Plymouth until 1812. Commissioned: 8.1812 under Lieut. John Hill, for the North Sea and Baltic. In 6.1814 under Lieut. Robert Lancaster; taken off Ushant by American privateer *Syren* 12.7.1814, with 5 wounded, but was retaken 9.1814. Paid off 10.1818 and sold 1818?

Woodcock Crane & Holmes, Gt. Yarmouth.

As built: 56ft 2in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 5in. $75^{1}/_{94}$ bm. Draught 5ft 0in / 7ft 6in.

Ord: 11.12.1805. K: 2.1806. L: 11.4.1806. C: 19.4 – 23.7.1806 at Chatham.

Commissioned: 1806 under Lieut. Isaac Collett; wrecked at Villa Franca, São Miguel in the Azores 13.2.1807.

Wagtail James Lovewell, Gt. Yarmouth.

As built: 56ft 4in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 5in. $75^{1}/_{94}$ bm. Draught 5ft 1½in / 7ft 6½in.

Ord: 11.12.1805. K: 2.1806. L: 12.4.1806. C: 20.4 – 26.7.1806 at Chatham.

Commissioned: 1806 under Lieut. William Cullis; wrecked at Villa Franca, São Miguel in the Azores 13.2.1807 (1 drowned).

Crane Custance & Stone, Gt. Yarmouth.

As built: 56ft 2in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 6in. $75^{1}/_{94}$ bm.

Ord: 11.12.1805. K: 2.1806. L: 26.4.1806. C: 4.5 – 8.7.1806 at Chatham.

Commissioned: 6.1806 under Lieut. John Cameron (-1807), for the North Sea. In 1808 under Lieut. ?Mitchell, then Lieut. Joseph Tindale; wrecked off Plymouth Hoe 26.10.1808.

Quail Custance & Stone, Gt. Yarmouth.

As built: 56ft 2in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 6in. $75^{1}/_{94}$ bm.

Ord: 11.12.1805. K: 2.1806. L: 26.4.1806. C: 4.5 – 3.7.1806 at Chatham.

Commissioned: 6.1806 under Lieut. Patrick Lowe, for the Channel. In 1807 under Lieut. Isaac Collett (-1808), for the North Sea. In 1809 under Lieut. John Osborn (-1813); sailed for the Mediterranean 11.9.1811. In 4.1814 under Lieut. Alexander Stewart; paid off into Ordinary 10.1815. Sold at Plymouth (for £260) 11.1.1816.

Pigeon Custance & Stone, Gt. Yarmouth.

As built: 56ft 2in, 42ft $4^{1}/_{8}$in x 18ft 3in x 8ft 6in. $75^{1}/_{94}$ bm.

Ord: 11.12.1805. K: 2.1806. L: 26.4.1806. C: 4.5 – 8.7.1806 at Chatham.

Commissioned: 6.1806 under Lieut. Richard Cox; wrecked off Margate 5.1.1809 (2 died).

Rook Thomas Sutton, Ringmore.

As built: 56ft 3in, 42ft 4¼in x 18ft 3½in x 8ft 6½in. $75^{35}/_{94}$ bm. Draught 4ft 4in / 7ft 6in.

Ord: 11.12.1805. K: 2.1806. L: 21.5.1806. C: 23.6 – 28.6.1806 at Plymouth.

Commissioned: ?7.1806 under Lieut. Joseph Griffiths, for the North Sea. In 1808 under Lieut. James Lawrence, for the West Indies; sailed 13.8.1808 for England; taken by two French privateers off Cape St Nicholas (San Domingo) 18.8.1808 (3 killed including Lawrence, and 11 wounded).

Widgeon William Wheaton, Brixham.

As built: 56ft 3in, 42ft 4¼in x 18ft 3½in x 8ft 6in. $75^{35}/_{94}$ bm. Draught 4ft 0in / 7ft 9in.

Ord: 11.12.1805. K: 3.1806. L: 19.6.1806. C: 2.7.1806 – 24.5.1807 at Plymouth.

Commissioned: 1807 under Lieut. William Morgan, for the North Sea. In 1808 under Lieut. George Elliot; wrecked off Banff 20.4.1808.

Sealark William Wheaton, Brixham.

As built: 56ft 4in, 42ft 4¼in x 18ft 4in x 8ft 6in. $75^{68}/_{94}$ bm. Draught 3ft 10in / 7ft 8in.

Ord: 11.12.1805. K: 3.1806. L: 1.8.1806. C: 18.8.1806 – 25.5.1807 at Plymouth.
Commissioned: 10.1806 under Lieut. Thomas Banks, for the North Sea. In 1809 under Lieut. James Proctor; foundered in the North Sea 18.6.1809 (only 1 survivor).



A cutter model in the Rogers Collection at the US Naval Academy. Despite its lack of provenance, its carvel construction, mast arrangement and main battery of a dozen 12-pounder carronades all place it firmly in the first years of the nineteenth century. While not an exact match, the model's hull form and dimensions are extremely close to those of the *Cheerful* and *Surly*, two cutters built by Johnson at Dover in 1806 to a design by Sir John Henslow.

***CHEERFUL* Class**. 12-gun cutters, design by Sir John Henslow 1806.
Dimensions & tons: 63ft 0in, 46ft $9^{3}/_{8}$in x 23ft 6in x 10ft 0in. $137^{39}/_{94}$ bm (no 'as built' data recorded).
Men: 50. Guns: 2 x 4pdrs + 10 x 12pdr carronades.

Cheerful James & Joseph Johnson, Dover.
Ord: 29.3.1806. K: 6.1806. L: 11.1806. C: 18.11.1806 – 31.3.1807 at Sheerness.
Commissioned: 1.1807 under Lieut. Thomas B.A. Hicks. In 1808 under Lieut. Daniel Carpenter; sailed for Portugal 8.1.1808; to Baltic in 1809. In 1810 under Lieut. Wood, then 1812 Lieut. J(ohn or James) Smith, in the Downs. Middling Repair at Sheerness 8.1812 – 3.1813; recommissioned 2.1813 under Lieut. William Smith, for the Baltic and Channel. Sold at Deptford (for £350) 31.7.1816.

Surly James & Joseph Johnson, Dover.
Ord: 29.3.1806. K: 7.1806. L: 15.11.1806. C: 23.11 – 4.5.1807 at Sheerness.
Commissioned: 1.1807 under Lieut. Peter Crawford, for the North Sea. In 2.1809 under Lieut. Richard Welch (-1815); took (with *Firm* and *Sharpshooter*) 4-gun privateer *L'Alcide* off Granville 21.4.1810. In 1815 under Lieut. Mark Lucas, then 5.1816 Lieut. J. Hills. Subsequently reduced to 8 guns, and based at the Nore. Between Small and Middling Repair 5 – 8.1826. Fitted as a lighter at Chatham 12.1832 - 2.1833. Sold to Mr. Rahn at Chatham (for £400) 1.1837.

***SHAMROCK* Class**. 10-gun schooners, built of Bermudan cedar; design based on *Flying Fish* (American prize *Revenge*, taken 1808). Of an original class of six, four were wrecked (including one in 1816) and two were sold 1814-15.



A modern scenic model by Philip Reed of the cutter *Surly* showing the deck layout and fittings of these craft.

Dimensions & tons: 78ft 8in, 60ft $8^{1}/_{8}$in x 21ft 7in x 7ft 10in. $150^{32}/_{94}$ bm ['as built' dimensions unrecorded].

Men: 50. Guns: 8 x 12pdr carronades, plus 2 x 6pdrs. Last four had 2 fewer carronades.

Shamrock Bermuda.

Ord: 2.1808. K: 1808. L: 15.9.1808.

Commissioned: 1808 under Lieut. Abraham Bowen. In 1809 under Lieut. Wemtworth Croke (-1811). Made good defects at Portsmouth 22.12.1810 – 16.1.1811. Wrecked off Cape Santa Maria 23.2.1811 (2 drowned).

Thistle Bermuda.

Ord: 2.1808. K: 1808. L: 27.9.1808.

Commissioned: 1808 under Lieut. Peter Proctor. Took 10-gun *Havik* 10.2.1810. In 6.1810 under Lieut. George McPherson; fitted at Portsmouth 25.10 – 3.11.1810; wrecked on Maransquam Beach, New Jersey 6.3.1811 (4 drowned).

Bramble Dell, Bermuda.

Ord: 2.1808. K: 1808. L: 1809.

Commissioned: 8.1808 at Bermuda under Lieut. John Fleming (-1813), on Bermuda station; on Jamaica station 1808-1811; made good defects at Portsmouth 12.1811 – 1.1812; sailed for Halifax 4.4.1812. In 1813 under Lieut. Henry Pogson, then 6.1814 Lieut. Thomas Nichols. Sold (for £600) 14.12.1815.

Holly Tynes, Bermuda.

Ord: 2.1808. K: 1808. L: 1809.

Commissioned: 1808 at Halifax? under Lieut. Samuel Treacher (-1814), on North American station to 1811; made good defects at Portsmouth 15.11 – 3.12.1811; to Newfoundland 1812 then North Sea 1813; wrecked in San Sebastian harbour 29.1.1814 (4 drowned including Treacher).

Juniper Bermuda.

Ord: 2.1808. K: 1808. L: 1809.

Commissioned: 1809 at Halifax under Lieut. Nathaniel Vassall (-1814); made good defects at Portsmouth 5 – 7.1813. Sold at Woolwich (for £400) 3.11.1814.

Mistletoe Hill, Bermuda.

Ord: 2.1808. K: 1808. L: 1809.

Commissioned: 1808 'abroad' under Lieut. Robert Ramsay (-1815); on South American station to 1811. Fitted at Portsmouth 12.4 – 29.10.1811. In 1812-13 (temp.) under Lieut. Joseph Williams, in the Channel. In 1816 under Lieut. Wade Blake; lost, presumed foundered with all hands, off the Isle of Wight on 14.12.1816.

***PIGMY* Class**. 10-gun schooners, designed by Henry Peake. *Algerine* was a wartime loss (1813). *Pioneer* was built as a cutter.

Dimensions & tons: 82ft 6in, 70ft 6in x 22ft 8in x 10ft 6in. $192^{62}/_{94}$ bm.

Men: 60. Guns: 10 x 12pdr carronades.

Algerine John King, Upnor.

As built: 82ft 10in, 70ft $8^{3}/_{8}$in x 22ft 10½in x 10ft 1in. $196^{73}/_{94}$ bm. Draught 5ft 2in / 8ft 3in.

Ord: 2.10.1809. K: 11.1809. L: 3.3.1810. C: 20.6.1810 at Chatham.

Commmissioned: 4.1810 under Lieut. John Aitken Blow, in the Downs; in action (with *Brevdrageren*) against three Danish brigs off Norway. In 11.1811 under Lieut. Daniel Carpenter; sailed for West Indies 13.5.1812; wrecked on the Gallipagos Shoal on the Little Bahama Bank 20.5.1813.

Pigmy John King, Upnor.

As built: 82ft 10in, 70ft 8in x 22ft 11in x 10ft 1in. $197^{38}/_{94}$ bm. Draught 5ft 0in / 8ft 3in.

Ord: 2.10.1809. K: 11.1809. L: 24.2.1810. C: 25.6.1810 at Chatham.

First cost: £2,770 to build.

Commissioned: 5.1810 under Lieut. Edward Moore. Converted to schooner at Sheerness 11 – 12.1811. In 1812 under Lieut. William Hutchinson, in the Downs, then 1813 to Baltic. In 1814 under Lieut. Richard Crossman, then Lieut. John Little. Fitted for sea 3.1817. In 8.1807 under Lieut. Wentworth Croke. Re-converted to cutter 1819. In 6.1820 under Lieut. Thomas Hills. Sold at Plymouth to Joshua Crystall (for £510) 21.5.1823.

Pioneer John King, Upnor.

As built: 82ft 10in, 70ft 7½in x 23ft 0in x 10ft 1in. 197 bm ($198^{68}/_{94}$ by calc.). Draught 4ft 8in / 8ft 5in.

Ord: 2.10.1809. K: 12.1809. L: 10.3.1810. C: 21.6.1810 at Chatham.

First cost: £2,769 to build.

Commissioned: 5.1810 under Lieut. John Row Morris (-1814); took privateer *L'Indefatigable* 9.5.1810; took (with *Bermuda* and *Dwarf*) 16-gun privateer *Le Bon Génie* 11.9.1810. Converted to schooner at Sheerness 10 – 11.1811. In 6.1814 under Lieut. John Hill, then 4.1815 Lieut. John Wood Rouse, finally 12.1818 Lieut. William Oldrey. Reconverted to cutter 1819. Fitted at Plymouth for the Coast Blockade 1.1823 - 4.1824; in Coast Guard service to 1845. Sold at Plymouth 4.9.1849.

***DECOY* Class**. 10-gun cutters, design by William Rule. *Decoy* and *Racer* were wartime losses to the French, while *Dwarf* was lost in 1824.

Dimensions & tons: 74ft 4in, 55ft $10^{5}/_{8}$in x 26ft 0in x 11ft 0in. $200^{89}/_{94}$ bm.
Men: 60. Guns 10 x 18pdr carronades.

Decoy Daniel List, Fishbourne.
As built: 75ft 0in, 56ft $6^{5}/_{8}$in x 26ft 0in x 11ft 0in. $203^{32}/_{94}$ bm. Draught 4ft 8in / 10ft 2in.
Ord: 2.10.1809. K: 11.1809. L: 22.3.1810. C: 29.3 – 21.6.1810 at Portsmouth.
Commissioned: 5.1810 under Lieut. John Pearce, for the Channel and Downs; grounded off Calais and taken by the French 22.3.1814.

Dwarf John Lawes (or Lowes), Sandgate.
As built: 74ft 6¾in, 56ft $0^{1}/_{8}$in x 26ft 1in x 11ft 0in. $202^{65}/_{94}$ bm. Draught 4ft 8in / 11ft 0in.
Ord: 2.10.1809. K: 11.1809. L: 24.4.1810. C: 13.4 – 29.6.1810 at Sheerness.
Commissioned: 5.1810 under Lieut. Samuel Gordon (-1817), for the Downs; took (with *Bermuda* and *Pioneer*) 16-gun privateer *Bon Génie* in the Channel 11.9.1812. Between Small and Middling Repair, and fitted for sea at Plymouth 10.1818 – 1.1819; recommissioned 11.1818 under Lieut. Nicholas Chapman, then 11.1821 Lieut. George Read, finally 1.1823 Lieut. Nicholas Gould; wrecked on the pier at Kingstown, Dublin 3.3.1824 (1 died).

Racer William Baker, Sandgate.
As built: 75ft 0in, 56ft 1¾in x 26ft 1in x 11ft $4^{1}/_{8}$in. $203^{17}/_{94}$ bm. Draught 4ft 7in / 11ft 3in.
Ord: 2.10.1809. K: 11.1809. L: 24.4.1810. C: 25.4 – 15.6.1810 at Sheerness.
Commissioned: ?5.1810 under Lieut. Daniel Miller; grounded off Calais and taken by the French 28.10.1810.

***NIMBLE* Class**. 10-gun cutters, built 'by the draught of an improved revenue cutter'. *Nimble* was a wartime loss in 1812.
Dimensions & tons: 63ft 0in, 49ft 1¼in x 22ft 9in x 10ft 6in. $140^{16}/_{94}$ bm.
Men: 50. Guns: 10 x 12pdr carronades.

Swan Thomas Gely, Cowes.
As built: 63ft 5in, 49ft 4½in x 23ft 5in x 10ft 2in. 144 bm. Draught 4ft 4in / 10ft 0in.
Ord: 21.1.1811. K: 6.1811. L: 1.11.1811. C: 4.11.1811 – 16.1.1812 at Portsmouth.
First cost: £2,453 to build, plus £2,703 fitting.
Commissioned: 11.1811 under Lieut. Henry Rowed. In 6.1814 under Lieut. James Whitthorn, at the Nore, later Lieut. William Smith in 8.1815, Lieut. James Griffiths in 6.1817, Lieut. Thomas Dilnot Stewart in 4.1819 (-1822). Fitted at Sheerness as fishery protection vessel 7 – 8.1831. Became chapel ship for the Seamen's Home Society on the Thames 6 – 7.1837. BU completed at Sheerness 7.12.1874.

Nimble Thomas Gely, Cowes.
As built: 63ft 3½in, 49ft $2^{5}/_{8}$in x 23ft 5½in x 10ft 4in. $144^{6}/_{94}$ bm. Draught 4ft 4in / 10ft 0in.
Ord: 21.1.1811. K: 6.1811. L: 14.12.1811. C: 17.12.1811 – 6.2.1812 at Portsmouth.
Commissioned: 1812 under Lieut. John Reynolds; wrecked on a sunken rock near Salo Beacon in the Kattegat 6.10.1812.

STARLING. One-off cutter, 10 guns, built 'to the draught of the *Griper* (revenue) cutter'.
Dimensions & tons: 71ft 9in, 60ft 8in x 21ft $7^{7}/_{8}$in x 9ft 3in. $151^{32}/_{94}$ bm. Draught 4ft 7in / 11ft 0in.
Men: 45. Guns: 8 x 6pdr carronades, plus 2 x 6pdrs (brass).

Starling Chatham Dyd (M/Shipwright George Parkin).
Ord: 1816. K: 9.1816. L: 3.5.1817. C: 12.7.1817.
BU at Portsmouth 11.8.1828.

***QUAIL* Class**. Schooner tenders, 4 guns. Built of fir, to the 'draught of the *Watchful* revenue cutter, but of increased dimensions'. Design approved 15.6.1816. Seemingly some fitted as cutters.
Dimensions & tons: 55ft 6in, 44ft 5in x 18ft 7in x 7ft 6in. $81^{55}/_{94}$ bm.
Men: 30. Guns: 4 x 12pdrs (also 2 x ½pdrs in first four).

Quail Deptford Dyd (M/Shipwright William Stone).
As built: 55ft 8in, 44ft $7^{3}/_{8}$in x 18ft 8in x 7ft 6in. $82^{65}/_{94}$ bm. Draught 4ft 0in / 7ft 5in.
Ord: 23.5.1816. K: 8.1816. L: 3.1.1817. C: 5.2.1817.
Renamed *Providence* 31.1.1822, but reverted to *Quail* 11.4.1822. BU completed 8.4.1829.

Linnet Deptford Dyd (M/Shipwright William Stone).
As built: 55ft 8in, 44ft $7^{3}/_{8}$in x 18ft 8in x 7ft 6in. $82^{65}/_{94}$ bm. Draught 4ft 0in / 7ft 5in.
Ord: 23.5.1816. K: 8.1816. L: 3.1.1817.
Built for Revenue Service, transferred 1817 to RN. Defects made good at Portsmouth 14.11 – 13.12.1817. Fitted as survey vessel at Plymouth 11.1827 – 1.1828; in 2.1828 under Lieut. Edward Barrett, for surveying the Channel Islands and as tender to *Prince Regent*; later under Capt. Martin White; tender to *Wellesley* 11 – 12.1830; then in Ordinary 1830-31. Survey vessel 1833. Sold to John Small Sedger, Rotherhithe (for £210) to BU 7.8.1833.

Swift Woolwich Dyd (M/Shipwright Henry Canham).
As built: 55ft 6in, 44ft 5in x 18ft 7in x 7ft 6in. $81^{55}/_{94}$ bm. Draught 3ft 6in / 8ft 0in.
Ord: 23.5.1816. K: 11.1816. L: 15.2.1817. C: 30.3.1817.
Sold to Mr. Turner (for £90) 8.1821.

Redbreast Woolwich Dyd (M/Shipwright Henry Canham).
Ord: 23.5.1816. K: 11.1816. L: 18.2.1817.
Quarantine service at Liverpool 1817-1840. Fitted as tender at Sheerness in 1830s, to Plymouth as lazarette in 1840s. Sold to J. Brown 1850.

Four more were ordered on the same date as the above, but *Woodlark* (at Deptford) and *Hart* and *Highflyer* (at Woolwich) were not begun until 1820 and 1821 respectively, and so have been omitted from this volume, while *Arrow* was never built.

Ex FRENCH PRIZES (1803-1815)

Redbridge (i) (French privateer *L'Oiseau*, armed at Rochefort 8.1803), 12-gun schooner.
Dimensions & tons: 81 x 21ft 6in. 170 bm.
Taken 12.9.1803 by *Argo* in the Channel. Registered 1.12.1803.
Lieut. Francis Gibbes; foundered in Pedro Bay, Jamaica 26.2.1805.

Flying Fish (French *Le Poisson Volant*), 12-gun schooner.
Dimensions & tons: 78ft 8in, … x 21ft 7in x 7ft 10in. $150^{32}/_{94}$ bm.
Men: … . Guns: … .
Taken 30.6.1803 by Bayntun's squadron off San Domingo. Purchased 15.10.1803.
Commissioned: 5.1804 at Jamaica under Lieut. Clement Ives. In 1806 under Lieut. Thomas Price; renamed *Firefly* 1807; foundered with all hands in the West Indies 17.11.1807.

Superieure (French privateer *La Supérieure*, built 1801 Maryland, probably armed 1803 at San Domingo), 14-gun schooner.
Dimensions & tons: 86ft 4in, 67ft 0in x 23ft 6in x 9ft 5in. 197 bm.
Men: 70. Guns: 8 x 18pdr carronades, plus 2 x 12pdrs. Later 12 x 4pdrs (by 1810).
Taken 30.6.1803 off San Domingo by Bayntun's squadron. Purchased 15.10.1803.
Commissioned: 1804 in Jamaica under Lieut. Edward Crofton; in 6.1804 under Lieut. William Fromow; took privateers *Le Serpent* 6.2.1804, 5-gun *Le Chasseur* off Monte Cristi 22.10.1804, and 1-gun *Santa Magdalene* 24.7.1805. In 1806 under Lieut. John Balderston, in the Leeward Islands. Later under Lieut. Edward Rushworth: destroyed (with others) several French and Spanish privateers at Batunbano (Cuba) 2.9.1807; took 3-gun privateer *San Juan* 4.9.1806. Refitted at Plymouth 16.3 – 2.4.1807; recommissioned under Lieut. John Buller; sailed for the Leeward Islands 16.4.1807; took 7-gun privateer *La Tape-à-L'Oeuil* 17.10.1807 (Buller killed). In 10.1807 under Lieut. Andrew Hodge, then

(acting) Lieut. William Robilliard. In 1.1809 under Cmdr. William Ferrie; at capture of Martinique 2.1809; chase of 40-gun *Le Junon* 8 – 10.2.1809 on the Halifax station (this frigate taken on 10.2.1809 by *Latona*, *Horatio*, *Driver* and *Superieure*). In 1810 under Lieut. Robert Russell (acting); arrived Deptford 24.8.1810 and laid up in Ordinary. Sold to John Small Sedger (for £440) 16.3.1814.

Felix (French privateer *Le Félix*, armed at La Rochelle 6.1803), 14-gun schooner.
Dimensions & tons: 90ft 4½in, 60ft 7½in x 22ft 2in x 8ft 5in. 158 bm.
Men: 60. Guns: 14 x 12pdr carronades.
Taken 26.7.1803 by *Amazon*. Fitted at Portsmouth 7.1803 – 4.1804.
Commissioned: 3.1804 under Lieut. Richard Bourne; in 1806 under Lieut. Richard Ives, subsequently Lieut. Robert Clarke; wrecked off Santander 23.1.1807 (57 drowned).

Grenada (French privateer *L'Harmonie*, built 1800, armed at Cayenne 1803), 14-gun schooner, later brig.
Dimensions & tons: 71ft 6in, … x 21ft 11in x 8ft 8in. 141 bm.
Men: … . Guns: 12 x 12pdr carronades + 2 x 4pdrs.
Taken 16.11.1803. Presented 27.1.1804 to RN by the inhabitants of Grenada, converted to brig 12.7.1804, and registered 13.10.1804.
Commissioned: 1805 under Lieut. John Barker, for the Leeward Islands; took privateers – 4-gun *L'Intrepide* 16.3.1804, 4-gun *Le Petit Aricerc* 24.7.1805, 3-gun *La … Murat* off Barbados 15.2.1806, 1-gun *La Désirée* 4.11.1806 and 2-gun *Le Tigre* 27.11.1806; laid up at Antigua 5.1.1808, and sold to BU 31.12.1810.

Renard or ***Renara*** (French privateer *Le Renard*), 12-gun schooner.
Dimensions & tons: 76ft 5in, … x 19ft 10in x … . 146 bm.
Men: 48. Guns: 10 x 12pdr carronades + 2 x 4pdrs.
Taken 25.11.1803 in the Mediterranean. Registered 21.2.1806.
Commissioned: 12.1803 under Lieut. Richard Spencer, for the Mediterranean; taken by three 4-gun Spanish privateers off Tetuan, near Gibraltar 9.3.1807 (losing 3 killed, 14 wounded). [However, may have been recaptured, as was also reported arrived at Sheerness 11.10.1807, then renamed *Crafty* and sold 1.1809 to BU.]

Unique (French privateer *L'Harmonie*), 10-gun schooner.
Dimensions & tons: 74ft 0in, *c*53ft 0in x 20ft 8in x 7ft 4in. 120 bm.
Men: … . Guns: … .
Taken 27.1.1804 by *Cyane*. Purchased 1804 at Barbados.
Commissioned: 1804 at Barbados under Lieut. James Baird, for the Leeward Islands. In 1806 under Lieut. George Brand; taken by a French privateer in the Leeward Islands 23.2.1806 (Brand killed) and then foundered from her damage.

Mosambique (French privateer *La Mozambique*, built 1798), 10-gun schooner.
Dimensions & tons: 67ft 6in, 52ft 0in x 20ft 2in x 8ft 3in. 111 (112½ by calc.) bm.
Men: 50. Guns: 10 x 12pdr carronades.
Taken 13.3.1804 by men from *Emerald* (in armed ship *Fort Diamond*) near St Pierre, Martinique. Registered 13.10.1804.
Commissioned: 1806 under Lieut. ?Campbell, in the Leeward Islands. In 1807 under Lieut. John Jackson; took 6-gun privateer *Le Jean Jacques* 21.4.1808. In 1809 under Lieut. James Atkins; at capture of Martinique 2.1809; later under Lieut. ?Burton, still in Leeward Islands. Sold 1810.

Gracieuse (French privateer *La Gracieuse*, built Bermuda), 10-gun schooner.
Dimensions & tons: 72ft 0in, 50ft 0in x 21ft 2in x 9ft 0in. $119^{15}/_{94}$ bm.
Men: 40. Guns: 8 x 18pdr carronades.
Taken 21.10.1804 by *Blanche* off Curaçao. Registered 14.1.1805.
Commissioned: 1805 under Midshipman J.B. Smith; destroyed an armed schooner off San Domingo 8.4.1805. In 1806 under William Smith, Master; in boat attack on Spanish vessels at Ensenada 23.8.1806. In 1807 under Lieut. David Boyd; took (with *Gipsy*) Spanish 5-gun privateer *Juliana* 27.12.1807. Sold 1808?

Elizabeth (ii) (French *L'Elizabeth*), 12-gun schooner.
Dimensions & tons: 72ft 8in, 57ft 2in x 21ft 6in x 9ft 0in. $140^{51}/_{94}$ bm.
Dimensions & tons: 67ft 8in, *c*.53ft 3in x 20ft 8in x 8ft 4in. 121 bm.
Men: 35. Guns: 10 x 12pdr carronades, + 2 x 6pdrs.
Taken 16.12.1805 by *Kingfisher*. Registered 15.8.1806.
Commissioned: 1808 at Antigua under Lieut. Charles Fitch. In 1810 under Lieut. Jonathan Dyer; capsized and sank with all hands in West Indies 31.10.1814.

Skipjack (i) (French *Le Trimeuse*, armed at Guadeloupe 4.1805), 12-gun schooner.
Dimensions & tons: unknown.
Taken 14.3.1806 by *Wolverine*.
Commissioned: 14.3.1806 under Lieut. S. Malbon; paid off 17.1.1808. Became breakwater at Demerara 7.1.1809.

Vigilant (French *L'Impériale*, armed at Guadeloupe 9.1805), 8-gun schooner.
Dimensions & tons: dimensions not recorded. 102 bm.
Men: 50. Guns:
Taken 24.5.1806 by *Cygnet* off Dominica. Registered 15.8.1806.
Commissioned: ?1806 under Lieut. William Dowers. Renamed *Subtle* 20.11.1806. Wrecked on a reef near Bermuda 26.1.1807.

Fleur de la Mer (French *Le Gipsy*, built 1806 in America), 10-gun schooner.
Dimensions & tons: 72ft 3in, 58ft 10in x 19ft 4in x 9ft 6in. 117 bm.
Men: 40. Guns: 8 x 12pdr carronades, + 2 x 6pdrs.
Taken 1806. Purchased 1807. Renamed *Pike* 7.1.1808.
Commissioned: 1808 in Jamaica under Lieut. Thomas Huskisson, later under Lieut. James Daly. In 1810 under Lieut. John Alexander, foundered in the Caribbean 29.12.1810.

Vengeur (French privateer *Le Vengeur*), 10-gun schooner.
See under *Tobago* (purchased 1805 – see below).

Dominica (i) (origin unknown), 6-gun schooner.
Dimensions & tons: 85 bm.
Purchased 1805.
Commissioned: 1805 under Lieut. Robert Peter, in the Leeward Islands; took 3 small privateers – *Le Hasard* 11.8.1805, *La Revanche* 25.8.1805 and *La Prudente* 2.9.1805. In 1806 under Lieut. William Dean; taken by mutineers while off Dominica 21.5.1806, and handed to the French at Guadeloupe, becoming privateer *Le Napoléon*. Retaken by the *Wasp* 4.6.1806, and recommissioned under Dean at Antigua; took schooner *La Chifonne* 4.10.1806; boats took privateer *La Basilie* off Marie Galante 27.11.1806. BU 1.1808.

Maria (French privateer *Le Constanze*), 10-gun schooner.
Dimensions & tons: 72ft 0in, *c*.60ft 6in x 20ft 1in x 8ft 4in. 130 bm.
Men: 46. Guns: 12 x 12pdr carronades.
Taken 21.6.1805 by *Circe*. Registered 10.11.1805. Purchased 2.12.1805.
Commissioned: ?1806 in Leeward Islands under Lieut. John Henderson; foundered with all hands in a hurricane in the Leeward Islands 16.10.1807.

Dominica (ii) (French privateer *Tape à L'Oeuil*), 10-gun schooner (or cutter).
Dimensions & tons: 153 bm.
Taken 17.10.1807 by *Superieure*.
Commissioned: 1807 under Lieut. Stephen Burke; in action against 18-gun privateer *Le Victor* 3.2.1808. In 1809 under Lieut. Charles Welsh; lost, presumed with all hands, in a hurricane off Tortola 8.1809.

Redbridge (ii) (French *L'Aristotle*, built in America), 10-gun schooner.
Dimensions & tons: 80ft 5in, 67ft 7in x 21ft 10in x 8ft 0in. 172 bm.
Men: 50. Guns: 8 x 12pdr carronades + 2 x 6pdrs.
Taken 1807.
Commissioned: 1808 in Jamaica under Lieut. Robert Yates (-1809). Renamed *Variable* 1808. Sold 1814 (deleted from List 23.11.1814).

Theodosia (ex *Venturer*) (French privateer *La Nouvelle Enterprise*, built 1807 at Livorno), 10-gun schooner.
Dimensions & tons: 72ft 0in, 57ft 0in x 20ft 5in x … 126 bm.
Men: … . Guns: … .
Taken 17.12.1807 by *Nimrod* in the West Indies. Registered (as renamed *Theodosia*) 19.12.1808.
Commissioned: 1809 under Lieut. Thomas Young (-1814), for the Mediterranean; arrived Chatham 10.10.1814 to pay off. Sold (for £310) 15.12.1814.

Firefly (French - or Spanish? - *Antelope*), 10-gun schooner.
Dimensions & tons: dimensions not recorded. 172 bm.
Taken 1808. Registered 14.5.1808.
Commissioned: 1808 under Lieut. David Boyd (-1812); renamed *Antelope* 1812 (or as early as 1.1809?). BU 1814.

Pickle (French *L'Éclair*, built 1808), 3-masted schooner, 12 guns. See also above under *Éclair*.
Dimensions & tons: 69ft 3in, *c.*50ft 6in x 22ft 6in x 9ft 9in. 136 bm.
Men: 50. Guns: 12 x 12pdr carronades.
Taken 1808, and registered 2.5.1809.
Commissioned: 5.1809 under Lieut. Uriah Goodwin (died 1809), for the Channel. In 1809 under Lieut. George Evelyn; sailed for Portugal 11.6.1809; sailed for the Davis Strait 5.7.1810. In 1810 under Lieut. Andrew Crawford, in the Channel Isles, then 1811 Lieut. William Perkins and 4.1812 Lieut. William Figg (-1815); in action (with *Albacore*, *Borer* and *Landrail*) against 40-gun *La Gloire* 18.12.1812; paid off 8.1815. Sold to Mr. Durkin 11.6.1818.

General Concleux (French *Général Concleux*), lugger.
Taken 1808, then purchased 5.1808. BU 1811.

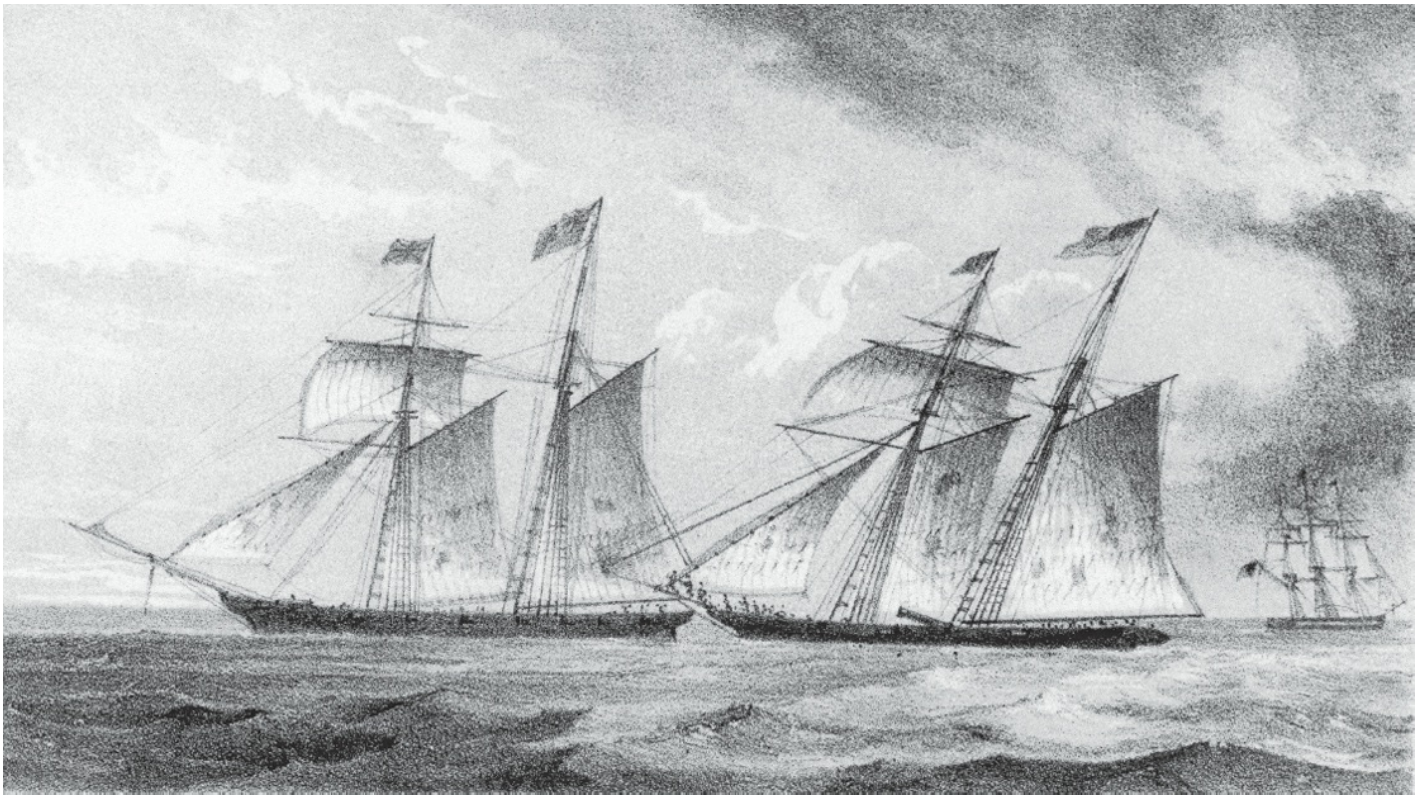
Ortenzia (French *L'Hortentia* or *L'Ortensia*, built 12.1806 – 2.1808 at Venice), 10-gun schooner.
Dimensions & tons: 172 bm.
Taken 16.7.1808 by *Minstrel* in the Mediterranean. Registered 19.12.1808.
Commissioned: 1809 under Lieut. Edward Blaquiere. Sold at Malta 6.11.1812.

Skipjack (ii) (French privateer *La Confiance*, built 1800 in America and armed at Guadeloupe 10.1806), 12-gun schooner.
Dimensions & tons: 71ft 4in, 60ft 5in x 18ft 11in x 7ft 8in. 115 bm.
Taken 23.8.1808. Registered 7.1.1809.
Commissioned: 1808 under Lieut. ?Thomson; paid off 1811 and BU 1812.

Iphigenie (French *L'Iphigénie*, building details unknown), schooner.
Dimensions & tons: dimensions not recorded. 112 bm.
Taken 27.11.1808. Believed added but no record of service.

Dominica (iii) (French privateer *Le Duc de Wagram*, built *c.*1805 in ?Chesapeake Bay, and armed at Guadeloupe 1809), 14-gun 3-masted schooner.
Dimensions & tons: 89ft 6½in, 71ft $8^{5}/_{8}$in x 23ft 1in x 9ft 3¾in. $203^{25}/_{94}$ bm.
Men: 45. Guns: 12 x 12pdr carronades + 2 x 6pdrs.
Taken 1809. Purchased 3.1810. Refitted at Deptford 11.1810 – 6.1811.
Commissioned: 5.1811 under Lieut. Robert Hocking, for Irish Sea and Channel; sailed for West Indies 23.11.1811; took US 4-gun privateer *Providence* 11.9.1812. Later in 1812 under Lieut. George Wilmot Barette; taken by American 7-gun privateer *Decatur* off Charlestown 5.8.1813 (losing 19 killed including Barette, and 41 wounded). Retaken 22.5.1814 by *Majestic*. Recommissioned 10.1814 under Lieut. Robert Gibson, on Halifax station. In 1815 under Lieut. Richard Crawford; wrecked on a reef off Bermuda 15.8.1815.

Caroline (ii) (French privateer *La Caroline*, built 1808 at Bayonne and armed early 1809), 10-gun schooner.



Some of the Navy's small craft changed hands more than once. The schooner *Dominica* had been the French privateer *Duc de Wagram*, but originally Americanbuilt; she was captured by the British in 1809, and then – as shown in this engraving – by the US privateer *Decatur* (right) in August 1813. She was recaptured again by the Royal Navy in 1814.

Taken 1809 and registered 14.6.1809.
No record of commissioning. Deleted 1814.

Defender (French 14-gun *Le Beau Marseille*), 8-gun lugger.
Dimensions & tons: 65ft 0½in, 54ft $2^{1}/_{8}$in x 17ft 2½in (17ft 0in mld.) x 7ft 4in. $139^{23}/_{94}$ bm.
Men: 40. Guns: 8 x 12pdr carronades.
Taken 10.12.1809 by *Royalist*. Fitted at Sheerness 15.2 – 16.3.1811.
Commissioned: 1.1811 under Lieut. Moses Cannaday (-1814), for the Downs. Sold at Chatham (for £280) 1.9.1814.

Diligent (French *canonnière La Diligente*, built at Corfu? 3 – 6.1810), 8-gun lugger. [Previous names recorded are '*Thistle*' or '*Black Joke*'; neither appears likely.]
Dimensions & tons: dimensions not recorded. 100 bm.
Taken 6.1.1813 by *Cephalus* between Corfu and Otranto.
Arrived at Plymouth 20.8.1814. Sold there (for £200) 15.12.1814.

Ex DUTCH PRIZES (1803 - 1808)

Berbice (Dutch *Serpent*), 4- or 6-gun schooner.
Dimensions & tons: 78 bm.
Taken 9.1803 at Berbice. Registered 20.11.1805.
Commissioned: 1805 in Leeward Islands under Lieut. James Gooding; foundered off the Demerara River 24.5.1806.

Bacchus (Dutch *Bacchus*, built ?1806), 12-gun schooner.
Dimensions & tons: Dimensions not recorded. 141 bm.
Taken 1807. Registered 7.4.1808.
Commissioned: 1808 in West Indies under Lieut. Samuel Malbon. In 1809 under Lieut. Charles Jermy; at capture of Martinique 2.1809; her boats (with others) took 16-gun *Le Nisus* at Port Deshaies (Guadeloupe) 12.12.1809; at Guadeloupe in 1810. BU 1812.

Phipps (Dutch ?privateer *Two Lydias*, built 1807), 14-gun schooner.
Dimensions & tons: Dimensions not recorded. 212 bm.
Taken 1808 as a brig. Arrived Portsmouth 10.10.1808; coppered and fitted there to 1.12.1808.
Commissioned: 1.1808 in Jamaica under Cmdr. Christopher Bell (-1810). Altered from a sloop to a schooner at Portsmouth 2 – 5.1809, and sailed for Portugal 19.5.1809; took 16-gun privateer lugger *Le Barbiér de Seville* near Calais 16.11.1810. In 12.1810 under Cmdr. Goddard Blennerhasset, then ?1.1811 Cmdr. Westby Perceval. In 8.1811 under Cmdr. Thomas Wells; took 5-gun privateer *Le Cerf* 11.3.1812; retook (with *Castilian*, *Bermuda* and *Rinaldo*) brig *Apelles* near Etaples 4.5.1812; paid off 12.1812 at Sheerness and BU 12.1782.

Ex SPANISH PRIZES (1805 - 1807)

Elizabeth (Spanish *Elizabet*), 10-gun cutter.
Dimensions & tons: 110 bm.
Taken 3.4.1805 by *Bacchante* off Havana.
Commissioned: 1806 under Lieut. John Sedley; lost, presumed foundered with all hands, in the West Indies 9.1807.

Dolores (Spanish *Dolores*, building details unknown), 10-gun schooner.
Dimensions & tons: dimensions not recorded. 116 bm.
Men: … . Guns: … .
Taken 3.2.1807 at the fall of Montevideo by Rear-Adm. Charles Stirling's squadron.
[Note an earlier *Dolores*, described as a tender, was wrecked 3.12.1806 on the coast of Spain.]

Paz (Spanish …, building details unknown), 12-gun schooner.
Dimensions & tons: dimensions not recorded. 141 bm.
Men: 40. Guns: 10 x 12pdr carronades, and 2 x 6pdrs.
Taken 3.2.1807 at the fall of Montevideo by Rear-Adm. Charles Stirling's squadron. Registered 4.6.1808.
Commissioned: 2.1807 under Lieut. George Mitchenor. In 4.1807 under Lieut. John Pierie, for River Plate station. Refitted at Portsmouth 24.4 – 6.6.1808. In 1809 under Lieut. ? Pringle (-1811), in the North Sea; sailed for North America 22.4.1811. In 1812 under Lieut. Perry Dumaresq (-1814); took US privateers – 1-gun *Revenge* 1.1813 and 10-gun *Pennsylvania* 17.3.1813. Paid off 10.1814. Sold 1816 (name deleted 7.2.1817 from Navy List).

Ex DANISH PRIZES (1807 - 1808)

Ornen (Danish *Ørnen*, built 1800 at Copenhagen. F.C.H. Hohlenberg design), 12-gun schooner.
Dimensions & tons: 75ft 9in, 59ft $1^{7}/_{8}$in x 21ft 3½in (20ft 9½in mld.) x 8ft 2in. $142^{60}/_{94}$ bm.
Taken 7.9.1807 at the fall of Copenhagen. Arrived Chatham 8.11.1807 and laid up.
The intention to rename her as *Victoire* was rescinded. Sailed 5.1812 from Chatham, and by AO 26.4.1814 to be receiving ship at Greenock.
Commissioned: 1.1815 under Lieut. James M'Douall, later Lieut. Charles Townley at Cork. Not required as receiving ship by AO 26.9.1815, and instead given to Clyde Marine Association 9.1815.

Subtle (Danish ?privateer *Subtle*, built ?Baltimore, Maryland), 10-gun schooner.
Dimensions & tons: 76ft 0in, *c.*58ft 9in x 21ft 1in x 9ft 6in. 139 bm.
Taken 1807. Registered 7.4.1808.
Commissioned: 1807 at Antigua under Lieut. Charles Nicholson. In 1808 under Lieut. George A. Spearing; landing party (also from *Wanderer* and *Ballahoo*) in raid at St Martin 3.7.1808 (Spearing killed); then under Lieut. Charles Browne. Made good defects at Plymouth 19.8 – 10.11.1808; sailed for the Leeward Islands 15.12.1808, still under Browne; at capture of Martinique 2.1809; capsized (while in pursuit of US privateer *Jack's Favourite*) and foundered with all hands off St Bartholomew 30.11.1812.

Salorman (Danish *Søormen*, built at Copenhagen. L: 13.11.1789. Ernst Stibolt design), 10-gun cutter.
Dimensions & tons: dimensions not recorded. 120 bm.
Taken 11.8.1808 by boats of *Edgar* off Nyborg.
Commissioned: 1808 under Lieut. Andrew Duncan; wrecked 22.12.1809 off Ystad (south Norway).

Abigail (Danish ?privateer *Abigail*, building details inknown), 3-gun cutter.
Dimensions & tons: unrecorded.
Taken 12.12.1812 by *Hamadryad*.
No record of commissioning. Sold 1814.

Ex RUSSIAN PRIZE (1808)

Baltic (Russian *Apith*), 14 guns.
Dimensions & tons: … .
Taken 24.6.1808 by *Salsette* off Nargen Island.
Commissioned: 7.1808 under Lieut. Edward Sparsholt; paid off 4.1809. Repair at Plymouth 1 – 26.4.1809. Sold 1810.

Ex AMERICAN PRIZES (1808 - 1814)

Nonpareil (American *Nonpareil*, built by Price at Baltimore 1807), 12-gun schooner.
Dimensions & tons: 88ft x 23ft. 210 bm.
Men: … . Guns: 12 x 12pdr carronades.
Taken 4.2.1808. Purchased and registered 7.7.1808.
Damaged in storm in the Tagus 19.12.1812 and sold there 1813.

Sealark (American *Fly*, launched 1811 …), schooner, 10 guns.
Dimensions & tons: 79ft 6in, 68ft $0^{7}/_{8}$in x 22ft 8in x 9ft 10in. 178 bm.
Men: 50. Guns: 10 x 12pdr carronades.
Taken by *Scylla* 29.12.1811, and purchased 1.5.1812.
Commissioned: 8.1812 under Lieut. James Warrend, for the Lisbon station, later to Channel. In 11.1814 under Lieut. Philip Helpman; paid off 1.1819. Sold 13.1.1820.

Whiting (American *Arrow*, launched 1812 Baltimore), schooner, 12 guns.
Dimensions & tons: 98ft 0in, 75ft $8^{7}/_{8}$in x 23ft $7^{5}/_{8}$in x 9ft 10in. $225^{5}/_{94}$ bm.

Men: 50. Guns: 2 x 6pdr + 10 x 12pdr carronades.
Taken 1812, and registered 12.10.1812 in RN.
Commissioned: 1.1813 under Lieut. George Hayes. In 11.1814 in the West Indies under Lieut. John Sykes; wrecked on the Dunbar Sand, Padstow 15.9.1816; wreck sold.

Bermuda (American *Delaware* pilot boat, building details unknown), schooner/yacht.
Dimensions & tons: 46ft 2in, *c.*36ft x 15ft 0in x 5ft 6in. 43 bm.
Presented by her captors 1813, and registered in RN 28.4.1813. BU at Bermuda 9.1841.
Commissioned: 11.1814 under Cmdr. John Sykes, on the Jamaica station. BU 2.1817.

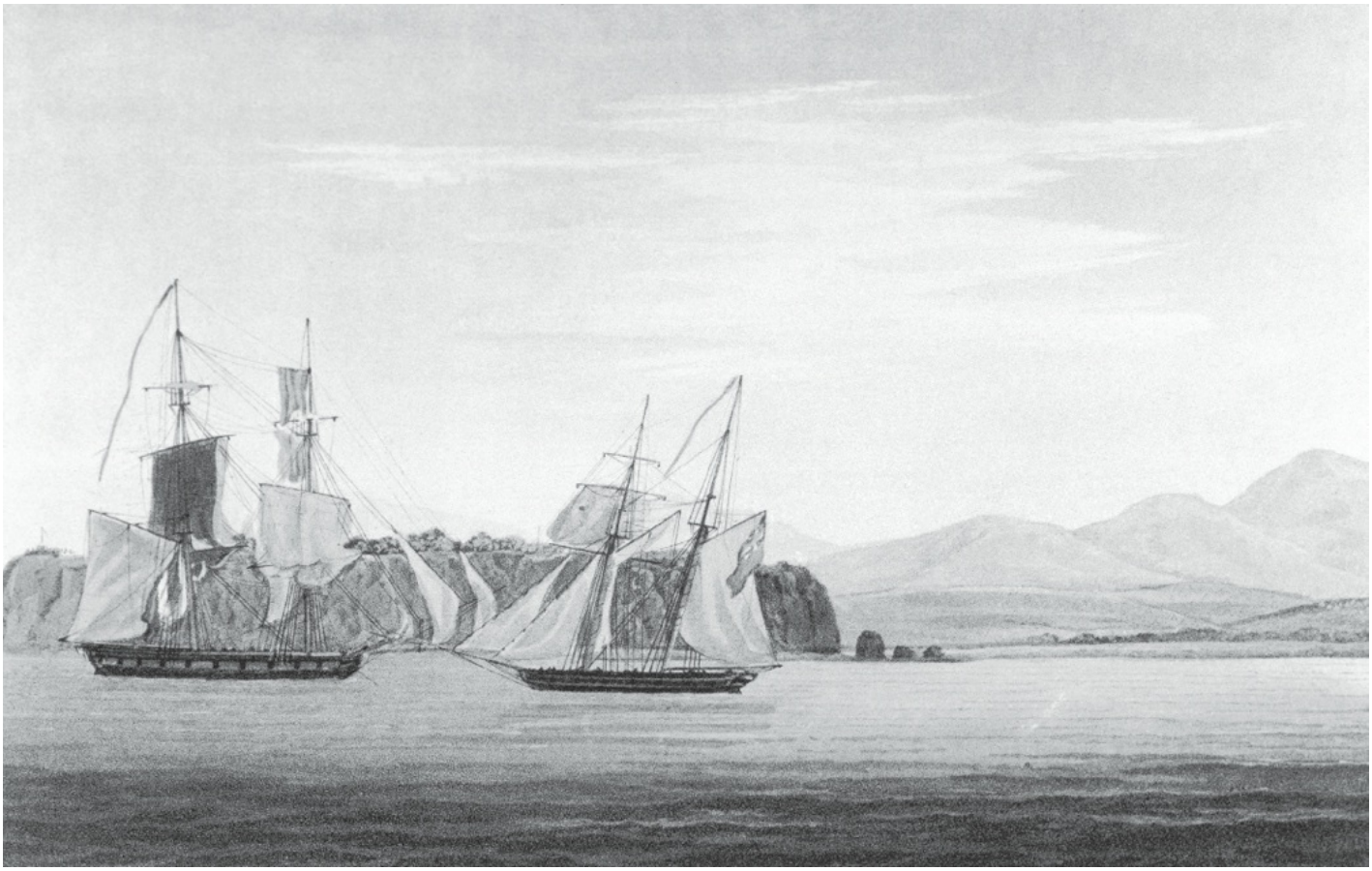
Pictou (i) (American letter-of-marque *Syron*, building details unknown), 14-gun schooner.
Dimensions & tons: 83ft 0in, 65ft 2in x 24ft 8in x 10ft 6in. 211 bm.
Taken during 1813; purchased 25.10.1813, and registered 18.11.1813.
Commissioned: under Lieut. Edward Stephens; taken 14.2.1814 by USS 44-gun *Constitution*, and then burnt.

Racer (American privateer *Independence*, built 1811 New York), schooner, 14 guns.
Dimensions & tons: 93ft 4in, 75ft 11½in x 24ft 10½in x 9ft 8in. 250 (exact) bm.
Men: 60. Guns: 12 x 12pdr carronades + 2 x 6pdrs.
Taken 9.11.1812.
Commissioned: under Lieut. Henry Pogson; Very Small Repair at Plymouth 4.1 – 14.8.1813; wrecked in the Florida Straits 10.10.1814.

Telegraph (American privateer *Vengeance*, built 1812 New York), schooner/gunbrig, 12 guns.
Dimensions & guns: 83ft 7in, 66ft 5¾in x 22ft 6½in x 10ft 6in. 180 bm.
Men: 60. Guns: 12 x 12pdr carronades.
Taken at the end of 1812 or 1.1813. Registered 31.8.1813.
Commissioned: 12.1813 under Lieut. Timothy Scriven. In 9.1815 under Lieut. Richard Crossman, then 1816 Lieut. Jonathan Little; wrecked under Mount Batten, Plymouth Sound 20.1.1817.

Cockchafer (American privateer *Spence*, built 1811), schooner, 8 guns (5 as tender).
Dimensions & tons: 69ft 4in, 55ft 6in x 18ft 10in x 8ft 0in. $104^{66}/_{94}$ bm.
Men: … . Guns: 4 x 12pdr carronades + 1 x 12pdr (as tender).
Taken 3.8.1812 by *Maidstone*. Registered 18.11.1813.
Commissioned: early 1813 under Lieut. George Urmston. In 9.1814 under Lieut. Thomas Brownrig; took US 4-gun privateer *Aurora* 3.12.1814; paid off 5.1815. Sold at Bermuda late 1815.

Highflyer (American privateer *Highflyer*, built ?), 8 guns.
Dimensions & tons: 80ft 0in, 67ft $10^{5}/_{8}$in x 20ft 0in x … . $144^{41}/_{94}$ bm.
Men: … . Guns: … .
Taken 9.1.1813.
Commissioned: 1813 under Lieut. Theophilus Lewis (killed 25.5.1813). In 5.1813 under Lieut. William Hutchinson; retaken off Nantucket by USS *President* 24.9.1813.



Captured American schooners were highly prized for their exceptional performance close to the wind. A demonstration of this was laid on by the *Telegraph* (ex US privateer *Vengeance*) in October 1813 when she was the only vessel of a small British force able to work up to the French brig *Filibustier* anchored off St Jean-de-Luz. Once the schooner had placed herself across the brig's hawse, the French crew set fire to their vessel and escaped on shore.

Canso (American privateer *Lottery*, built 1811 in Maryland), schooner, 16 guns.
Dimensions & tons: 93ft 0in, 75ft 9in x 23ft 8in x 10ft 2in. 225 bm.
Men: … . Guns: … .
Taken 8.2.1813 in the Chesapeake by boats of *Belvidera*, *Maidstone*, *Junon* and *Statira*. Registered 18.11.1813.
Commissioned: under Lieut. Wentworth Croke, who remained in command from 2.1813 until she was sold 30.5.1816.

Alban (American *William Bayard*, built 1812 by Bergh, New York), schooner, 14 guns.
Dimensions & tons: 94ft 4½in, 78ft 6½in x 24ft $7^{1}/_{8}$in x 10ft 6in. $252^{75}/_{94}$ bm.

Men: 60. Guns: 2 x 6pdr + 12 x 12pdr carronades.
Taken by the *Warspite* 12.3.1813.
Commissioned: 10.1813 under Lieut. Mayson Wright. In 9.1815 under Lieut. Hugh Patton; paid off 10.1818. BU 18.2.1822.

Musquidobit (American privateer *Lynx*, built 1812 at Baltimore), schooner, 10 guns.
Dimensions & tons: 94ft 7in, 73ft 1¼in x 24ft 0in x 10ft 3in. $223^{92}/_{94}$ bm.
Men: 50. Guns: 8 x 18pdr carronades + 2 x 6pdrs.
Taken 16.3.1813 in the Chesapeake by boats of *St Domingo* and others.
Purchased for £1,933.11.5d (amended figure). Arrived Portsmouth 30.3.1814.
Commissioned: 1813 under Lieut. John Murray. In 9.1815 under James Griffiths (-1817); paid off 7.1819. Sold to Mr. Rundle (for £410) at Plymouth 13.1.1820.

Shelburne (American privateer *Racer*, built 1811 in Maryland), schooner, 12 guns.
Dimensions & tons: 93ft 8in, 72ft 8in x 23ft 11in x 10ft 8in. $221^{9}/_{94}$ bm.
Men: ?50. Guns: 10 x 12pdr carronades + 2 x 6pdrs.
Taken 16.3.1813 in the Chesapeake by boats of *St Domingo* and others.
Purchased for £1,940.11.5d (amended figure).
Commissioned: 6.1813 under Lieut. David Hope; took (with *Orpheus*) US sloop *Frolic* 20.4.1814. In 10.1814 under Lieut. William Hamilton. Arrived Deptford 22.6.1816. Sold to Mr. Brown (for £600) at Deptford 10.1817.

Surveyor (American privateer *Surveyor*, built 1807), 6-gun schooner.
Dimensions & tons: dimensions not recorded.
Men: … . Guns: 6 x 12pdr carronades.
Taken 12.6.1813 by boats of *Narcissus*.
No record of commissioning. Sold or BU 1814.

Saint Lawrence (American privateer *Atlas*), 14-gun schooner.
Dimensions & tons: not measured. 244 bm.
Men: 60. Guns: 12 x 12pdr carronades + 2 x 9pdrs.
Taken 13.6.1813 off North Carolina.
Commissioned: 1814 under Lieut. David Boyd. In 1.1815 under Lieut. James Gordon; retaken by US privateer *Chasseur* off Havana 26.2.1815, losing 6 killed and 18 wounded.

Pike (American privateer *Dart*, built 1813 at New Orleans), 14-gun schooner.
Dimensions & tons: 93ft 0in, 78ft 7in x 24ft 8in x 10ft 6in. $254^{31}/_{94}$ bm.
Men: 60. Guns: 12 x 12pdr carronades + 2 x 6pdrs.
Taken 13.11.1813 by *Niger* and purchased (registered) 11.2.1814. Fitted for sea at Plymouth (for £3,126) 1 – 4.1814, with coppered bottom.
Commissioned: 2.1814 under Lieut. David Buchan (-1817), for Newfoundland station. Recommissioned 1.1818 under Lieut. Simon Hopkinson, for Cork; in 5.1821 under Lieut. Stephen Pain. Middling Repair at Plymouth (for £4,901) 8.1824 – 1.1825; recommissioned 9.1824 under Lieut. Thomas Pennington, still for Cork; in 10.1825 under Lieut. Edward Kelly, then 4.1828 Lieut. John Wigley (-1830). In 1831 under Capt. Alexander Vidal, for surveying. Fitted for sea at Plymouth (for £3,345) 11.1831 – 3.1832; recommissioned 11.1831 under Lieut. Arthur Brooking, for West Indies; paid off 2.1835 but recommissioned 1.1836, still under Brooking; wrecked on Bare Bush Key, Jamaica 5.2.1836, and wreck sold.

Atalanta (American privateer *Siro*, built Baltimore 1812), 12-gun schooner.
Dimensions & tons: dimensions not recorded. 225 bm.
Taken 13.1.1814.
Retaken by the Americans during 1814.

Grecian (American privateer *Grecian*, built 1813 by Kemp, Baltimore), schooner, 10 guns.
Dimensions & tons: 95ft 1in, 74ft 3in x 23ft 10in x 10ft 5in. $224^{32}/_{94}$ bm.
Men: 50. Guns: 8 x 18pdr carronades + 2 x 6pdrs.
Taken 2.5.1814 by boats of *Jaseur* (not purchased until 3.11.1815). Defects made good at Portsmouth 18.8 – 21.12.1815.
Commissioned: 10.1815 under Lieut. Henry Jewry (-1817). In 8.1818 under Lieut. Nathaniel Martin; paid off 1821. Sold to Joshua Crystall (for £510) at Portsmouth 18.4.1822.

Variable (American *Edward*, built 1812 …), schooner or brig, 14 guns.
Dimensions & tons: 104ft 6in, 82ft 2in x 27ft 3in x 13ft 0in. 324 bm.
Men: 95. Guns: 12 x 24pdr carronades + 2 x 6pdrs.
Taken and purchased 31.10.1814.
Commissioned: 1814 in North America under Lieut. Richard Williams. Reported under Lieut. John Sykes at Jamaica in 11.1814, then Lieut. Robert Baldey, but this may be a different *Variable*. Arrived Deptford 25.7.1816 and laid up. BU there 12.1817.

Pictou (ii) (American privateer ?*Zebra*, built 1812 at New York), 14-gun schooner.
Dimensions & tons: 101ft 5in, 85ft 6½in x 25ft $7^{5}/_{8}$in (25ft $2^{3}/_{8}$in mld.) x 10ft 0½in. 299 bm.
Men: … . Guns: 6 x 6pdr + 10 x 12pdr carronades.
Taken 12.4.1813 by *Pyramus* off west coast of France. Made good defects at Portsmouth 2 – 4.1815.
Commissioned: 6.1815 under Lieut. Charles Hare? In 9.1815 under Lieut. James Morgan, at Cork. Sold to Mr. Hughes 13.8.1818.

Prince de Neufchatel (American privateer *Prince de Neufchâtel*, built 1812-13 by Christian Bergh, New York), 18-gun schooner.
Dimensions & tons: 110ft 8in, 93ft 8¼in x 25ft 8in x 11ft 6in. $328^{22}/_{94}$ bm.
Men: … . Guns: 16 x 12pdr carronades + 2 x 6pdrs.
Taken 28.12.1814 by *Leander*, *Newcastle* and *Acasta* in the Atlantic.
Not Commissioned: Damaged while being undocked at Deptford following survey, and BU 1815. Nevertheless her design interested the Navy Board, and an order for a vessel to be built at Woolwich Dyd to her design was issued 10.4.1815, but in the event this vessel was not built.

PURCHASED VESSELS (1803-1815)

Dart (French *Dard*), 6-gun lugger.



The American privateer which most impressed the Royal Navy was the big schoonerbrigantine *Prince de Neufchatel*. This vessel beat off a number of attacks by warships, escaped by superior sailing from others, and was only taken after a long chase in the Atlantic by a squadron of the Royal Navy's best-sailing frigates. When the war ended, plans were in train to copy the hull form for a British naval schooner. This exquisite model by Philip Reed shows the vessel under easy sail.

Dimensions & tons: 81 bm.
Taken 29.6.1803.
Sold 3.1808.

Desperante (mercantile *Desborough*), 8-gun schooner.
Purchased 16.7.1803. [Note all information on this vessel is uncertain.]
Commissioned: 1803 under Lieut. Alexander Forrest. In 9.1804 under Lieut. John (or James?) Campbell (-1807), in the Leeward Islands. In Ordinary from 1807.

Morne Fortunee (purchased ex French privateer, name unknown, ?built as *Glory* at Bermuda 1801), 6-gun schooner, built of cedar.
Dimensions & tons: 65ft 6in, 45ft 0in x 21ft 0½in x … . $105^{90}/_{94}$ bm.
Men: 35. Guns: 6 x 12pdr carronades.
Purchased at Barbadoes 1803 (had been taken as French privateer). Arrived Portsmouth 29.11.1803 and fitted there to 29.2.1804.
Commissioned: 1804 under Lieut. John Dale; wrecked off Crooked Island (Bahamas) 6.12.1804.

Prevost (origins unknown), 12-gun schooner.
Dimensions & tons: dimensions not recorded. 145 bm.
Purchased 1803.
Commissioned: ?10.1803 in the Leeward Islands. In 1805 under Lieut. McLean, then Lieut. Noel Swiney. In 1807 under Lieut. Samuel Stout; taken by French 18-gun privateer *L'Austerlitz* off Martinique 31.8.1806 (losing 3 killed and 7 wounded).

Redbridge (mercantile *Union*), 10-gun schooner.
Dimensions & tons: dimensions not recorded. 131 bm.
Purchased 1804. Registered 10.9.1805.
Commissioned: under Lieut. Edward Burt; wrecked in Nassau, Bahamas 4.11.1806.

Demerara (mercantile *Anna*), 10-gun schooner.
Dimensions & tons: 72ft 8in x 18ft 8in x 5ft 7in. 106 bm.
Men: 55. Guns: 10 x 4pdrs.
Purchased 1804. Registered 12.1.1805 (after loss!).
Commissioned: 1804 in the West Indies under Lieut. Thomas Dutton; taken by French 22-gun privateer *Le Grand Decidé* in the West Indies 14.7.1804 (losing 1 killed, 9 wounded). Later resumed (was this same vessel retaken?) name *Anna* 15.8.1806. BU 1809.

Sandwich (?), cutter.
Dimensions & tons: 66ft 6in, 51ft 6in x 20ft 4in x 8ft 6in. 113 bm.
Purchased 1804.
Commissioned: 1805 under Lieut. G. Bernardiney?; took privateers on the Bahama Bank 6/7.5.1805 – 3-gun *La Renommée*, 1-gun *La Vénus* and 2-gun *La Rencontre*. Sold in Jamaica 1805.

Vigilant (origins unknown), 4-gun schooner.
Dimensions & tons: 55ft 9in, *c.*45ft 0in x 16ft 0in x 5ft 5in. 61 bm.
Men: … . Guns: … .
Purchased 1803 (or 1804).
Commissioned: 1807 at Barbados under Lieut. Nicholson. Sold 1808.

Fierce (mercantile *Desperate*, built Bermuda 1797), 6-gun schooner.
Dimensions & tons: 58ft 8in, 45ft 0in x 19ft 3in x 9ft 6in. 82 bm.
Men: … . Guns: … .
Purchased 2.1804.
Commissioned: 1807 at Bermuda under Lieut. Joseph Elias. In 1812 at Halifax. BU 1813.

Gipsy (Dutch *Antilope*), 10-gun schooner.
Dimensions & tons: 68ft 8in, *c.*57ft 0in x 20ft 0in x 8ft 0in. 121 bm.
Men: … . Guns: 10 x 4pdrs.

Purchased 12.1804 in Jamaica (previously hired by the Governor of Barbados).
Commissioned: 1803 under Lieut. Michael Fitton (-1805); action against five privateers 21.1.1805 (one being driven ashore). In 1807 under Lieut. ?David Boyd; took (with *Gracieuse*) Spanish 5-gun privateer *Juliana* 27.12.1807. Sold in Jamaica 1808.

Tobago (origins unknown) 10-gun schooner.
Dimensions & tons: dimensions not recorded. 127 bm.
Purchased 1805.
Commissioned: 1806 in Leeward Islands under Lieut. John Salmon; taken 18.10.1806 by French 16-gun brig-privateer *Le Général Ernouf*, losing 1 killed and 15 wounded. Retaken 24.1.1809 as privateer *Le Vengeur*, and re-added to RN as *Vengeur* before being sold.

Pitt (mercantile *William and Mary*, building details unknown), 12-gun schooner.
Dimensions & tons: dimensions not recorded.
Men: 45. Guns: 12 x 12pdr carronades.
Purchased 1805.
Commissioned: 1806 under Lieut. Michael Fitton, for the Jamaica station; took 14-gun privateer *La Superbe* 26.10.1806, and 1-gun privateer *Le Fou Fou* 20.4.1807. Registered 15.8.1806 and renamed *Sandwich*. Made good defects at Plymouth 8 – 9.1809, but BU 10.1809.

Dove (i) (mercantile ...), 4-gun despatch schooner.
Dimensions & tons: …, 68ft 0in x 19ft 4½in x 6ft 0in. 103 bm.
Men: 17. Guns: 4 x 12pdr carronades.
Purchased 21.5.1805. Registered 28.5.1805. Fitted for foreign service at Deptford 21.5 – 3.7.1805.
Commissioned: 1805 under Lieut. Alexander Boyack; taken by the French 22-gun *La Gloire* 5.8.1805.

Dove (ii) (mercantile *Ariadne*, built 1803 at Cowes), 6-gun advice cutter.
Dimensions & tons: dimensions not recorded. 187 bm.
Men: … . Guns: … .
Purchased 7.1805.
Commissioned: 1805 under Lieut. John Wells; renamed *Flight* 1806; lost, presumed foundered with all hands, in the Channel 9.1806.

Pigeon (mercantile *Fanny*, built 1801), 4-gun despatch cutter.
Dimensions & tons: …, 57ft 7in x 17ft 6in x … . 75 bm.
Men: 17. Guns: 4 x 12pdr carronades.
Purchased 28.5.1805. Registered 28.5.1805. Fitted for foreign service at Deptford 25.5 – 10.8.1805.
Commissioned: 5.1805 under Lieut. John Luckraft; wrecked off Texel 30.11.1805.

Carrier (mercantile *Frisk*, built 1803 by Bools & Good, Bridport), 10-gun cutter.
Dimensions & tons: …, 47ft 8in x 17ft 2in x … . 54 bm.
Men: … . Guns: 4 x 12pdr carronades + 6 x 3pdrs.
Purchased 1805. Registered 28.5.1805.
Commissioned: 5.1805 under Lieut. John Gedge, for the North Sea. In 1806 under Lieut. Robert Ramsay; took 8-gun privateer *Le Ragoten* 20.2.1806. In 1807 under Lieut. William Milner; took 2-gun privateer *L'Actif* off Cromer 14.11.1807; grounded off Étaples on coast of France 24.1.1808 and taken by the French.

Sprightly (mercantile *Lively*, built 1805), 12-gun cutter.
Dimensions & tons: 63ft 9in, 45ft 6¼in x 22ft $3^{1}/_{8}$in x 10ft 10in. $119^{92}/_{94}$ bm.
Men: 50. Guns: 12 x 12pdr carronades.
Purchased 1805 (previously hired – see Chapter 11). Registered 30.8.1805. Fitted Plymouth 9.1805 – 15.1.1806.
Commissioned: 9.1805 under Lieut. Samuel Gordon, for the Channel. In 1810 became gunbrig, under Lieut. Abraham Garland, then 8.1812 under Lieut. James Pettet (drowned 22.7.1813). In 1814 under Lieut. Thomas Sherwin. BU at Portsmouth 5.1815.

Violet (Revenue vessel *Violet*), 10-gun lugger.
Dimensions & tons: 60ft 2¾in, 44ft $3^{5}/_{8}$in x 18ft 2½in x 8ft 8in. 82 bm.
Men: 30. Guns: 10 x 12pdr carronades.
Transferred 1806 from the Commissioners of Customs. 'Stopped leaks' at Plymouth 11.2 – 22.7.1806, then fitted there 11.1807.
Commissioned: 12.1807 under Lieut. ?Stephen Dods, for the Channel Islands. In 1809 under Lieut. Davenport Sedley (-1810). BU at Portsmouth 6.1812.

Linnet (Revenue vessel *Speedwell*, built 1797 at Cowes), 14-gun cutter.
Dimensions & tons: 77ft 9½in, 57ft $7^{5}/_{8}$in x 25ft 4in x 10ft 9in. $196^{70}/_{94}$ bm.
Men: 60. Guns: 12 x 18pdr carronades + 2 x 6pdrs.
Purchased late 1806. Registered 8.8.1806. Fitted at Deptford 4.10.1806 – 2.1.1807. Later reported as gunbrig.
Commissioned: 12.1806 under Lieut. Joseph Beckett. In 1807 under Lieut. John Tracy (-1813); took privateers – 18-gun *Le Courrier* in Home waters 16.1.1808, 10-gun *Le Foudroyant* 30.8.1808 and *Le Petit Charles* off the Start 29.5.1812; taken by French frigate *La Gloire* off Madeira 25.2.1813. Subsequently became American privateer *Bunkers Hill* and as such was retaken 4.3.1814 by *Pomone* and *Cydnus*, but not re-added.

Pigmy (ex *Ranger*) (mercantile …, purchased on stocks from John Avery, Dartmouth), 16-gun cutter.
Dimensions & tons: 79ft 0in, 60ft $4^{7}/_{8}$in x 26ft 0in x 11ft 0in. $217^{19}/_{94}$ bm.
Men: 60. Guns: 14 x 12pdr carronades + 2 x 6pdrs.
Purchased 5.1806. Registered 17.5.1806 as *Ranger*, but renamed *Pigmy* 29.5.1806. Fitted at Plymouth 12.6 – 26.9.1806 (possibly converted to a brig).
Commissioned: 1807 under Lieut. George Higginson; wrecked off Rochefort 5.3.1807.

Nile (mercantile *Nile*?), 12-gun cutter.
Dimensions and tons: 166 bm.
Men: 55. Guns: 12 x 12pdr carronades.
Purchased and Registered 3.11.1806. Defects made good at Portsmouth 15.11.1806 – 13.1.1807.
Commissioned: 11.1806 under Lieut. ?Lloyd. In 1807 under Lieut. Thomas Johnson; later under Lieut. Symons, in the Channel (according to Steele's list for 7.1808). Sold 18.10.1810, but as the purchaser refused to take her away she was instead BU at Plymouth 9.1811.

Viper (i) (mercantile *Princess Charlotte*, built 1805 at Cowes), 4-gun schooner.
Dimensions & tons: …, 57ft 10in x 18ft 7in x 8ft 5in. 81 bm.
Men: 25. Guns: 4 x 12pdr carronades.
Purchased 1807. Arrived Woolwich 14.11.1807.
Commissioned: 1807 under Lieut. William Towning; sailed 9.2.1809 from Cadiz for Gibraltar and lost, presumed foundered with all hands, 2.1809.

Valette (mercantile, details unknown), dockyard cutter.
Dimensions & tons: unknown.
Purchased and registered 26.7.1808 at Malta.
Sold 1816.

Tickler (mercantile *Lord Duncan*, built 1798 at Dover), 10-gun cutter.
Dimensions & tons: 62ft 6in, 44ft 5in x 21ft 11½in x … . 114 bm.
Men: 30. Guns 8 x 12pdr carronades.
Purchased and Registered 14.10.1808.
Commissioned: 1809 under Lieut. Richard Burton, for Channel service. In 12.1810 under Lieut. Simon Hopkinson; paid off 8.1815. Sold 25 or 28.8.1816.

Nancy (mercantile *Nancy*, building details unknown), 14-gun cutter or gunbrig.
[This vessel is listed in detail under 'gunbrigs', but cross-referenced here as the evidence does not confirm if cutter or gunbrig.]

Viper (ii) (mercantile *Niger*, built 1809 by White, Cowes), 8-gun cutter.

Dimensions & tons: 63ft 3in, 47ft $5^{1}/_{8}$in x 20ft 4in x 9ft 9in. 104 bm.
Men: 45. Guns: 8 x 12pdr carronades.
Purchased late 1809. Registered 14.10.1809. Fitted 13 – 20.10.1809 at Woolwich, then 10.11 – 2.12.1809 at Deptford.
Commissioned: 11.1809 under Lieut. E.A. D'Arcy, for the Downs; to Halifax 1813. Sold at Deptford (for £790) 11.8.1814.

Alarm (customs vessel), 8-gun lugger.
Dimensions & tons: 71ft 9in, 60ft 8in x 21ft 8in x 9ft 3in. $151^{46}/_{94}$ bm.
Men: 40. Guns: 8 x 12pdr carronades.
Returned to Customs 1812.

Trial (…).
Purchased 1810.
Sold 1818.

Dart (mercantile *Belerina* or *Ballerina*, building 1809 at Mevagissey), 10-gun cutter.
Dimensions & tons: 62ft 7in, … x 22ft 5in x 10ft 1in. 127 bm.
Men: … . Guns: 10 x 12pdr cutter.
Purchased 1810. Registered 10.3.1810.
Commissioned: under Lieut. Thomas Allen; sailed from Halifax 27.10.1813 and lost, presumed foundered with all hands, 12.1813 on the Halifax station.

Nimble (building history unknown), 10-gun cutter.
Dimensions & tons: 68ft 5in, 50ft $11^{5}/_{8}$in x 23ft 3½in x 10ft 2in. 147 bm.
Men: 50. Guns: 12 x 12pdr carronades.
Purchased and Registered 5.3.1813.
Commissioned: 4.1813 under Lieut. Peter Williams. In 8.1814 under Lieut. Josiah Thompson; paid off 11.1815. Sold to Mr. Nixon 18.4.1816.

Express (American *Anna Maria*, built 1809 at New York as *Achilles* and renamed 1813), schooner/advice boat, 4 guns.
Dimensions & tons: 64ft 6½in, 53ft $6^{5}/_{8}$in x 18ft 0in x 7ft 1in. 92^{27}/94 bm.
Men: 26. Guns: 4 x 12pdr carronades.
Purchased 5.1815.
Tender 1816. Sold at Malta 26.7.1827.

Speedwell (mercantile *Royal George*), 5-gun schooner/tender.
Dimensions & tons: 80ft 0in, 61ft 2in x 25ft 0in (24ft 7in mld.) x 11ft 3½in. $203^{32}/_{94}$ bm.
Men: … . Guns: 1 x 18pdr, + 4 x 18pdr carronades.
Purchased 1815. Fitted at Sheerness as tender to the flagship in the West Indies 26.8.1815 – 22.3.1816.
No record of commissioning before 4.1826. Took three slavers in 1829. Sold at Jamaica (for £344½) 1.1834.

Schooners on the Great Lakes

As mentioned in the Introduction to this book, space limitations have led to the exclusion from this chapter of all of the numerous small schooners – as well as gunboats, radeaux, etc. – which were acquired and employed by the British Navy on the Canadian Great Lakes during the War of 1812 and the period leading up to it. The reader is referred to Robert Malcomson's specialist volume on this topic. The following is thus limited to five vessels built for service at the conclusion of the war, plus one retained prize.

***TECUMSETH* Class.** Designed by William Bell for service on the Upper Lakes.
Dimensions & tons: 70ft 6in, 52ft 4¾in x 24ft 5in x 9ft 0in. 166 bm.
Men: 48. Guns: 2 x 24pdrs + 2 x 32pdr carronades.

Tecumseth (Street's Creek, Chippewa).
Ord: 18.5.1815. K: … . L: 7.8.1815.
Re-classed 1830? as brig-sloop.

Newash (Street's Creek, Chippewa).
Ord: 18.5.1815. K: … . L: 7.8.1815.

***BEE* Class.** Built in 1817 at Penetanguishene.
Dimensions & tons: 43ft 0in, 36ft 6in x 14ft 6in x … . 40 bm.

Bee

Wasp

Mosquito

Ex AMERICAN PRIZE SCHOONERS ON THE GREAT LAKES

Chubb (American *Eagle*)
Dimensions & tons: 110 bm.
Men: … . Guns: 10 x 18pdr carronades + 1 x 6pdr.
Taken 9.1813 on Lake Champlain.
Sold 1822.

11 Miscellaneous Warships

While the primary functions of the Royal Navy were served by the battlefleet and the vast numbers of escort and patrol vessels, there was also a need for a number of more specialised types to fulfil particular functions. These included a number of vessels designed for coastal bombardment operations, built to carry heavy mortars and designed to withstand the extra concussion resulting from the repeated firing of such large calibre weapons. There were a limited number of these bomb vessels (and their smaller cousins, the mortar vessels), plus a few floating batteries intended to carry out a similar heavy bombardment role in defence of British ports against raiding enemy vessels. Another specialised function was that of the fireship; few of these were specially built, as their role obviously required their own expenditure when carrying out that function, and those that were built were in practice employed as escort vessels in lieu of the sloops which they in practice closely resembled. A number of specialised escort vessels were constructed, mainly to evaluate certain technical developments, although all these vessels actually served in a conventional role in pursuance of that evaluation. Lastly this chapter also incorporates a considerable number of smaller vessels hired during the war years by the RN to supplement its own fleet; for reasons of space, this last listing contains minimal data on the vessels' service records, but in numbers alone it will be seen that they played an essential role in enabling the RN to carry out its escort and patrol functions.

Bomb Vessels

At the start of 1793 the RN had just two bomb vessels remaining – the purpose-built *Terror* and *Vesuvius*, both of which were in Ordinary. During the next two decades the Royal Navy supplied its need for floating platforms for mortar bombardment by converting merchant ships or older warships (mostly ship-sloops), although it did experiment with a few purpose-built mortar vessels. In 1812 the Navy Board began a limited programme of new bomb ships.

***AETNA* Class**. Ship-rigged bomb vessels, developed from the earlier *Infernal* Class of the Seven Years War. Two ships remained in Ordinary; of two sisters, *Thunder* had been lost with all hands (presumed foundered) in 1781 and *Aetna* had been BU in 1784.

Dimensions & tons: 91ft 6in, 74ft 1¾in x 27ft 6in x 12ft 1in. $298^{22}/_{94}$ bm.

Men: 60 (later 70). Guns: UD 8 x 6pdrs, 14 x ½pdr swivels. Mortars: 2 (1 x 13in, 1 x 10in).

Vesuvius John Perry & Co, Blackwall.

As built: 91ft 6in, 74ft 2in x 27ft 8in x 12ft 1in. $301^{91}/_{94}$ bm. Draught 8ft 3in / 10ft 3in.

Ord: 14.2.1776. K: 3.1776 (named 12.6.1776). L: 3.7.1776. C: 29.10.1778 at Woolwich.

First cost: £3,766.18.10 (contract £3,757.15.0d at £12.12.0d per ton), plus £1,366.12.6d dyd expenses; fitting £1,100.6.11d).

Commissioned: 5.1778; refitted and coppered at Woolwich (for £3,352.14.9d) 7.1781 – 1.1782; laid up at Deptford 2.1783 and paid off 3.1783 after wartime service. Great Repair at Deptford (for £8,046) 5.1786 – 3.1788. Fitted at Deptford (for £1,853) 3 – 6.1791; recommissioned 4.1791 under Cmdr. Viscount Garlies; paid off 9.1791. Fitted at Deptford (for £1,212) 8 – 9.1793; recommissioned 8.1793 under Cmdr. Charles Sawyer; sailed for the Leeward Islands; paid off 10.1794. Recommissioned 9.1795 under Cmdr. Dëgory Facey (-1797). Fitted for a mortar at Portsmouth (for £1,407) 11.1796 – 4.1797. In 1798 under Cmdr. Robert Fitzgerald; destroyed (with *Hydra* and cutter *Trial*) 36-gun *La Confiante* near Le Havre 31.5.1798. In 10.1798 sailed for the Mediterranean, under Cmdr. William Moore. Fitted at Portsmouth 7.1801 – 8.1801; recommissioned 9.1801 under Cmdr. Samuel Warren. Fitted at Woolwich 3 – 5.1803; in 1803 under Cmdr. Robert O'Brien, then under Cmdr. James Lillicrap 4.1804 (-1806), then Cmdr. Richard Arthur 10.1806 (-1807), in North Sea. Fitted at Woolwich 3 – 6.1808; recommissioned 4.1808 under Cmdr. Alexander Cunningham, then 3.1809 under Cmdr. William Sanders, in North Sea (-1810), finally in Ordinary by 1812. Sold at Woolwich 13.8.1812.

Terror John Randall & Co, Rotherhithe.

As built: 92ft 1in, 74ft 7in x 27ft 10in x 12ft 0½in. $307^{31}/_{94}$ bm. Draught 7ft 9in / 10ft 0in.

Ord: 13.11.1778. K: 12.1778. L: 2.6.1779. C: 18.6 – 18.8.1779 at Deptford.

First cost: £3,287.16.0d to build (including sheathing), plus £2,665.3.4d fitting.

Commissioned: 6.1779; refitted and coppered at Portsmouth (for £1,274.0.3d) 6 – 9.1780; paid off 4.1782 after wartime service. Small Repair (for £4,777) a2 – 7.1784, then laid up at Woolwich. Fitted at Woolwich (for £3,040) 3 – 6.1791; recommissioned 4.1791 under Cmdr. Richard Hill; paid off 9.1791. Fitted at Woolwich (for £4,460) 9.1793; recommissioned ?6.1793 under Cmdr. Amhurst Morris; flagship of Vice-Adm. Joseph Peyton 10.1794, at Yarmouth. In 2.1795 under Cmdr. George Luke, then 4.1795 Cmdr. James Walker, then 10.1795 Cmdr. David Hotchkis, still Yarmouth. In 3.1796 under Cmdr. Dunbar Douglas, for Leeward Islands; in Rear-Adm. Henry Harvey's squadron at Trinidad 2.1797; in 3.1797 under Cmdr. Joseph Westbeach; at Bombardment of Cadiz 7.1797. In 5.1798 under Cmdr. Thomas Lord Camelford; paid off 8.1798. Fitted for temporary service at Deptford (for £5,470) 8.1798 – 6.1799; recommissioned 4.1799 under Cmdr. Samuel Rowley (-1801); at Battle of Copenhagen 2.4.1801. Recommissioned 3.1803 under Cmdr. George Hardinge, for North Sea; in 2.1804 under Lieut. Thomas W. Whitaker (-12.1807), as floating battery off Southend. Sold at Woolwich 13.8.1812.

PURCHASED VESSELS (1797). The following merchant vessels were purchased in 4.1797 and fitted as bombs. All were ship rigged and carried a standardised armament.

Men: 67. Guns: UD 4 x 68pdr carronades; QD 4 x 18pdr carronades; Fc 2 x 18pdr carronades. Mortars: 2 (2 x 10in).

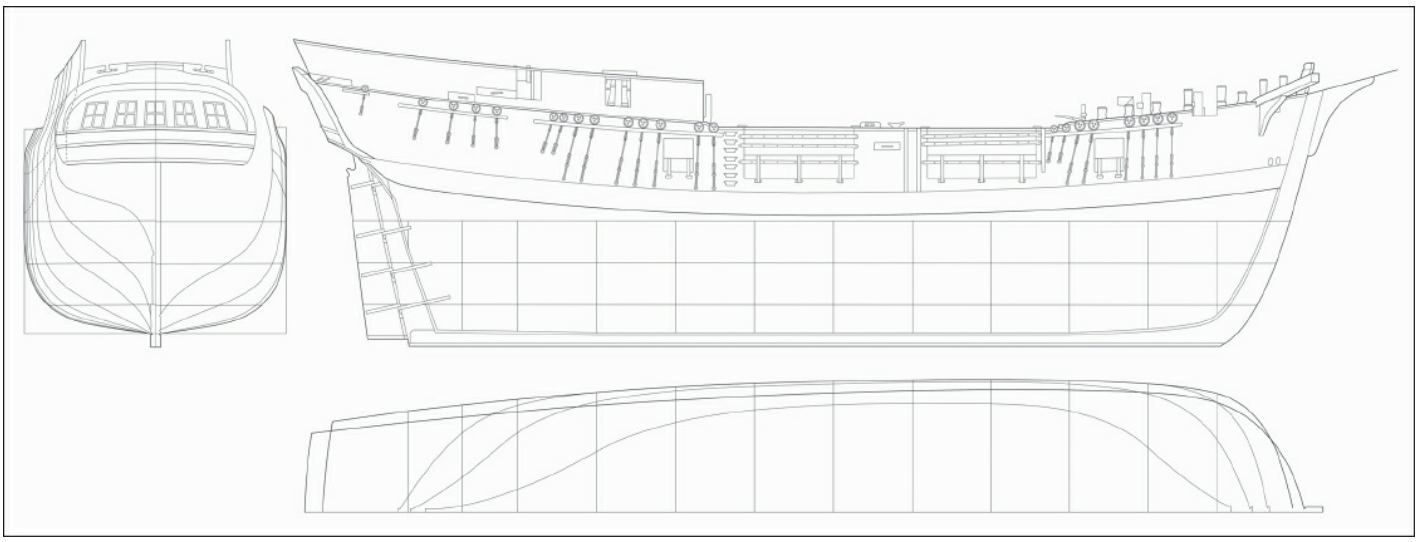
Vulcan (American mercantile *Hector*), bought 1797 at Bombay.

Dimensions & tons: 92ft 9in, ?81ft 6in x 27ft 2in x 12ft 5in. 320 bm.

In 7.1797 under Lieut. John Halstead. In 10.1798 under Lieut. Francis Stratton, then 4.1801 under Lieut. Peter Heywood, later in 1801 under Lieut. ?T. Pulham, and then Lieut. Charles J. Johnston. Sold 5.1802 at Madagascar.



The classic employment for bomb vessels – shore bombardment – is demonstrated here in Nelson's attack on Copenhagen in 1801. The line of seven bombs is anchored in the left foreground; two of the bombs have just fired and the trajectory of the shells can just be made out in this engraving after Pocock.



Hecla, bomb vessel, as converted 1797. The merchantmen converted into bomb vessels in 1797 were equipped with elaborate hinged bulwarks amidships that when folded back formed blast-proof embrasures. This – in theory – permitted low-angle firing of the mortars, a scheme devised by Colonel Congreve who was experimenting with shellfire for close support of amphibious operations. Never employed in this manner, the ex mercantile bombs were later refitted in a conventional fashion.

Vólcano (mercantile *Cornwall*, built 1796 at North Shields), purchased 3.1797.

Dimensions & tons: 99ft 9in, 82ft 10½in x 28ft 10½in x 12ft 11in. $367^{52}/_{94}$ bm.

Fitted 4.1797 – 14.11.1797 at Woolwich (for £10,267).

Commissioned: 8.1797 under Cmdr. Isaac Cotgrave (-1799), for the Channel; in attack on Spanish squadron in Aix roads 2.7.1799. In 1801 under Cmdr. James Watson; at Battle of Copenhagen 2.4.1801. Fitted at Woolwich 8.1803 – 1.1804; recommissioned 9.1803 under Cmdr. James Haldane Tait, for North Sea. In 1.1805 under Cmdr. Edward Killwick; paid off 2.1806. Sold at Woolwich 22.12.1810.

Explosion (mercantile *Gloucester* or *Gloster*), purchased 4.1797.

Dimensions & tons: 96ft 4in, 80ft 4½in x 27ft 6in x 12ft 9in. $323^{29}/_{94}$ bm.

Fitted 22.4 – 7.9.1797 at Deptford (for £10,012).

Commissioned: 8.1797 under Cmdr. Henry Butt (-1800), for the Channel; in attack on Spanish squadron in Aix roads 6.1799. In 1.1801 under Lieut. James Martin; at Battle of Copenhagen 2.4.1801. Fitted at Woolwich 6 – 8.1803; recommissioned 6.1803 under Cmdr. Robert Paul; in bombardments of Le Havre 23.7.1804 & 1.8.1804. In 8.1804 under Cmdr. James Prevost, then 1805 under Cmdr. Edward Ellicott; wrecked on Sandy Island, Heligoland 10.9.1807.

Hecla (mercantile *Scipio*), purchased 4.1797.

Dimensions & tons: 92ft 9in, *c*76ft 5in x 27ft 2in x 12ft 5in. $300^{27}/_{94}$ bm.

Fitted 24.4 – 9.9.1797 at Chatham (for £6,793); registered 29.4.1797 and 9.5.1797.

Commissioned: 7.1797 under Cmdr. James Oughton; in Popham's squadron at Ostend 8.1798. Under Cmdr. Peter Bover in 6.1799, then Cmdr. Stephen Digby in 4.1800. In 1.1801 under Cmdr. Richard Hatherill; at Battle of Copenhagen 5.1803. Fitted at Woolwich 4 – 5.1803; recommissioned 5.1803 under Cmdr. John Sykes; in bombardments of Le Havre 23.7.1804 & 1.8.1804. Under Cmdr. John Gascoyne in 3.1805, then Cmdr. John Thicknesse in 3.1806, later under Cmdr. Robert Scott. Laid up in Ordinary at Woolwich 4.1806. BU at Woolwich 7.1813.

Strombolo (mercantile *Leander*, built 1795 at North Shields), purchased 4.1797.

Dimensions & tons: 92ft 5in, 75ft 3in x 28ft 5¼in x 12ft 6½in. $323^{64}/_{94}$ bm.

Fitted 21.4 – 17.10.1797 at Woolwich (for £9,626); registered 29.4.1797 and 9.5.1797.

Commissioned: 8.1797 under Cmdr. John Broughton (-1800); took (with consorts) 16-gun *San Leon* 28.11.1798; sailed for the Mediterranean 10.1799. In 1.1801 under Cmdr. Anthony Thompson, in the Mediterranean; then 5.1801 under Cmdr. Edward Brown; laid up at Deptford 6.1802. BU at Deptford 7.1809.

Sulphur (mercantile *Severn*), purchased 4.1797.

Dimensions & tons: 96ft 10¾in, 79ft $3^{3}/_{8}$in x 29ft 0in x 13ft 0in. $354^{61}/_{94}$ bm.

Fitted 2.4 – 12.9.1797 at Deptford (for £2,752); registered 29.4.1797 and 9.5.1797.

Commissioned: 8.1797 under Cmdr. John Forbes Drummond; in 9.1797 under Cmdr. James Shephard. In 8.1798 under Cmdr. John Wainwright; in attack on Spanish squadron in Aix roads 6.1799. In 1.1801 under Cmdr. Header Whitter; at Battle of Copenhagen 2.4.1801. Fitted at Woolwich 4 – 5.1803; recommissioned 5.1803 under Cmdr. Donald M'Leod, for the Downs and North Sea. Fitted as a receiving ship at Woolwich 4.1805, for Deptford, but by 1807 in Ordinary at Woolwich (-1815). Sold at Woolwich (for £750) 10.6.1816.

Tartarus (mercantile *Charles Jackson*), purchased 4.1797.

Dimensions & tons: 94ft 6in, 79ft 10in x 28ft 6in x 12ft 2in. $344^{26}/_{94}$ bm.

Fitted 28.4 – 9.9.1797 at Chatham (for £6,788); registered 29.4.1797 and 9.5.1797.

Commissioned: 7.1797 under Cmdr. Samuel Kempthorne; in 10.1797 under Cmdr. Thomas Hand; in Popham's attack on Ostend 5.1798; in Egypt operations 1801. Fitted at Woolwich 6 – 8.1803; recommissioned 7.1803 under Cmdr. Francis Temple, for the Downs. In 1804 under Cmdr. Mauritius de Starck, then Cmdr. Thomas Withers in 6.1804; lost on Margate Sands in a gale 20.12.1804 (1 drowned).

Ex DUTCH PRIZE (1797)

Thunder (Dutch *Die Guter Erwartung*).

Dimensions and tons: dimensions not recorded. 230 bm.

Taken 12.8.1797 by *Swan* [but reported used in bombardment of Cadiz 7.1797, under Lieut. John Gourly].

Commissioned: 9.1797 on the Lisbon station by Lieut. Loftus Bland. In 5.1798 under Cmdr. Thomas Stephenson, then 1.1799 Cmdr. Bartholomew Davies, 9.1799 Cmdr. John Rouett and 2.1800 Lieut. (Cmdr. 9.1801) Francis Newcombe; paid off 10.1801. Sold 22.2.1802.

PURCHASED VESSELS (1803)

Men: 67. Guns: UD 8 x 24pdr carronades (except *Lucifer* with 8 x 32pdr carronades and *Devastation* with 6 x 9pdrs and 2 x 24pdr carronades). Mortars: 2 (1 x 13in + 1 x 10in).

Etna (mercantile *Success*).

Dimensions & tons: 102ft 0in, 81ft 0in x 29ft 2½in x 12ft 6in. 368 bm.

Purchased 10.1803. Fitted 23.10.1803 – 31.1.1804 at Deptford Dyd.

Commissioned: 12.1803 under Cmdr. George Cocks, for the Mediterranean, then under Cmdr. Richard Thomas. In 12.1805 under Capt. John Quilliam, and ?2.1807 under Cmdr. William Peake, still in the Mediterranean. Recommissioned 6.1807 under Cmdr. William Godfrey; in Copenhagen expedition 8.1807. Joined Gambier's fleet 6.4.1809 for Basque roads operation on 11/13.4.1809. In 8.1809 under Cmdr. Paul Lawless; in Scheldt operations, then under Cmdr. John Bowker; sailed for Cadiz 8.4.1810. In ?9.1811 under Cmdr. John Fordyce Maples for Cadiz and the Mediterranean. In 11.1812 under Cmdr. Richard Kenah, to the Baltic in 1813; operations in the Potomac 8.1814; attack on Baltimore 3.10.1814 (Kenah killed). In 1815 under Cmdr. Francis Fead. Sold (for £1,850) 11.1.1816.

Acheron (mercantile *New Grove*, built Whitby 1799).

Dimensions & tons: 108ft 3in, ?85ft 9in x 29ft 2in x 12ft 9in. 388 bm.

Purchased 10.1803. Fitted 28.10.1803 – 2.3.1804 at Woolwich Dyd.

Commissioned: 12.1803 under Cmdr. Arthur Farquhar, for the Mediterranean. In action (with *Arrow*) against 40-gun *L'Hortense* and 30-gun *L'Incorruptible* while defending convoy (UK-bound, out of Malta) off North Africa 4.2.1805; *Acheron* was taken (with 3 killed, 8 wounded) and burnt by her captors.

Meteor (mercantile *Sarah Ann*, built Newcastle 1800).

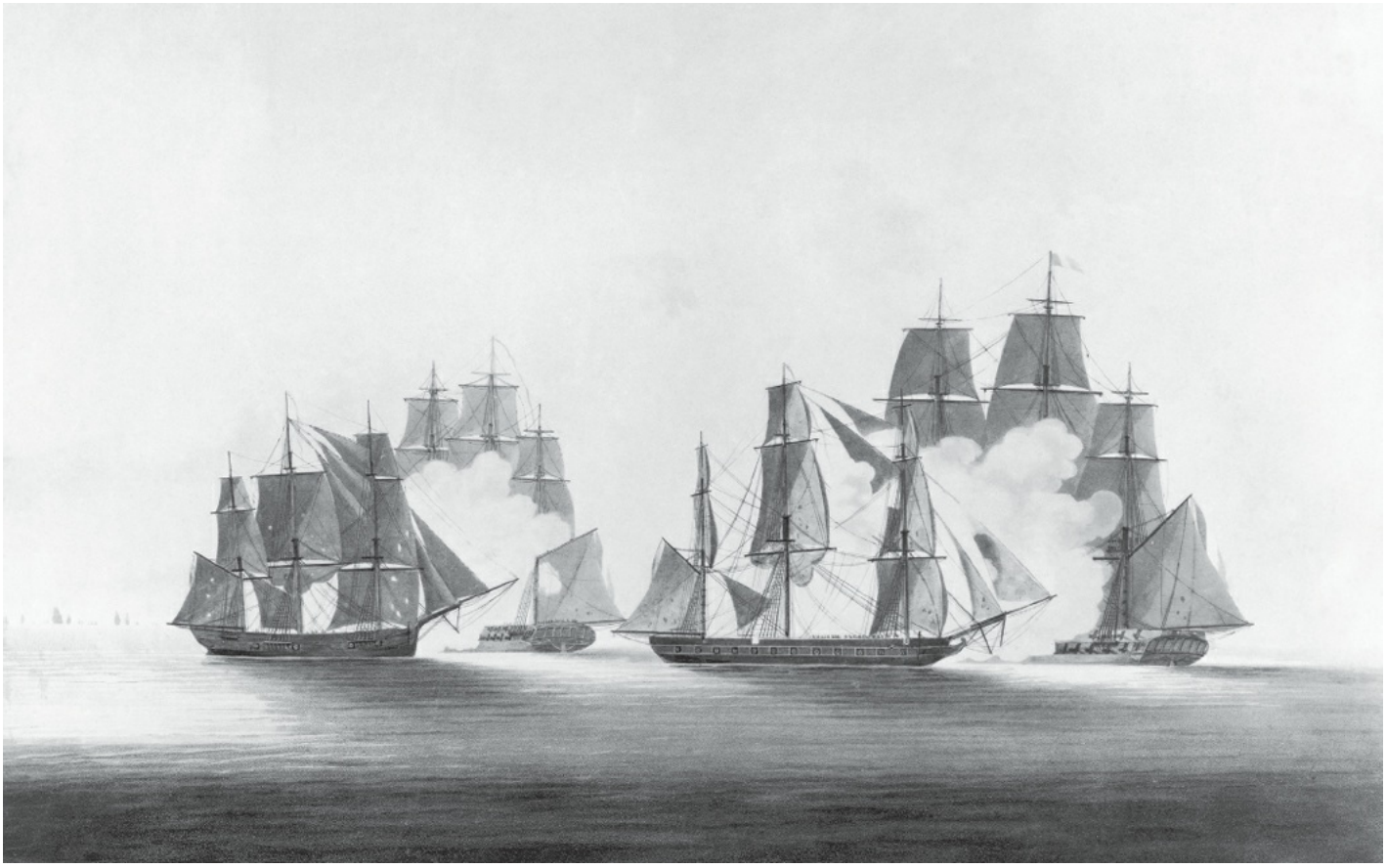
Dimensions & tons: 102ft 6in, 80ft 0in x 29ft 3in x 12ft 11in. 364 bm.

Purchased 10.1803. Fitted 30.10.1803 – 27.2.1804 at Woolwich Dyd.

Commissioned: 12.1803 under Cmdr. James Masters; in 5.1804 under Cmdr. Joseph James; at bombardments of Le Havre 23.7.1804 & 1.8.1804. In 10.1805 under Cmdr. James Collins (-1809); sailed for the Mediterranean 10.1.1807; at the Dardanelles 1807, and at Rosas Bay 1808; paid off into Ordinary 6.1810. Sold 28.5.1811.

Thunder (mercantile *Dasher*, built Bideford 1800).

Dimensions & tons: 111ft 3in, 92ft 10in x 27ft 10in x 15ft 7in. 383 bm.



When not employed in their designed roles, bombs were usually pressed into service as cruisers. Their lack of speed and defensive firepower made them less than ideal but as a convoy escort they at least had deterrent value against privateers and small craft. Unfortunately, in February 1805 a Mediterranean convoy escorted by the bomb *Acheron* (left) and the Benthamite sloop *Arrow* was attacked by two powerful French frigates. Both the escorts fought a desperate rear-guard action until 31 of the 34 merchant ships could escape, but *Arrow* sank during the battle, and *Acheron* eventually surrendered, to be burnt by her captors the following day.

Purchased 10.1803. Fitted 1.11.1803 – 10.2.1804 at Deptford Dyd.

Commissioned: 12.1803 under Cmdr. George Cocks, for Mediterranean; sailed for the Mediterranean 4.1.1807; in Copenhagen expedition 8.1807. In 1808 under Cmdr. James Caulfield; attacked (with gunbrigs *Charger*, *Piercer* and *Turbulent*) by 25 Danish gunboats off Saltholm 9.6.1808; in Basque roads 20/24.4.1809, then in Scheldt operations. In 12.1809 under Cmdr. William Shepheard; sailed for Cadiz and the Mediterranean 21.3.1810. In 11.1810 under Cmdr. Watkin Pell; took 16-gun privateer *Le Neptune* off Owers 9.10.1813. Sold (for £1,250) 30.6.1814.

Prospero (mercantile *Albion*, built South Shields 1800).

Dimensions & tons: 107ft 0in, 81ft 3in x 30ft 5in x 13ft 6in. 400 bm.

Purchased 10.1803. Fitted 5.11.1803 – 24.2.1804 at Deptford Dyd.

Commissioned: 1.1804 under Cmdr. Salusbury Humphreys. In 6.1804 under Cmdr. Charles Jones, then Cmdr. Gustavus Stupart 1805-06. In 9.1806 under Cmdr. William King; wrecked near Dieppe in a storm 18.2.1807 (only 6 survivors).

Lucifer (mercantile *Spring*, built Whitby 1800).

Dimensions & tons: 110ft 0in, 87ft 9in x 29ft 2in x 13ft 0in. $397^{6}/_{94}$ bm.

Purchased 10.1803. Fitted 8.11.1803 – 21.4.1804 at Woolwich Dyd.

Commissioned: 2.1804 under Cmdr. Charles Gregory, for the North Sea. In 4.1804 under Cmdr. Robert Elliott (-1807); sailed for the Mediterranean 10.1.1807; at the Dardanelles 19.2.1807. At Malta 1807-08; paid off into Ordinary 6.1809. Sold (for £1,700) 11.2.1811.

Devastation (mercantile *Intrepid*, built 1789 by Simon Temple, South Shields).

Dimensions & tons: 104ft 2in, 84ft 3in x 31ft 6½in x … . $445^{65}/_{94}$ bm.

Purchased 10.1803. Fitted 9.12.1803 – 20.4.1804 at Deptford (re-L: 24.3.1804).

Commissioned: 3.1804 under Cmdr. Alexander Milner, for North Sea (-1805). In 1806-07 under Cmdr. Matthew Smith, on Downs station. Recommissioned 3.1808 under Cmdr. J(ohn or James) Smith; in 6.1809 under Cmdr. John Taylor (-1811); in Scheldt operations; sailed for Cadiz 8.4.1810. Recommissioned 2.1812 under Cmdr. Thomas Alexander; to Baltic in 1813; Potomac operations 8.1814. In 3.1815 under Cmdr. Martin Guise. Sold (for £1,400) 30.5.1816.

CONVERTED FROM OTHER WARSHIP TYPES (primary details of these vessels appear in other chapters under their original designation; the purpose of the following is chiefly to provide a cross-reference). Five vessels were converted in 1798 – three from ship-sloops, one from an elderly Sixth Rate, and one from an exploration ship (Vancouver's command) which had originally been a merchant vessel purchased by the RN while on the stocks. Another five were converted in 1807-12, four from ship-sloops (three of them of flush-deck type and originally merchant hulls) and the *Proselyte* being a former Sixth Rate. As a bomb ship, each conversion was re-established with 67 men and an armament of 1 x 13in mortar and 1 x 10in mortar, together with a defensive battery of 8 x 24pdr carronades and 2 x 6pdrs (*Volcano* had 4 x 24pdr carronades and 6 x 6pdrs).

Discovery (ex discovery/exploration vessel, built 1789 by Randall, Rotherhithe).

Bulldog (ex ship-sloop, built by Henry Ladd, Dover).

Fury (ex ship-sloop, built 1790 by Portsmouth Dyd).

Perseus (ex Sixth Rate, built 1776 by Randall, Rotherhithe).

Zebra (ex ship-sloop, built 1780 by Cleverly, Gravesend).

Hound (ex ship-sloop, ex mercantile *Monarch* purchased 1801).

Proselyte (ex Sixth Rate, ex mercantile *Ramillies*, built 1804 at North Shields).

Meteor (ex ship-sloop *Star*, built 1804-05 by Benjamin Tanner, Dartmouth).

Strombolo (ex ship-sloop *Autumn*, ex mercantile *Autumn*, built 1800 at South Shields).

Volcano (ex ship-sloop *Heron* 1804, ex mercantile *Jason*, built 1803 at Newcastle).

***CONVULSION* Class.** These 'mortar vessels' were designed by Henslow and Rule jointly as miniature versions of the bomb ships. They had briglike hulls, and were originally to have been brig-rigged, but while building this was altered to make them ketches. They were also intended to be rowed into position, and were fitted to be operated by 30 oars.

Dimensions & tons: 60ft 0in, 49ft 0½in x 17ft 2in x 7ft 0in. $76^{81}/_{94}$ bm.

Men: … . Guns: 4 x 18pdr carronades. Mortars: 1 x 10in.

Convulsion Samuel & Daniel Brent, Rotherhithe.

Ord: 22.5.1804. K: 8.1804. L: 31.8.1804. C: 4 – 28.9.1804 at Deptford.
Commissioned: 1805 under Acting Lieut. Allan McMillan, for the Downs station; paid off 6.1806. Sold 27.8.1806.

Destruction Perry & Wells, Blackwall.
Ord: 22.5.1804. K: 8.1804. L: 3.9.1804. C: 1804 at Deptford.
Commissioned: 1805 under Lieut. Peter Wright, for the Downs station; paid off 6.1806. Sold 27.8.1806.

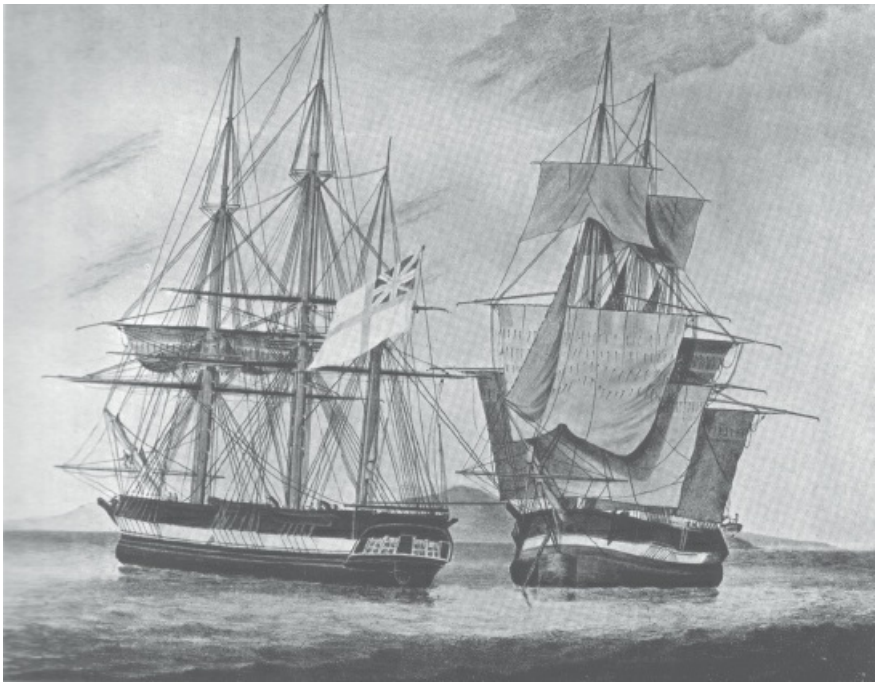
PROJECT. A mortar vessel designed by William Congreve. A fully doubleended vessel, with a rudder at each end. This had a three-masted rig, but was also propelled by 32 oars. It carried two mortars, but no other weapons.
Dimensions & tons: 70ft 0in, 60ft 5¼in x 17ft 6in x 6ft 6½in. $98^{42}/_{94}$ bm.
Men: … . Guns: nil. Mortars: 2 x 10in.

Project Woolwich Dyd (M/Shipwright Edward Sison).
Ord: 19.7.1805. K: 8.1805. L: 26.3.1806. C: 2.6.1806.
Commissioned: 7.1806 under Lieut. Thomas Pipwell. In 1807 under Lieut. Charles Bostock; paid off 9.1807. BU 12.1810.

The ship-rigged bomb vessels coming into service at the end of the war were a new design and the first purpose-built bomb vessels produced since the War of American Independence. They were also the last of their kind to be built for the RN, as the subsequent mortar vessels of the Russian War of 1852 were much smaller, simpler and less powerful. The stout framing of the bomb vessels, intended to resist the effect of the recoil of their mortars, suited them for polar exploration where strength to resist the crushing effect of the ice was a major requirement.

***VESUVIUS* Class**. Designed by Henry Peake, approved 21.5.1812. Shiprigged bomb vessels, with hulls designed in frigate/sloop style instead of pink-sterned type used for earlier purpose-built bombs.
Dimensions & tons: 102ft 0in, 83ft 10in x 27ft 0in x 12ft 6in. $325^{7}/_{94}$ bm.
Men: 67. Guns: UD 8 x 24pdr carronades and 2 x 6pdrs. Mortars: 2 (1 x 13in + 1 x 10in).

Vésuvius Robert Davy, Topsham.
As built: 102ft 4in, 84ft 2in x 27ft 0in x 13ft 0in. $326^{35}/_{94}$ bm. Draught 8ft 10in / 10ft 1in.



The *Fury* and *Hecla* as Arctic exploration vessels in 1823. The structural strength of bomb vessels made them obvious candidates for ships intended for ice navigation, but they needed further strengthening – the additional layer of bow timbering can be seen on the *Hecla*.

Ord: 30.3.1812. K: 7.1812. L: 1.5.1813. C: 22.5 – 27.9.1813 at Portsmouth.
Commissioned: 6.1813 under Cmdr. William Hart (-1814). Laid up at Deptford 6.1816 – 4.1819 (handed over 7.1818). Sold to Mr. Garratt (for £980) 22.7.1819.

Terror Robert Davy, Topsham
As built: 102ft 4½in, 84ft 2½in x 27ft $3^{3}/_{8}$in x 12ft 11½in. $333^{35}/_{94}$ bm. Draught 8ft 10in / 10ft 0in.
Ord: 30.3.1812. K: 9.1812. L: 29.6.1813. C: 31.7.1813 at Portsmouth.
First cost: £7,495 to builder, plus £7,416 fitting.
Commissioned: 7.10.1813 under Cmdr. John Sheridan; to North America 1814. In 6.1815 under Cmdr. Constantine Moorsom; paid off 8/9.1815 into Ordinary at Portsmouth. Large Repair at Portsmouth (for £12,487) 3.1821 – 11.1822. Fitted for sea at Portsmouth (for £4,626) 4.1824. Fitted for sea at Portsmouth (for £6,861) 12.1827 - 6.1828. Small Repair at Plymouth (for £7,839) 11.1828 – 6.1829; housed over fore and aft. Housing removed and used as tender to *Howe* 12.1835. Converted to Arctic discovery vessel at Chatham (for £6,940) 1 - 6.1836. Fitted for expedition to South Pole (for £6,765) at Chatham, and coppered 4 – 9.1839; recommissioned under Crozier. Refitted for expedition to North Pole 2 – 5.1845, fitted with auxiliary steam engine (ex railway locomotive) and hoisting screw propeller; sailed 19.5.1845 from Greenhithe. Abandoned in the Arctic ice 22.4.1848 during the final and fatal Franklin expedition to find the North West Passage (deleted from Navy List 16.6.1854).

Beelzebub William Taylor, Bideford.
As built: 102ft 8in, 84ft $2^{3}/_{8}$in x 27ft 3¾in x 12ft 11¾in. $334^{1}/_{94}$ bm. Draught 8ft 8in / 9ft 5in.
Ord: 30.3.1812 (contract 3.8.1812). K: 11.1812. L: 30.7.1813. C: 1813 at Plymouth for Ordinary.
Commissioned: 7.1816 under Cmdr. (Capt. 9.1816) William Kempthorne; at Bombardment of Algiers 27.8.1816. In Ordinary at Plymouth 1817. Was to have been repaired under AO 28.6.1820, but instead BU completed 23.9.1820.

Fury William Good, Bridport.
Ord: 30.3.1812 (contract 20.8.1812). K: 1812. Cancelled 3.2.1813.

Also reported was *Thunder*, to have been built by Josiah and Thomas Brindley, Frindsbury. However, there is no trace of an order being placed, and no such vessel was built. Seven further vessels to this design were to be ordered 18.5.1819, and another two subsequently in 1822-23, but only five of these were built, with four being cancelled 10.1.1831.

***FURY* Class**. Designed by Henry Peake, modified while building from *Vesuvius* Class. These three vessels were completed too late for service in the Napoleonic conflict, but all (plus *Beelzebub*, above) were commissioned for active service in the Algiers campaign in 1816. Another nine vessels to this design were ordered from 1819 onward (only five reached launch stage), but do not merit inclusion here.

Dimensions & tons: 105ft 0in, 86ft 1¼in x 28ft 6in x 13ft 10in. $372^{1}/_{94}$ bm.

Men: 67. Guns: UD 10 x 24pdr carronades and 2 x 6pdrs. Mortars: 2 (1 x 13in + 1 x 10in).

Fury Mrs. Mary Ross, Rochester.

As built: 105ft 8in, 86ft $6^{5}/_{8}$in x 28ft 7½in x 14ft 11in. 377 bm. Draught 8ft 6in / 11ft 2in.

Ord: 5.6.1813. K: 9.1813. L: 4.4.1814. C: 4.1814 (for Ordinary), then 7.1816 (foreign service) at Chatham.

Commissioned: 1816 under Cmdr. Constantine Moorsom; at Bombardment of Algiers 27.8.1816. In Ordinary at Deptford 1817; housed over fore and waist at Woolwich 4.1817 – 12.1818. Fitted at Deptford as Arctic Seas discovery vessel (re-registered as a sloop) 11.1820 – 4.1821; recommissioned 12.1820 under Cmdr. (Capt. 11.1821) William Parry (-1823); sailed to explore North West Passage 8.5.1821. Fitted at Deptford for same again 10.1823 – 5.1824; under Cmdr. Thomas Hoppner, sailed to explore North West Passage 8.5.1824. Bilged in Prince Regent Inlet 1.8.1825, and abandoned in Arctic 25.8.1825.

Hecla Barkworth & Hawkes, North Barton (Hull).

As built: 105ft 0in, 86ft 1¼in x 28ft 7½in x 13ft 10½in. $375^{26}/_{94}$ bm. Draught 8ft 0in / 10ft 0in.

Ord: 5.6.1813. K: 7.1813. L: 22.7.1815. C: 6.9.1815 – 14.7.1816 at Sheerness.

First cost: £9,028 to builder.

Commissioned: 1816 under Cmdr. William Popham, for the Mediterranean; at Bombardment of Algiers 27.8.1816. Fitted at Deptford as Arctic discovery vessel 1.1818 – 5.1819, re-registered as a sloop; recommissioned 1.1819 under Lieut. William Parry for North West Passage Exploration; sailed 5.1819; paid off 12.1820. Refitted at Deptford for Arctic discovery 11.1820 – 4.1821; recommissioned 1.1821 under Cmdr. George Lyon and sailed 8.5.1821; paid off 11.1823. Refitted again at Deptford for Arctic discovery 10.1823 – 5.1824; recommissioned 1.1824 under Parry (now Capt.), and sailed 8.5.1824; paid off 10.1825. Fitted for Ordinary at Woolwich 11 – 12.1825. Fitted at Deptford for voyage to Spitzbergen 8.1826 - 3.1827; recommissioned 11.1826 under Parry, and sailed 4.4.1827 (this time reaching 82¾ degrees N); paid off 11.1827. Fitted at Deptford to survey the coast of Africa 10.1827 – 3.1828; recommissioned 12.1827 under Cmdr. Thomas Boteler (fitted 1829); from 11.1829 under Cmdr. F. Harding. Sold to Sir E. Banks (for £1,990) 13.4.1831.

Infernal Barkworth & Hawkes, North Barton (Hull).

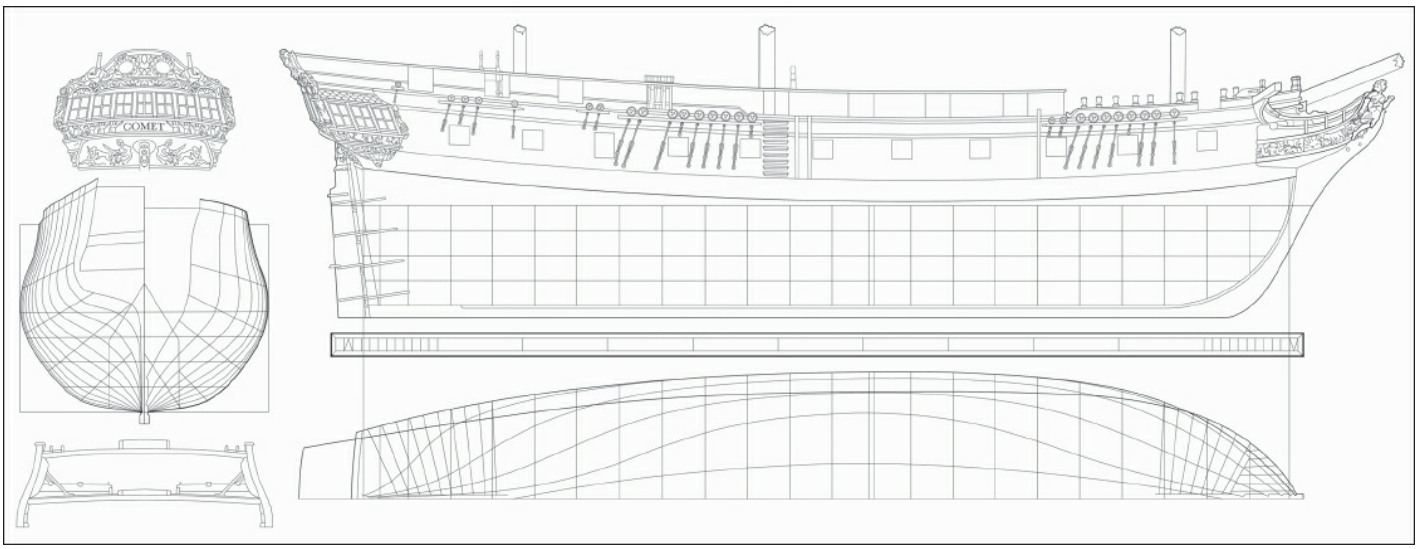
As built: 105ft 0in, 86ft 1in x 28ft 4in x 13ft 10in. 374 bm.

Ord: 5.6.1813. K: 7.1813. L: 26.7.1815. C: 7.1816 at Sheerness.

Commissioned: 1816 under Cmdr. George Perceval, for the Mediterranean; at Bombardment of Algiers 27.8.1816, losing 2 killed and 27 wounded. At Deptford in Ordinary 1817 – 1824. Fitted for sea at Deptford 3 – 6.1824; recommissioned 4.1824 under Cmdr. (Capt. 10.1824) Robert Heriot Barclay; paid off Autumn 1824. In 12.1827 under Cmdr. Edmund Gilbert, then 10.1828 Cmdr. Brunswick Popham, for the Mediterranean. Sold to Mr. Snook (for £1,910) 13.4.1831.

Fireships

TISIPHONE Class. Fireships (rated at 14 guns when used as sloops). Based on the French *Amazon* type of 1745 (and thus antecedants of the succeeding *Cormorant* Class sloops). Built for the American War of Independence, the continued existence of these former fireships throughout the Napoleonic Wars indicates how solidly built they were. Of the original nine ships built to this design, all were still on the List in 1793, but *Tisiphone*, *Spitfire* and *Pluto* had been re-rated and were in commission as 16-gun sloops, while the others remained in Ordinary (except *Alecto*, now in harbour service). Four were wartime losses (*Conflagration*, *Vulcan* and *Comet* were expended as fireships, and *Incendiary* captured by the French), and *Alecto* was sold in 1802; the four survivors were re-rated as sloops in 1808.



Comet, fireship, as designed 1780. The lines were based on a French privateer captured in 1745 and renamed *Amazon*, a design that influenced a number of British vessels of sloop size. Although similar in many ways to a sloop of war (and usually employed as such), the fireship differed in having a flush upper deck, with the bulwarks carried forward along the waist where it was even pierced for gunports.

Dimensions & tons: 108ft 9in, 90ft 7in x 29ft 7in x 9ft 0in. $421^{63}/_{94}$ bm.

Men: 55 as fireship (121 as sloop). Guns: 8 x 12pdrs as fireship; as sloop 14 x 18pdr carronades (originally had 12 long guns), plus 2 x 6pdrs and 4 swivels.

Tisiphone Henry Ladd, Dover.

As built: 108ft 9in, 90ft 6½in x 29ft 8½in x 9ft 0in. $425^{24}/_{94}$ bm.

Ord: 4.11.1779. K: 3.1780. L: 9.5.1781. C: 8.6 – 5.9.1781 at Sheerness (including coppering).

First cost: £9,195.3.9d including fitting & coppering.

Commissioned: 6.1781; paid off 3.1783 after wartime service. Small Repair at Woolwich (for £3,342) 11.1784 – 3.1785, then laid up there. Fitted at Woolwich 5 – 7.1790; recommissioned 5.1790 under Cmdr. Charles Tyler, then 9.1790 Cmdr. Henry Curzon, and from 11.1790 Cmdr. Anthony Hunt (-1793). Fitted at Woolwich again (combined 1790 & 1791 fittings for £3,529); recommissioned 3.1791 but paid off 9.1791 and recommissioned same month as sloop. In 1793 under Cmdr. Thomas Byam Martin; took 12-gun privateer *L'Outarde* 5.3.1793; sailed for the Mediterranean 22.5.1793. In 3.1794 under Cmdr. Charles Elphinstone, then ?10.1794 Joseph Turner; paid off 11.1795. Middling Repair and fitted at Deptford (for £9,099) 4 – 10.1796; recommissioned 9.1796 under Cmdr. James Wallis, for the North Sea. In 5.1797 under Cmdr. Robert Honeyman; took (with *Rambler*) 14-gun privateer *Le Prospect* near Dogger Bank 22.7.1797; took 14-gun privateer *Le Cerf Volant* off Heligoland 6.9.1797. In 12.1798 under Cmdr. Charles Grant; sailed for Jamaica 20.11.1799. In 9.1800 under Cmdr. John Davie, at Jamaica, then 3.1802 Cmdr. John Hayes, 5.1802 Cmdr. Ulick Jennings, and 7.1802 Cmdr. John Thompson. Fitted as floating battery (16 guns) at Sheerness 11.1802 - 7.1803; recommissioned 6.1803 under Cmdr. William Foote (-1809), for Lymington. In 9.1809 under Cmdr. William Love (-1812); took privateer *Le Hazard* off the Needles 22.6.1811. In 5.1813 under Cmdr. Edward Hodder; to Ordinary in 1815. Sold at Deptford (for £1,000) 11.1.1816 to BU.

Alecto Thomas King, Dover.

As built: 108ft 9in, 90ft 6¾in x 29ft 7½in x 9ft 0in. $422^{72}/_{94}$ bm. Draught 7ft 6in / 10ft 6in.

Ord: 1780. K: 3.1780. L: 26.5.1781. C: 13.6 – 16.9.1781 at Deptford (including coppering).

First cost: £9,700.15.1d including fitting & coppering.

Commissioned: 6.1781; laid up 5.1783 at Portsmouth and paid off 6.1783 after wartime service. Fitted at Portsmouth (for £5,632) 4.1798 and recommissioned 5.1798 under Cmdr.

John Allen. In 1.1799 under Capt. Thomas Capel, as guardship at Lymington; then 2.1799 under Cmdr. Henry Garrett, 6.1799 Cmdr. ?Elliott, 7.1799 Cmdr. Lenox Thompson, 10.1799 Cmdr. Christopher Bassett Jones, 5.1800 Cmdr. Peter Bover, 9.1800 Cmdr. Robert O'Brien and 9.1801 Cmdr. Robert Cathcart. Sold 1802.

Spitfire Stephen Teague, Ipswich.

As built: 108ft 10in, 90ft 8in x 29ft 7in x 9ft 0in. $422^{6}/_{94}$ bm.

Ord: 28.11.1780. K: 12.1780. L: 19.3.1782. C: 21.4 – 18.7.1782 at Sheerness (including coppering).

First cost: £….77.16.1d to build, plus £3,391.17.0d fitting & coppering.

Commissioned: 3.1782 but paid off in same year. Fitted for Ordinary at Sheerness 7 – 8.1783. Fitted at Sheerness (for £519) 5 – 6.1790; recommissioned 5.1790 under Cmdr. Robert Watson, then paid off. Fitted at Sheerness (for £1,749) 4 – 5.1791; recommissioned 3.1791 under Cmdr. Thomas Fremantle; paid off 9.1791. Recommissioned 9.1791 as sloop under Cmdr. John Woodley, for Irish Sea and Channel. In 2.1793 under Cmdr. Philip Durham; took privateer cutter *L'Afrique* 2.1793; took privateer *Le St Jean* and destroyed *La Marguerite* 3.1793. In 6.1793 under Cmdr. James Cook (drowned 1.1794) then Cmdr. John Clements, in Macbride's squadron, then ?10.1794 under Cmdr. Amherst Morris. In 1796 under Cmdr. Michael Seymour (-1800); took storeship *L'Allègre* off Ushant 12.1.1797, 6-gun privateer *Les Bons Amis* off Eddystone 2.4.1797, 14-gun privateer *L'Aimable Manet* in the Channel 1.5.1797, 6-gun privateer *La Trompeuse* 5.1797, 3-gun privateer *L'Incroyable* off the Lizard 15.9.1797, 14-gun transport *Le Wilding* in the Bay of Biscay 28.12.1798, 14-gun privateer *La Résolue* off Scilly 31.3.1799, 14-gun privateer *L'Heureuse Societé* in the Channel 17.4.1800 and 14-gun *L'Heureux Coureur* in the Channel 19.6.1800. Refitted at Plymouth (for £2,449) 1 – 2.1798. In 7.1800 under Cmdr. Robert Keen (-1804); on Irish station 1802-04; recommissioned 4.1803. Middling to Large Repair and fitted at Sheerness 4.1805 – 4.1806; recommissioned 2.1806 under Capt. William Green; took 4-gun privateer *Les Deux Frères* in Channel 29.12.1806. Recommissioned 2.1807 as a fireship under Cmdr. Henry Butt, for the Downs station. In 1808 under Cmdr. John Ellis (-1814), for Leith; sailed with convoy for Quebec 23.5.1810; at Portsmouth 1811-12, and on Greenland station 1813. In 1814 under Cmdr. James Dalton, off West Africa. Laid up at Portsmouth 5.1815; sold there to Mr. Ranwell (for £1,205) 30.7.1825 to BU.

Pluto Joshua Stewart, Sandgate.

As built: 108ft 10½in, 90ft 7in x 29ft 9in x 9ft 0in. $426^{42}/_{94}$ bm. Draught 8ft 3in / 11ft 0in.

Ord: 4.12.1780. K: 1.1781. L: 1.2.1782. C: 24.2 – 31.5.1782 at Deptford (including coppering).

First cost: £9,365.1.7d including fitting & coppering.

Recoppered at Chatham 11.1787 – 1.1788. Recoppered & fitted at Chatham (for £1,398) 7 – 9.1790. Fitted at Portsmouth (for £938) 4.1791.

Commissioned: 3.1791 under Cmdr. Robert Faulknor; paid off 9.1791. Fitted at Portsmouth (for £3,651) 11.1792 – 2.1793. Fitted as a sloop (but not registered as such) by AO 12.1.1793; recommissioned 12.1792 under Cmdr. James N. Morris; sailed for Newfoundland 16.5.1793; took 12-gun *Le Lutine* off Newfoundland 25.7.1793. In ?10.1793 under Cmdr. Richard Raggett (-1795), then 1796-98 Cmdr. Ambrose Crofton, still on Newfoundland station. In ?3.1798 under Cmdr. Henry Edgell; sailed for Newfoundland 30.7.1798; on Newfoundland station in 1801, surveying. In 4.1802 under Cmdr. Robert Forbes. Fitted at Deptford 7 - 9.1803; recommissioned 8.1803 under Cmdr. Edward Kittoe, for the Channel. In 5.1804 under Cmdr. Richard Janverin (-1809), on the Downs station. Laid up at Portsmouth 2.1809, in Ordinary. Sold to Mr. Warwick there (for £950) 19.7.1817 to BU.

Incendiary Thomas King, Dover.

As built: 108ft 9in, 90ft 7in x 29ft 7in x 9ft 0in. $421^{64}/_{94}$ bm.

Ord: 4.12.1780. K: 5.1781. L: 12.8.1782. C: 2.9 – 18.11.1782 at Deptford (including coppering).

First cost: £9,570.14.5d including fitting & coppering.

Commissioned: 8.1782 but paid off same year; recommissioned 9.1790 under Cmdr. William Nowell, then paid off. Fitted at Sheerness (for £3,012) 1 – 4.1793; recommissioned 2.1793 under Cmdr. William Hope, for Howe's fleet. In 2.1794 under Cmdr. John Cooke; at Glorious First of June off Ushant 1.6.1794; in 6.1794 under Cmdr. Richard Bagot, then ?4.1795 under Cmdr. John Draper; in action at Île Groix 23.6.1795. In 7.1795 under Cmdr. Thomas Rogers, then 8.1795 Cmdr. Henry Digby and 12.1796 Cmdr. George Barker (-1799); destroyed (with *Majestic* and *Daedalus*) storeship *Suffren* off Ushant 8.1.1797; refitted at Portsmouth (for £2,294) 7 – 9.1797. In 12.1799 under Cmdr. Richard Dunn; took (with *Phoenix*) 10-gun privateer *L'Eole* off Cape Spartel 11.2.1800; took 8-gun privateer *L'Egyptienne* in the Mediterranean 12.5.1800; taken by 80-gun *L'Indivisible* of Gantheaume's squadron in Gulf of Cadiz 29.1.1801 and scuttled.

Comet Moses Game, Wivenhoe.

As built: 108ft 10in, 90ft 8in x 29ft 8in x 9ft 0in. $424^{40}/_{94}$ bm.

Ord: 1781. K: 5.1781. L: 11.11.1783. Arrived Chatham 28.11.1783 at Chatham and laid up.

Fitted at Sheerness (for £3,243) 6 – 8.1793.

Commissioned: 7.1793 under William Bradley; joined Howe's fleet; at Glorious First of June off Ushant 1.6.1794. In 7.1794 under Cmdr. Joseph Larcomb, then Cmdr. James Young, Cmdr. Edward Codrington, and ?4.1795 Cmdr. Robert Redmill; sailed for the Mediterranean 25.5.1795; at Hotham's Action off Hyères 13.7.1795. In 2.1796 under Cmdr. Edward Hamilton, in the Mediterranean; at meeting at the Nore 5 – 6.1797; briefly under Cmdr. Henry Duncan, then paid off 7.1797. Fitted at Woolwich (for £4,317) 7.1798 – 8.1799; recommissioned 1799 under Cmdr. Thomas Leef; expended in Dunkirk roads 7.7.1800.

Megaera Stephen Teague, Ipswich.

As built: 108ft 11½in, 90ft 10½in x 29ft 8in x 9ft 0in. $425^{40}/_{94}$ bm.

Ord: 16.2.1782. K: 5.1782. L: 5.1783. C: 7.6.1783 – 10.1784 at Chatham, then laid up there (for £1,709).

Fitted at Woolwich (for £5,202) 27.6 – 10.9.1793.

Commissioned: 7.1793 under Cmdr. Charles Mansfield. In ?10.1794 under Cmdr. Henry Blackwood; at Bridport's Action off Île Groix 23.6.1795. In 9.1795 under Cmdr. Samuel Ballard, then in 1796 Cmdr. Archibald Dickson, in 12.1796 Cmdr. John Miller, in 9.1797 Cmdr. George Shirley, in 4.1798 Cmdr. George White, in 11.1799 Cmdr. Humphrey West, in 1800 Cmdr. Peter Bover, in 9.1800 Cmdr. Henry Hill, in 1.1801 Cmdr. Tristram Rickets and in 3.1801 Cmdr. John Newhouse; paid off 1802. Fitted at Portsmouth 10 – 12.1803; recommissioned 10.1803 under Cmdr. Archibald Duff, for the North Sea; laid up at Plymouth 7.1805. Sold to James Dashin there (for £910) 3.4.1817.

Conflagration Junot & Pelham, Shoreham.

As built: 108ft 6in, 90ft $9^{3}/_{8}$in x 29ft $8^{3}/_{8}$in x 9ft 0in. $425^{83}/_{94}$ bm Ord: 20.2.1782. K: 4.1782. L: 28.10.1783. C: 7.11 – 30.11.1783 (for Ordinary) at Portsmouth, then laid up.

First cost: £., .17.5.2d to build, plus fitting £1,357.9.6d.

Partially fitted as hospital ship at Portsmouth (for £1,108). Fitted at Portsmouth 1 – 5.1793.

Commissioned: 1.1793 under Lieut. (Cmdr. 5.1793) John Loring; sailed for the Mediterranean 22.5.1793; burnt 'by order of Lord Hood' to avoid capture while under repair at Toulon 18.12.1793.

Vulcan Edwards, Shoreham.

As built: 108ft 11in, 90ft 8¼in x 29ft 8¼in x 9ft 0in. $425^{13}/_{94}$ bm.

Ord: 6.3.1782. K: 4.1782. L: 12.9.1783. C: 10.10 – 28.10.1783 (for Ordinary) at Portsmouth, then laid up.

First cost: £….6.0.5d to build, plus fitting £1,571.18.7d.

Partly fitted at Portsmouth 6.1787. Fitted at Portsmouth (for £1,710) 7.1790 – 28.9.1790. Fitted at Portsmouth (for £903) 4 – 5.1791.

Commissioned: 3.1791 under Cmdr. Solomon Ferris; paid off 9.1791. Recommissioned 1.1793 under Lieut. (Cmdr. 4.1793) John Mathews; sailed for the Mediterranean 22.5.1793. In 9.1793 under Cmdr. Charles Hare; expended at Toulon 18.12.1793.

PURCHASED FIRE VESSELS (1794-1797)

On 6.3.1794, the Navy Board ordered the purchase of twelve small vessels, to be fitted and expended as fireships. These were much smaller than the existing fireships. Each was manned by a complement of 9 men (by AO 20.5.1794, under a Sailing Master, not a commissioned officer), and no guns were established. In addition, a further vessel was purchased at Bombay and another converted from a captured privateer in 1797. None of these vessels was expended in the fireship role, but were employed as small gunboats (armament unspecified), mainly serving with Sidney Smith's squadron off the north coast of France.

Amity (mercantile ?*Amity*).

Dimensions & tons: 67ft 6in, 54ft 5¾in x 19ft 2in x 9ft 0in. 106 bm.

Commissioned: 6.1794 under Mr. William Syme; in Sidney Smith's squadron 1795; paid off 11.1795. Sold *c.*1803.

Catherine (mercantile ?*Catherine*).

Dimensions & tons: 58ft 6in, 43ft 1½in x 20ft 4in x 10ft 5in. $94^{79}/_{94}$ bm.

Fitted 4.1794 – 12.6.1794 at Deptford.

Commissioned: 5.1794 under Mr. J. Beavan; paid off 1796. Recommissioned 8.1798 under Mr. T. Mayers; paid off 1.1799. Sold 12.1801 at Woolwich.

Experiment (mercantile ?*Experiment*).
Dimensions & tons: 62ft 9in, 50ft $7^{1}/_{8}$in x 17ft 9in x 9ft 7in. $84^{79}/_{94}$ bm.
Fitted 4.1794 – 9.9.1796 at Woolwich.
Commissioned: 6.1794 under Mr. James Stewart (-1795). Recommissioned 8.1798 under Mr. L. Huggins; paid off 1.1799. Sold at Woolwich (for £215) 16.12.1801.

Firebrand (mercantile …).
Dimensions & tons: 60ft 1in, 46ft 5¼in x 19ft 0in x 12ft 7½in. $89^{16}/_{94}$ bm.
Fitted 5.1794 – 13.6.1794 at Deptford.
Commissioned: 5.1794 under Mr. Benjamin Morgan. In 9.1794 under Mr. G. Grenault, for Sidney Smith's squadron; paid off 11.1795. Fitted as a slop ship for Portsmouth (by NBW 7.11.1795). BU at Portsmouth 6.1800.

Friendship (mercantile ?*Friendship*).
Dimensions & tons: 50ft 9in, 36ft 9in x 16ft 11in x 9ft 5½in. $55^{88}/_{94}$ bm.
Fitted 4.1794 – 13.6.1794 at Deptford.
Commissioned: 5.1794 under Mr. Bromwick (-1795); paid off 1.1796. Recommissioned 11.1796 under Mr. A. Chapman; from 8.1798 under Mr. James Welch; paid off 1.1799. BU at Woolwich 9/11.1801.

Heart of Oak (mercantile ?*Heart of Oak*).
Dimensions & tons: 51ft 0in, 37ft 5¾in x 16ft 5in x 9ft 2in. $53^{63}/_{94}$ bm.
Fitted 4.1794 – 16.6.1794 at Woolwich.
Commissioned: 4.1795 under Mr. Matthew Smith, for Sidney Smith's squadron. Sold at Portsmouth (for £165) to Mr. Fitchell 12.1796.

Industry (mercantile *Industry*).
Dimensions & tons: 59ft 6in, 45ft 2½in x 17ft 0in x 8ft 5in. 70 bm.
Fitted 4.1794 – 17.6.1794 at Woolwich.
Commissioned: 4.1794 under Mr. J. Milne (-1795); in Sidney Smith's squadron. BU (by NBW 4.6.1795) at Sheerness 8.1795.

Lively (mercantile *Lively*).
Dimensions & tons: 59ft 5¾in, 48ft 1½in x 17ft 0in x 8ft 9in. 74 bm.
Fitted 4.1794 – 17.7.1794 at Woolwich.
Commissioned: 6.1794 under Mr. W. Ross or Rosser (-1796); in Sidney Smith's squadron, later Strachan's squadron. In 1797-98 under Mr. B. Nicholson, in the Channel Islands; paid off 12.1798. Sold at Jersey to Capt. Ferguson (for £86.14.9d) 12.1798.

Olive Branch (mercantile *Olive Branch*).
Dimensions & tons: 62ft 5½in, 48ft 5in x 20ft 0in x 9ft 0in. 103 bm.
Fitted 4.1794 – 3.7.1794 at Woolwich.
Commissioned: 6.1794 under Mr. Patrick Campbell (-1796). Recommissioned 8.1798 under Mr. Adam Grieve; paid off 1.1799. Sold at Woolwich 2.1802.

Satisfaction (mercantile *Satisfaction*).
Dimensions & tons: 64ft 3in, 49ft 0in x 18ft 0in x 10ft 4in. $84^{42}/_{94}$ bm.
Fitted 5.1794 – 12.6.1794 at Deptford.
Commissioned: 4.1794 under Mr. Lewis Moore; in Sidney Smith's squadron; paid off 11.1795. Sold at Portsmouth 5.1802.

Nancy (mercantile *Nancy*).
Dimensions & tons: 55ft 6½in, 43ft 0½in x 17ft 9in x 10ft 1½in. $72^{12}/_{94}$ bm.
Fitted 5.1794 – 9.8.1794 at Woolwich.
Commissioned: 6.1794 under Mr. Jeremy ?Brown (-1795); in Sidney Smith's squadron Recommissioned 3.1800 under Mr. W.F. Owen, for the Downs; sold at Deptford 12.1801.

Akers (mercantile ?*Akers*).
Dimensions & tons: 57ft 6in, 43ft 11in x 19ft 0½in x 9ft 9½in. $84^{66}/_{94}$ bm.
Registered 20.5.1794 and purchased 20.7.1794. Fitted 2.9 – 5.9.1796 at Woolwich (?after commission).
Commissioned: 6.1794 under Mr. G. Packer (-1796). Recommissioned 8.1801 under Mr. Robert Jarret; paid off 10.1801. Sold (for £175) 16.12.1801.

Goonang Api or ***Goonong Assi*** (mercantile vessel of same name).
Dimensions & tons: not recorded.
Purchased 5.6.1797 at Bombay for use as fireship.
Commissioned: under Lieut. ? Stuart (-3.1799). Sold 1802.

Victoire (French privateer schooner *La Victoire*, built 1793 and armed 1797), 2 guns.
Dimensions & tons: 62ft 10in, 50ft 8in x 16ft 5in x 7ft 6in. $72^{60}/_{94}$ bm.
Men: 20. Guns: 2 x 4pdrs.
Taken 28.12.1797 by *Termagant* off Spurn Point. Fitted as temporary fire vessel at Sheerness 3 – 6.1798.
Commissioned: 1801 under Lieut. James Tillard, for the North Sea. Sold at Sheerness (for £210) 16.12.1801.

PURCHASED FIRE VESSELS (1804)

Twenty-two small vessels were purchased in 1804 for use as fire vessels, although only the last four (all purchased fishing smacks, originally hired in 4.1804 for use as tenders on the Downs station) were expended in this role. Some of the others seem to have carried 18 men and 4 x 12pdr carronades in a gunboat/gunbrig role.

Eruption (mercantile *Unity*, built 1770 at Yarmouth).
Dimensions & tons: 65ft 4in, *c.*50ft 9in x 16ft 6¾in x 8ft 6¾in. 74 bm.
Purchased 5.1804. Fitted at Woolwich 23.11.1804 – 25.3.1805. Sold to Thomas Freake (for £40) 17.6.1807.

Incendiary (mercantile *Diligence* – 'prize purchased by Capt. Dickson').
Dimensions & tons: 53ft 6in, *c.*38ft 9in x 17ft 4in x … . 62 bm.
Purchased 5.1804. Arrived Portsmouth 11.5.1804 and seems to have stayed in Ordinary until sold 4.1812.

Phosphorus (Dutch mercantile *Haasje*, taken 2.8.1803).
Dimensions & tons: …, 55ft $7^{3}/_{8}$in x 19ft 9in x 12ft 6in. $115^{36}/_{94}$ bm.
Purchased 6.1804. Fitted at Woolwich 17.6 – 11.9.1804. Fitted there 'for permanent service' 2 – 3.1805.
Commissioned: 10.1804 under Lieut. John Heslop, then 1.1805 under Lieut. William Tremlett, then 8.1805 Lieut. William Hughes, and finally 8.1805 Lieut. Robert Lancaster (-1808). Sold at Sheerness 24.3.1810.

Sophia (mercantile *Sophia*).
Dimensions & tons: dimensions not known. 56 bm.
Purchased 6.1804. Arrived Woolwich 22.10.1804 and laid up until sold to T. Graham (for £40) 17.6.1807.

Ignition (mercantile *Jeany*, built 1803 at Quebec).
Dimensions & tons: 69ft 3in, *c.*55ft 0in x 21ft 1in x 11ft 7in. 130 bm.
Purchased 1804. Fitted at Woolwich 8.7 – 11.9.1804. Fitted there 'for permanent service' 2 – 3.1805.
Commissioned: ?1804 under Lieut. (Cmdr. 1.1805) James Grant, for North Sea and Downs. In 1806 under Lieut. Charles Claridge and Lieut. ?J. White (order unclear), and 1807 Lieut. Philip Griffen; wrecked near Dieppe in storm of 18.2.1807, 4 survivors including Griffen.

Beacon (mercantile *Duff*, built in France).
Dimensions & tons: …, 56ft 0½in x 22ft 4in x 8ft 10in. 149 bm.
Purchased 1804. Arrived Deptford 30.7.1804 and laid up until sold 3.11.1808.

Firebrand (i) (mercantile *Waller* or *Walter*, prize built in France).
Dimensions & tons: 80ft 2in, *c.*65ft 0in x 20ft 1½in x … . 140 bm.

Taken in Indian waters. Under Lieut. Alexander Davidson for voyage from Calcutta. Arrived Portsmouth 4.1804 and purchased 8.1804. Fitted at Woolwich 20.8 – 11.9.1804, then again 17.10 – 15.12.1804.

Commissioned: ?9.1804 under Lieut. William MacLean; wrecked off Dover 13.10.1804.

Flambeau (mercantile *Good Intent*, built 1776 at Folkestone).

Dimensions & tons: 50ft 3½in, *c.*36ft 10½in x 16ft 1½in x … . 51 bm.

Purchased 10.1804. Fitted at Woolwich 21.10 – 15.12.1804. Sold to J. Bailey (for £25) 17.6.1807.

Flash (mercantile *James*, built 1774 at Whitby).

Dimensions & tons: 53ft 5in, *c.*40ft 10in x 15ft 7½in x … . 53 bm.

Purchased 10.1804. Fitted at Woolwich 12.11.1804 – 22.3.1805. Sold to Wm. Bliss (for £15) 17.6.1807.

Fuze (mercantile *William Adventure*, built 1763 at Lowestoft).

Dimensions & tons: …, *c.*41ft 0in x 15ft 10½in x … . 55 bm.

Purchased 10.1804. Fitted at Woolwich 13.11.1804 – 18.3.1805. Sold to Thomas Freake (for £55) 17.6.1807.

Rocket (mercantile *Busy*).

Dimensions & tons: 52ft 4½in, *c.*40ft 1½in x 17ft 0½in x … . 62 bm.

Purchased 10.1804. Fitted at Woolwich 26.10 – 15.12.1804. Sold to G. Bailey (for £40) 17.6.1807.

Salamander (mercantile *United*, built 1777 at Yarmouth).

Dimensions & tons: 59ft 5in, *c.*45ft 3in x 18ft 0in x 8ft 6in. 78 bm.

Purchased 10.1804. Fitted at Woolwich 27.11.1804 – 19.3.1805.

Commissioned: ?1807 under Mr. J. Harvey, for the Downs. Sold to J. Crystall (for £50) 17.6.1807.

Squib (mercantile *Diligent*).

Dimensions & tons: dimensions not recorded.

Purchased 10.1804. Fitted at Woolwich 26.10 – 15.12.1804.

Driven ashore and bilged off Deal 11.10.1805.

Torch (mercantile *Fortune*).

Dimensions & tons: 62ft 6in, *c.*46ft 2in x 19ft 3in x … . 91 bm.

Purchased 10.1804. Fitted at Woolwich 19.10.1804 – 22.3.1806. Sold 17.6.1807 and BU at Plymouth 6.1811.

Firedrake (mercantile *Ann*).

Dimensions & tons: dimensions not recorded. ?101bm.

Purchased 11.1804. Fitted at Woolwich 3.12.1804 – 18.3.1805. Sold to Thomas Freake (for £35) 17.6.1807.

Wildfire (mercantile *John*, built 1766 at Yarmouth).

Dimensions & tons: 61ft 0in, *c.*45ft 4in x 16ft 3½in x 8ft 0in. 64bm.

Purchased 11.1804. Fitted at Woolwich 4.12.1804 – 24.3.1805. Sold to Thomas Freake (for £35) 17.6.1807.

Firebrand (ii) (mercantile *Lord Lenox*)

Dimensions & tons: 55ft 0in, *c.*40ft 6in x 18ft 5in x … . 73 bm.

Purchased 1804. Sold 17.6.1807.

Rifleman (mercantile *Telegraph*, built 1804? by John Perry, Wells & Green, Blackwall).

Dimensions & tons: 80ft 2in, *c.*61ft 6¾in x 22ft 3in x … . $162^{10}/_{94}$ bm.

Purchased 6.1804. Fitted at Deptford 21.6 – 31.8.1804.

Commissioned: 7.1804 under Lieut. Peter Rigby. In 1806 under Lieut. William Napier, for the Downs. Sold at Sheerness 27.7.1809.

Devonshire

Dimensions & tons: dimensions not recorded. 35 bm.

Hired 10.4.1804. Expended at Boulogne 2/3.10.1804.

Peggy

Dimensions & tons: dimensions not recorded. 27 bm.

Hired 10.4.1804. Expended at Boulogne 2/3.10.1804.

Providence

Dimensions & tons: dimensions not recorded. $51^{56}/_{94}$ bm.

Hired 20.4.1804. Expended at Boulogne 2/3.10.1804.

Amity

Dimensions & tons: dimensions not recorded. 56 bm.

Hired 20.4.1804. Expended at Boulogne 2/3.10.1804.

THAIS Class. 18 guns. John Henslow design of 1805, virtually identical with that of *Tisiphone* Class. These ships were ordered and classified as fireships but actually employed as sloops, and re-rated as such in 3.1808. They were almost identical with the *Cormorant* Class, but completed with spar deck. The majority were re-classed as 20-gun Sixth Rates in early 1811 or 1812, and all survivors were re-classed as 24-gun Sixth Rates in 2.1817.

Dimensions & tons: 108ft 9in, 90ft 7in x 29ft 7in x 9ft 0in. $421^{63}/_{94}$ bm.

Men: 121. Guns: UD 16 x 24pdr carronades; QD 6 x 18pdr carronades; Fc 2 x 9pdrs + 2 x 18pdr carronades. By 1815 survivors typically had UD 14 x 18pdr carronades, Fc 2 x 9pdrs.

Thais Benjamin Tanner, Dartmouth.

As built: 108ft 9in, 90ft $9^{5}/_{8}$in x 29ft 10½in x 9ft 0in. $431^{7}/_{94}$ bm. Draught 8ft 1in / 10ft 9in.

Ord: 1.10.1805. K: 10.1805. L: 19.8.1806. C: 16.9.1806 – 7.9.1807 at Plymouth.

Commissioned: 6.1807 as fireship under Cmdr. Isaac Ferrieres (-1810); sailed for the West Indies 9.9.1807; fitted as a sloop at Plymouth 2 – 4.1808; in North Sea 1809; sailed with Mediterranean convoy 23.5.1810. In 11.1810 under Cmdr. Edward Scobell; sailed for Africa 2.5.1812; re-classed as Sixth Rate 1811 (Scobell Capt. 4.1811); took US 12-gun privateer *Rambler* on the African coast 31.3.1813. In 1.1814 under Capt. Henry Weir; cut down (spar deck removed) to 16-gun at Plymouth 10 – 12.1814; to East Indies 1815. In Ordinary at Plymouth 1817. Sold to Mr. Price (for £1,400) 13.8.1818.

Tartarus Robert Davy, Topsham.

As built: 108ft 9in, 90ft 7in x 29ft 8in x 9ft 0in. 424 bm. Draught 8ft 0in / 11ft 0in.

Ord: 1.10.1805. K: 11.1805. L: Oct.1806. C: 10.11.1806 – 20.7.1807 at Plymouth.

Commissioned: 12.1806 as fireship under Cmdr. Thomas F.C. Mainwaring (-1810); fitted as a sloop at Sheerness 1 – 3.1808; in the Baltic 1808-10. In 12.1810 under Cmdr. John Pasco; reclassed as Sixth Rate 1811 (Pasco Capt. 4.1811); sailed for North America 30.4.1811. In 5.1815 under Capt. Thomas Toker, as flagship at Cork. Sold at Sheerness (for £1,600) 15.2.1816.

Prometheus Ralph Thompson, Chapel (Southampton), completed by Hoar & Hawkins.

As built: 109ft 6in, 91ft $4^{7}/_{8}$in x 29ft 9½in x 9ft 0in. $431^{49}/_{94}$ bm. Draught 8ft 3in / 10ft 3in.

Ord: 1.10.1805. K: 12.1805. L: 27.3.1807. C: 30.3 – 22.7.1807 at Portsmouth.

Commissioned: 3.1807 as fireship under Cmdr. Hyde Parker, for the Downs. Fitted as a sloop at Sheerness 12.1807 – 2.1808. In ?12.1807 under Cmdr. Thomas Forrest, for the Baltic; her boats (with those of *Implacable*, *Bellerophon* and *Melpomene*) attacked Russian convoy in Bäro Sound 7.7.1809 (6 gunboats and 12 other vessels taken: one gunboat sunk); her boats (with those of *Princess Caroline*, *Minotaur* and *Cerberus*) took 3 gunboats and a brig at Frederickshamm 25.7.1809. In 7.1809 under Cmdr. Hercules Robinson (-1814); destroyed 6-gun privateer *La Messilina* near Pillau 2.8.1810; sailed for Jamaica 11.5.1811; to Newfoundland 1814; took 2-gun privateer schooner *Lizard* 8.5.1814. Cut down (spar deck removed) to 16-gun at Portsmouth 12.1814 – 3.1815; in 11.1814 under Cmdr. William Dashwood, for the Mediterranean; at Bombardment of Algiers 27.8.1816. In 11.1816 under Cmdr. Constantine Moorsom. Fitted as a lazarette at Portsmouth 4 - 5.1819, to lie at the Motherbank; by 1829 a receiving ship. Renamed *Veteran* by AO of 2.5.1839. BU at Portsmouth 8.1852.

Lightning Obadiah Ayles, Topsham.

As built: 108ft 9in, 90ft 7in x 29ft 7in x 9ft 0in. 422 bm.

Ord: 1.10.1805. K: 1.1806. L: 14.10.1806. C: 3.1 – 20.7.1807 at Plymouth.

Commissioned: 3.1807 under Cmdr. Bentinck Doyle (-1813), for the North Sea; fitted as a sloop at Sheerness 1 – 2.1808; sailed for Brazil 7.5.1808; took Dutch armed transport *Hoop* 8.10.1808; took 14-gun privateer *Le Général d'Orsenne* in the North Sea 21.11.1810; reclassed as a Sixth Rate 1811 (Doyle Capt. 4.1811); sailed for the Leeward Islands 2.2.1812. In 8.1814 under Capt. George Rennie, for North America. Sold at Deptford (for £1,100) 28.8.1816.

Erebus Thomas Owen, Topsham.

As built: 108ft 9in, 90ft 6in x 29ft 8in x 9ft 0in. 424 bm.

Ord: 1.10.1805. K: 1.1806. L. 20.8.1807. C: 16.10 – 11.11.1807 at Plymouth.

Commissioned: 1.1808 as a sloop under Cmdr. William Autridge, for the Baltic; sailed 4.1808. In 1809 under Cmdr. ?Henry Withy, then 8.1812 Cmdr. Henry Lyford, but Autridge back (but Capt.) in same month. In 1813 under Cmdr. John Forbes, for the North Sea. Fitted as Congreve rocket ship 1814; under Cmdr. David Bartholomew 8.1814 for Potomac operation (and immortalised for 'the rockets' red glare' in the Star-Spangled Banner). In 6.1815 under Cmdr. Francis le Hunte; laid up at Deptford 1816. Sold 22.7.1819 (for £1,510) to Mr. Manlove to BU.

Comet William Taylor, Bideford.

As built: 109ft 0in, 90ft 11¾in, 29ft 5½in x 9ft 0in. 427 bm. Draught 8ft 2in / 11ft 6in.

Ord: 1.10.1805. K: 2.1806. L: 25.4.1807. C: 27.5 1807 – 21.4.1808.

Commissioned: 1.1808 as a sloop under Cmdr. Cuthbert Daly, for the Channel; landing party (also from *Cossack*) destroyed forts at Santander 22.6.1808; took 16-gun *La Sylphe* in the Bay of Biscay 11.8.1808. In ?8.1808 under Cmdr. Richard Muddle (-1811); sailed for Newfoundland 17.4.1809; to Newfoundland again 1810-11. In 1811 under Cmdr. William Shepheard, then 10.2.1812 reclassed as a Sixth Rate under Capt. George Blamey; sailed for Newfoundland 25.5.1812 and again 23.4.1813; paid off 12.1814 into Ordinary at Sheerness. Sold there 12.10.1815 (for £1,400) for mercantile use, renamed *Alexander*.

PURCHASED FIRE VESSELS (1809). Over twenty vessels were purchased in 4.1809 for use in the attack on French vessels in the Basque roads on 11.4.1809. Together with the larger *Mediator* (storeship, ex 44-gun Fifth Rate – see Chapter 5), which led the attack to breach the boom, these comprised (alphabetically) the *Adventure* (144 bm brig), *Agenoria* (223 bm brig), *Alicia* (222 bm ship), *Apollo* (372 bm ship), *Ceres* (288 bm bark), *George* (275 bm snow), *Harmony* (242 bm brig), *Hercules* (270 bm ship), *Mary* (100 bm brig), *Merchant* (265 bm brig), *Ocean* (213 bm ship), *Pomona* (?), *Sally* (i) (222 bm snow), *Sally* (ii) (138 bm snow), *Sisters* (316 bm ship), *Sophia* (308 bm ship), *Thomas* (250 bm brig), *Tiber* (254 bm snow), *Triptolemus* (224 bm snow), *William* (238 bm brig) and *Zephyr* (308 bm snow). Nominally hired, all were expended in the assault. Three further vessels were fitted for use as fireships in a follow-up attack two days later, but were not used, although the *Aeneas* (276 bm brig) was wrecked in the operation. The operation also involved three vessels specially fitted out as 'rocket vessels' equipped with Congreve rockets – the schooner *Whiting* and the hired cutters *Nimrod* and *King George*.



Fireships were in effect dual-purpose warships, spending most of their active careers as cruising sloops. As such they were involved in all the usual kinds of action open to sloops. An example is the *Prometheus* which was very active in the Baltic, including the July attack on Bäro shown in this engraving – she is leading the frigate *Melpomene* to meet the squadron's boats after the night raid.

Floating Batteries

In 1793 the 36-gun frigate *Proselyte* (950 bm) was converted into a 24-gun floating battery (she was sunk in action 11.4.1794) and a merchant vessel was purchased and converted similarly – renamed *Redoubt*. Five new vessels were purpose-built in 1794-95, while two older ships of the line were converted – the 74-gun *Albion* became a 58-gun battery and the 64-gun *Nonsuch* a 46-gun battery (their details are in Chapter 3). All surviving vessels of this category were sold in 1802-03 except the *Spanker* which had been converted into a hospital ship in 1795; two further warships were converted into floating batteries, the 32-gun frigate *Heroine* in 9.1803 and the sloop *Musette* in 1805. For details of the five warship conversions mentioned above, see under the appropriate chapters.

REDOUBT. Mercantile *Rover* purchased 3.1793. Ship-rigged. This vessel was also reported under the name *Rhinocerous*, but that appears to be an error.

Dimensions & tons: 97ft 5in (LD), 81ft $1^{1}/_{8}$in x 29ft 11in x 12ft 9in. $386^{4}/_{94}$ bm.

Men: 150 (later 146). Guns: 20 x 42pdr carronades.

Fitted at Woolwich 16.4 – 31.7.1793 (for £3,343).

Commissioned: 8.1793 under Capt. Alexander Fraser, for service at Ostend and Vlissingen (Flushing). In 6.1794 under Capt. William Carthew, at North Shields. In 7.1795 under

Capt. George Byng, then 11.1795 Capt. George Dundas; to Humber station 1.1797. In 8.1798 under Capt. James Shephard, at the Nore from 12.1799; paid off 4.1802. Sold (for £1,030) 20.5.1802.

Ex FRENCH VESSELS. Three small French floating batteries were seized at the occupation of Toulon in 8.1793, and briefly commissioned into the RN.
Each mounted 4 guns. Two (*No.1* and *No.2*) were scuttled on 18.12.1793 during the subsequent evacuation, while *No.3*, under Lieut. John Gourlay, was sunk by shore gunfire in action on 20.12.1793 (with 1 killed, 6 wounded).

***FIRM* Class**. Designed by Sir John Henslow, these were of flat-bottomed Thames barge type.
Dimensions & tons: 96ft 0in, 77ft $8^{1}/_{8}$in x 31ft 0in x 7ft 4in. $397^{6}/_{94}$ bm.
Men: 100. Guns: 16 x 18pdr carronades.

Firm Deptford Dyd (M/Shipwright Martin Ware).
As built: 96ft 0in, 77ft $8^{1}/_{8}$in x 31ft 4in x 7ft 4in. $397^{6}/_{94}$ bm. Draught 2ft 8in / 2ft 11in.
Ord: 14.11.1793. K: 3.2.1794. L: 19.5.1794. Named and registered as gunboat 26.5.1794.
Commissioned: 6.1794 under Cmdr. Temple Hardy. In 9.1794 under Cmdr. Robert Plampin, for Ostend and Flushing. In 8.1795 under Cmdr. John Edwards, for Leith; paid off 2.1796 at Sheerness. Recommissioned 9.1796 under Cmdr. Horace Pine (drowned 1798), stationed at Chatham for Medway protection; in 6.1798 under Cmdr. Patrick Campbell, then 5.1799 Cmdr. Bulkeley Praed (-1801) for Channel service; at Sheerness from 3.1800; paid off 3.1802. Sold to Mr. (?Francis) Hurry (for £525) 30.3.1803.

Bravo Woolwich Dyd (M/Shipwright John Tovery).
As built: 96ft 0in, 77ft $8^{1}/_{8}$in x 31ft 4in x 7ft 4in. $397^{6}/_{94}$ bm. Draught 2ft 8in / 2ft 11in.
Ord: 14.11.1793. K: 3.2.1794. L: 31.5.1794. Named and registered as gunboat 26.5.1794; re-registered as Sixth Rate 12.11.1794, in order to increase the pay of her commander.
First cost: £6,096 including fitting.
Commissioned: 6.1794 under Cmdr. John Dawson. Recommissioned in 7.1794 under Commodore Philip d'Auvergne (Prince de Bouillon), for the Channel Islands flotilla (-1801); became Sixth Rate in 11.1794; paid off 4.1802. Sold locally 1803 (by AO 7.4.1802).

***MUSQUITO* Class**. Designed by Sir William Sidney Smith specially for deployment with his coastal squadron based on the St Marcou Islands, near Jersey; the *Musquito* was based at St Marcou, the *Sandfly* was stationed at Jersey. These had tapered, flat-bottomed hulls, with two parallel Schanck sliding keels forward and a third aft. They were rigged as topsail schooners. Both were named and registered by AO 26.5.1794.
Dimensions & tons: 80ft 0in, 56ft 2¼in x 32ft 0in x 7ft 10in. $306^{3}/_{94}$ bm.
Men: 50. Guns: UD 2 x24pdrs; QD 2 x 68pdr carronades.

Musquito Wells & Co, Deptford.
As built: 80ft 1in, 56ft 2¼in x 32ft 2in x 7ft 0½in. $309^{22}/_{94}$ bm.
Ord: 3.2.1794. K: 1794. L: 1794. C: 5.1794 – 28.3.1795 at Deptford Dyd.
Commissioned: 2.1795 under Lieut. William McCarthy, for the Channel. Wrecked on the French coast 20.6.1795 (5 men drowned).

Sandfly Wells & Co, Deptford.
As built: 80ft 2in, 56ft 2¼in x 32ft 1½in x 7ft 1½in. $308^{41}/_{94}$ bm.
Ord: 3.2.1794. K: 1794. L: 1794. C: 5.1794 – 28.3.1795 at Deptford Dyd.
Commissioned: 2.1795 under Lieut. John Chilcott. In 9.1797 under Lieut. Richard Bourne; took (with *Badger*) 16-gun *La Souris* off the St Marcou Islands 26.2.1798, and *Le Flibustier* 7.5.1798. In 2.1799 under Lieut. Thomas Marco, then 12.1799 under Lieut. Samuel Thomas, still in Channel Islands; paid off 6.1802. BU 1803.

SPANKER. Experimental design by Richard White for the defence of the Medway estuary, this was of swim barge type, with a unique two-tier forward-firing main armament. Rigged as a ketch or spritsail barge, but also fitted with sweeps for manoeuvring in the narrow waterway, she proved unsuccessful as she was almost uncontrollable under either mode of propulsion. Briefly transferred to Sidney Smith's specialist command in the Channel Islands, she was reduced to harbour service before the end of 1795.
Dimensions & tons: …, 111ft 6in x 42ft 4in x 8ft 0in. $1{,}062^{82}/_{94}$ bm.
Men: 150. Guns: UD 4 x 24pdrs firing forwards, 14 x 42pdr carronades on the broadside and 2 x 24pdrs right aft; Fc 4 x 32pdrs (later 42pdrs) firing forward. Mortars: 2 x 10in (land service type).

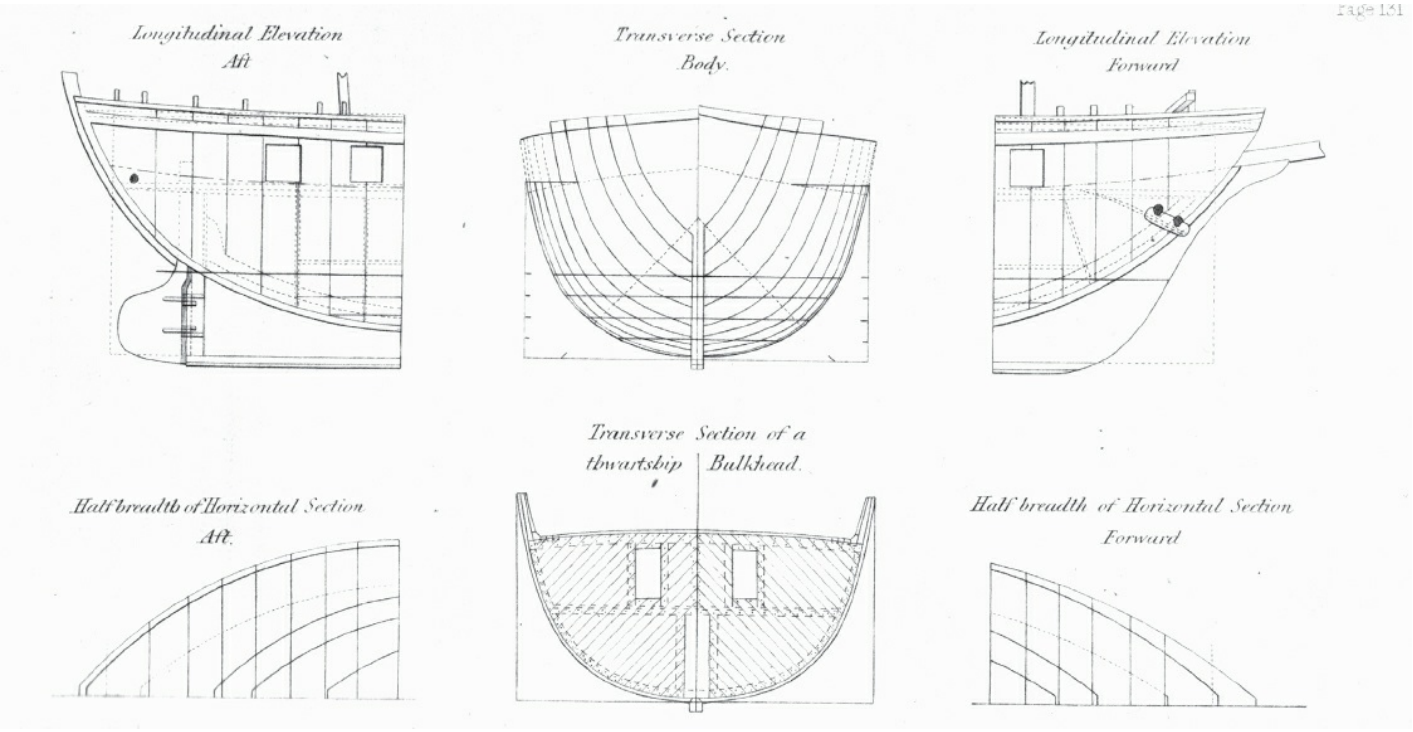
Spanker William Barnard, Deptford.
As built: …, 111ft 7½in x 42ft 4in x 8ft 1in. $1{,}064^{6}/_{94}$ bm. Draught 3ft 4in / 6ft 1in.
Ord: 12.5.1794. K: 3.1794. L: 14.6.1794. C: 28.7.1794 at Deptford Dyd.
First cost: £10,984 including fitting.
Commissioned: 8.1794 under Cmdr. Edward Tyrrel; in 3.1795 under Cmdr. John Clarke Searle, in Sidney Smith's squadron; in 8.1795 under Capt. John Whitby. Fitted (under AO 10.10.1795) as hospital ship at Sheerness (for £4,174) 11 – 12.1795; recommissioned 12.1795 under Lieut. George Barlow Smith; in 1796-97 under Lieut. John Hay, then 10.1797 under Lieut. William Caspal (-1801), stationed in the Swale; paid off 4.1802 and probably used as stores hulk at Sheerness for several years. Deleted 31.8.1810 from the Navy List, but appears to be still existent in 1816.

Experimental Cruising Vessels

A number of small experimental vessels were built, the majority being in the cutter or schooner category, but here separated from the more mainstream cruising vessels; prominent among them were a series of small vessels built to the design of Brigadier-General Samuel Bentham (his rank was provided by the *Russian* army – his title in RN service being Inspector-General of Works), all at the specialist yard operated by Benjamin Hobbs and George Hellyer at Redbridge, near Southampton. Bentham was given virtually a free hand with designs and contracts, so no formal ordering dates were recorded; instead, the vessels only became naval property through purchase at their launch. In addition, a number of other small armed vessels were built or converted by the Navy Board to test various concepts, commencing with the *Trial*, constructed to evaluate Captain John Schank's concept of the 'sliding' or drop keel (actually a removeable centreboard).

TRIAL. This vessel served as a test bed for the sliding keels that were later incorporated into the design of many of the gunboats and gunbrigs of the Revolutionary and Napoleonic period. Her predecessors were two small (13-ton) boats built at Deptford in 1789. Schank's design of 28.5.1789 provided for three of these centreboards (the centre one 6ft long, and the fore and aft ones each 3ft long) which could be dropped down by 7ft through a relatively flat-bottomed hull; with the keels up, she drew only half of the 13ft usual for cutters of her size. Rigged and initially classed as a cutter, she was registered as an 'armed vessel' just prior to launch. In service, her high sailing qualities attested to the success of the system.
Dimensions & tons: 65ft 0in, 50ft 4½in x 21ft 4in x 7ft 4in. $121^{89}/_{94}$ bm.
Men: 45. Guns: 8 x 3pdrs (by AO 2.4.1793, 4 x 12pdr carronades were added).

Trial Thomas Dunsterville, Plymouth.
As built: 65ft 0in, 50ft $3^{7}/_{8}$in x 21ft 5in x 7ft 2in. $122^{71}/_{94}$ bm. Draught 5ft 3in / 6ft 0in (laden, 7ft 2in).
Ord: 1.12.1788 (contract 7.1789). K: 11.1789. L: 9.9.1790.C: 3.2.1791 at Plymouth Dyd.
First cost: £269 for fitting.
Commissioned: 10.1790 under Lieut. Micajar Malbon, for Channel service; coppered at Plymouth (for £1,706 including refit in 8.1791) 4 – 5.1791; took 14-gun privateer *Le Furet* in the North Sea 28.6.1793. In 8.1795 under Lieut. James Duncan, for the North Sea, then 3.1796 Lieut. Robert Yetts and 3.1797 Lieut. Henry Garrett; took 12-gun privateer *Le Coureur de la Mer* off Portland 25.7.1797; destroyed (with *Hyrda* and *Vesuvius*) 36-gun *La Confiance* off Le Havre 31.5.1798. In 2.1799 under Lieut. Jackson Dowsing (-1802). Recommissioned 8.1803 under Lieut. William Robertson, for the Thames, then 10.1803 under Lieut. John Nugent. In 3.1804 under Lieut. Charles Randle (-1810), for guard duty in Bugsby's Hole (Thames). Fitted at Deptford 2 – 6.1810 as a depot ship for Waterford; under Lieut. Thomas Sproule 1811-1814, then 6.1814 Lieut. John Mitchell (-1815). Deleted from the List 1816 (for disposal under AO 12.5.1814), but served as coal depot at Callao (Peru); sold for $600 by AO 3.2.1848.



A plate from Fincham's *History of Naval Architecture* showing the unusual bow, stern and midship section of Bentham's 'sloops'. Apart from the unique hull form, they were replete with innovations, including drop keels, transverse bulkheads and metal water tanks.

EXPERIMENT. The only lugger designed and built specifically for the RN, the appropriately-named vessel was of 3-masted design, probably by her builder.

Dimensions & tons: 72ft 6in, 56ft 0in x 18ft 6in x 9ft 0in. 101 bm.

Men: 45. Guns: 10 x 3pdr (replaced by 10 x 12pdr carronades in AO 27.12.1793), plus 12 x ½pdr swivels.

Experiment John Parkin, Frank's Quarry, Plymouth.

As built: 72ft 8in, 56ft 11½in x 19ft 2in x 9ft 0in. $111^{28}/_{94}$ bm.

Ord: 1792. K: 1792. L: 5.1793. C: 13.5 – 25.7.1793 at Plymouth Dyd.

Commissioned: 6.1793 under Lieut. George Hayes. Taken by the Spanish 40-gun frigate *Santa Sabina* off Cape de Gata in the Mediterranean 3.10.1796. Retaken 2.1806, but not re-added to the RN.

***DART* Class.** Built to the designs of Brigadier-General Samuel Bentham, who also oversaw their construction at Redbridge. Nothing about these ships followed conventional practice. With nil sheer, they had a large length–beam ratio, but used athwartship bulkheads to improve structural strength, using about 30% less timber than conventional vessels of this size. They were almost double-ended, with sharply raked bows and sterns, sharp lines, and with their sides inclined outwards as they rose from the waterline (*ie* negative tumblehome). They were fitted with Schank sliding keels similar to the *Trial*'s, and armed with 28 or 30 carriage guns notwithstanding the nominal classification of 'sloop'. Fitted with 40-ton built-in copper water tanks, they dispensed with the usual ballast. Virtually flush-decked when conceived, but completed with topgallant forecastles and poops added to the final design.

Dimensions & tons: 128ft 8in, 80ft 8in x 30ft 0in (33ft 10in oa) x 7ft 11in. $386^{16}/_{94}$ bm.

Men: 121 (later 140). Guns: originally UD 24 x 32pdr carronades, QD 2 x 32pdr carronades (a second pair was later added), Fc 2 x 32pdr carronades. Later UD 18 x 32pdr carronades only, QD nil, Fc 2 x 6pdrs. All these 32pdrs were Sadler's experimental 24cwt carronades.

Arrow Hobbs & Hellyer, Redbridge.

Ord: 1.12.1795. L: 1796. Fitted at Portsmouth 28.9.1796 – 25.2.1797 (for £7,144).

Commissioned: 8.1796 under Cmdr. Nathaniel Portlock, for Channel & Downs station; took (and then burnt) 24-gun *Draak* off the Vlie 12.9.1799, losing 1 killed and 9 wounded, while her consort *Wolverine* (see below) took 14-gun brig *Gier*; took (still with *Wolverine*) 24-gun *Dolfijn* 15.9.1799. In 1805 under Cmdr. Richard Budd Vincent; taken off the Algerian coast by French frigates *L'Hortense* and *L'Incorruptible* 4.2.1805 (losing 13 killed, 27 wounded), but sank the same day.

Dart Hobbs & Hellyer, Redbridge.

Ord: 1.12.1795. L: 1796. Fitted at Portsmouth 18.10.1796 – 27.2.1797 (for £2,315).

Commissioned: 8.1796 under Cmdr. Richard Raggett; in Popham's squadron at Ostend 5.1798. Under Cmdr. Patrick Campbell from 5.1799. Involved in fireship attack in Dunkirk roads 7.7.1800; 38-gun *La Désiree* taken by *Dart*. Boat attack on gunboats in Dutch harbour 10.1800. Under Cmdr. John Ferris Devonshire from 8.1800. Battle of Copenhagen 2.4.1801. In 6.1801 under Lieut. William Holmann (acting), in the Downs; in 10.1801 under Cmdr. William Bolton; paid off 10.1802 Fitted at Deptford 8 – 11.1803; recommissioned 10.1803 under Cmdr. William Brownrigg (died 12.1805), still in the Downs. In 1.1806 under Cmdr. Joseph Spear, for the Leeward Islands; in 1.1808 under Cmdr. Thomas Pinto; paid off 11.1808. BU at Barbadoes 1809.

***ELING* Class**. Samuel Bentham design, similar to the other vessels built at Redbridge (the sloops above and the two subsequent schooners below) but with a sharper mid-section. Rigged and rated as schooners (all four Benthamite schooners being registered 9.4.1798). Bentham never intended these four schooners as cruising warships and they were not originally designed to carry any guns – they were supposed to be uncommissioned advice boats, allocated to specific fleets but without permanent crews, being manned as required with drafts from the fleet; this scheme seemingly fell apart due to senior officers' opposition.



The *Dart*'s most famous exploit: leading a squadron of small craft to attack four blockaded French frigates, *Dart* managed to cut out the French frigate *Desirée* from Boulogne roads in July 1800. This achievement would have been extremely difficult for any vessel not possessing the Benthamite sloop's combination of shallow draught and immense firepower.

Dimensions & tons: 80ft 0in, 56ft 7½in x 22ft 2in x 11ft 6in. 148 bm ['as built' details seem identical].
Men: 50. Guns: 12 x 18pdr carronades, plus 2 x 12pdr carronades.

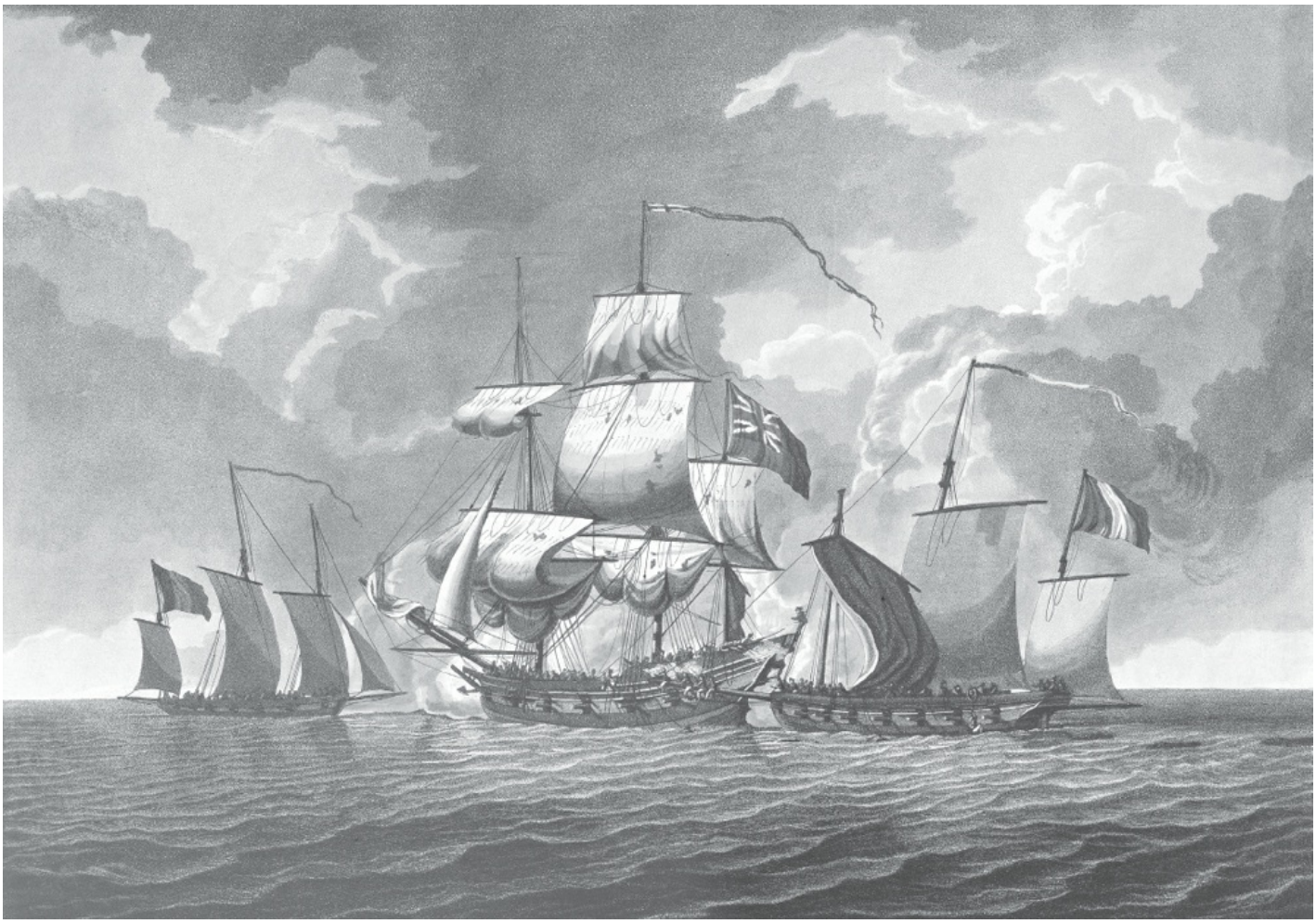
Eling Hobbs & Hellyer, Redbridge.
Ord: 1796. K: 1796. Purchased 4.1798. Made alterations at Portsmouth 4 – 6.1798.
Commissioned: 4.1798 under Lieut. William Peake; in Baltic in 1801. In 1802 under Lieut. William Archbold; to Mediterranean 1802, then paid off. Fitted at Plymouth 2 – 4.1803; recommissioned 2.1803 (still under Archbold); took 12-gun privateer *L'Espiègle* 13.6.1803; paid off and recommissioned 9.1804. To Ordinary at Portsmouth 1807. BU at Portsmouth 5.1814.

Redbridge Hobbs & Hellyer, Redbridge.
Ord: 1796. K: 1796. Purchased 4.1798. Made alterations at Portsmouth 4 – 8.1798.
Commissioned: 4.1798 under Lieut. George Hayes (-1800). In 1800 under Lieut. George Lemprière, for the Channel; taken by the French 40-gun *La Cornélie* off Toulon 4.8.1803. In French service until 1814.

MILBROOK. Designed by Sir Samuel Bentham, as a smaller version of his *Dart* and *Arrow*, with a similar rounded cross-section, structural bulkheads, and virtually a double-ended hull form.

Milbrook Hobbs & Hellyer, Redbridge.
As built: 81ft 8½in, 57ft 6in x 22ft 0in (21ft 0in mld.) x 9ft 8in. 148 bm.
Ord: 1797. K: 1797. L: 1798. Completed fitting at Portsmouth 29.3 – 12.7.1799.
Men: 50. Guns: 16 x 18pdr carronades, later 12.
Commissioned: 12.1798 under Lieut. Matthew Smith (-1800); re-rated gunvessel 3.1799; coppered at Portsmouth 4.1800; in action against 24-gun privateer *La Bellone* off Oporto 13.11.1800. In 2.1801 under Lieut. Mauritius de Starck (-1803); recommissioned 8.1802; took (with *Merlin*) 2-gun privateer *Les Sept Frères* 27.10.1803. In 5.1804 under Lieut. John C. Carpenter; took Spanish privateers – 8-gun *Baptista* 15.9.1804 and 3-gun *La Travela* off the Bayonna Islands 9.5.1804. In 7.1806 under Lieut. James Leach; wrecked off Isla Berlenga on the Portuguese coast 25.3.1808.

NETLEY. Another design by Sir Samuel Bentham, generally similar to *Milbrook*, but somewhat enlarged and with a number of design differences.



Fitted out under Capt. Schank's direction, the *Wolverine*'s UD battery (more accurately, 'tween deck, as the waist was built in to form a continuous flush deck on which six 12pdr carronades were mounted) brought a powerful but largely hidden broadside of 24pdr carronades and long 18pdrs to bear on any opponent. Her basic mercantile appearance was largely unaltered, and thus she may be seen as a forerunner of the Q-ship. The *Wolverine*'s contest with *Le Furet* and *Le Rusé* off Boulogne on 3 January 1799 won great praise when the sloop's crew repulsed simultaneous boarding parties from the two luggers.

Dimensions & tons: 86ft 7in, 71ft 2in x 21ft 5½in (21ft 0½in mld.) x 11ft 3in. $174^{28}/_{94}$ bm.

Men: 50. Guns: 16 x 24pdr carronades.

Netley Hobbs & Hellyer, Redbridge.

As built: 86ft 6in, 71ft 0in x 21ft 8in x 11ft 2in. $177^{27}/_{94}$ bm.

Purchased: 4.1798 (on launch).

Commissioned: 1798 under Lieut. Francis Bond (-1801); to Lisbon and the Mediterranean; took numerous privateers – 2 small Spanish vessels 1.11.1799, 4-gun *El Orely y Los Tres Amigos* 14.11.1799, 5-gun *L'Espérance* 22.12.1799, *5-gun Felicidad* 24.12.1799, and 6-gun *San Antonio y Animas* (alias *Aurora*) 25.12.1799, all the foregoing on Lisbon station, then 5-gun *San Pedro Apostle* (alias *Escariotte*) 17.3.1800 and (with *Minerve*) 15-gun *La Vengeance* 15.5.1800, both in the Mediterranean, then *La Animas Sola* (alias *Descuite*) 16.5.1800, 3-gun lugger *La Légère* 31.5.1800, and – back on the Portuguese coast – 2-gun *Nuestra Señora del Carmen La Confienza* 28.9.1800, 9-gun *San Miguel* (alias *Alerta*) 7.11.1800, 6-gun *San Antonio y Animas La Fortuna* and 3-gun *San Pedro y Francisco* both on 23.11.1800, 6-gun *Santa Victoria* 31.1.1801, 2-gun *San Francisco La Panla* 5.2.1801, and 4-gun *San Josef* (alias *El Belos*) 11.2.1801. In 1.1801 under Lieut. James Mein, in the Channel. In early 1802 in Ordinary at Portsmouth; recommissioned 5.1802 under Lieut. John Lawrence; sailed for the Leeward Islands 17.11.1802; later under Lieut. William Sanders, then in 1804 Lieut. William Autridge and Lieut. Richard Harward, then in 1805 Lieut. William Carr; taken off Guadeloupe by French 44-gun *Le Thétis* and 18-gun *La Sylphe* 17.12.1806; became French *Le Duquesne*; retaken by the *Blonde* 23.7.1809 and re-added to RN as gunbrig *Unique* – see Chapter 9 (not to be confused with another *Netley* wrecked 10.7.1808 – for which see previous chapter).

WOLVERINE. Purchased 1798 by the Admiralty, this brig was used to demonstrate the system devised Capt. John Schank under which the carriages of her 8 upper deck guns ran in grooves in the deck, and could be shifted from side to side as required, with 8 gunports cut on each side.

Wolverine (ex collier *Rattler*, building details unknown), 14 guns.

Dimensions & tons: 98ft 0in, *c.*71ft 0in x 27ft 6in x … . 286 bm.

Men: 70. Guns: UD 6 x 24pdr carronades on pivot mounts, mounted on centreline + 2 x long 18pdrs similarly mounted; QD 4 x 12pdr carronades; Fc 2 x 12pdr carronades.

Purchased 3.1798 by Capt. Schank and converted into a bark-rigged sloop at Deptford 31.3.1798 – 4.1798, then coppered at Sheerness 5.1798.

Commissioned: 2.1798 as a gunbrig under Lieut. Donald M'Dougall; in Ostend operations 5.1798; later under Cmdr. Lewis Mortlock; in action off Boulogne against French privateer luggers *Le Furet* (4 guns) and *Le Rusé* (8 guns), in which Mortlock was mortally wounded. In 1799 under Cmdr. William Bolton; took Dutch 14-gun *Gier* while her consort *Arrow* destroyed 24-gun *Draak* off the Vlie 12.9.1799; took (still with *Arrow*) 24-gun *Dolfijn* 15.9.1799. In 7.1800 under Cmdr. John Wight; destroyed a gunbrig off Grand Camp (Normandy) 19.8.1800; paid off 4.1802. In 11.1803 under Cmdr. Henry Gordon; sunk after action against 30-gun privateer *La Blonde*, while on passage to Newfoundland 21.3.1804 (losing 5 killed and 10 wounded).

TRANSIT. A four-masted design by Captain Richard Gover (of HEICo). Built with a narrow (an extreme length–beam ratio) and sharp-lined form, the hull was of 'peg-top' cross-section with a deep 'V'-shaped bottom. The rig comprised square sails on the foremast combined with fore-and-aft sails on the other masts, a forerunner of the later 4-masted barquentine rig. While fast, this was a poorly manoeuvrable craft, and shortly after completion she was considerably shortened, while retaining her 4-masted rig.

Dimensions & tons: 130ft 0in, 117ft 2½in x 22ft 6in x 12ft 0in. 262 bm.

Men: 40. Guns: 10 x 12pdr carronades, plus 1 x 12pdr (brass).

Transit Jabez Bailey, Ipswich.

As built: 132ft 3in, 116ft 11in x 20ft 6in x 12ft 0in. 261 bm.

As shortened: 112ft 5in, 95ft 10¼in x 20ft 6in x 11ft 0in. $214^{24}/_{94}$ bm.

Ord: ?1808. K: 7.1808. L: 3.3.1809. C: 3.3 – 20.7.1809 at Deptford.

Shortened by nearly 20ft (midships section was cut out in dock) at Deptford 11.1809 – 2.1810. Fitted at Deptford 1 – 4.1812. Fitted as an impressment tender at Sheerness 6 – 9.1812.

Commissioned: 3.1814 under Lieut. Edward Moore, for Gravesend, but laid up in Ordinary immediately. Sold (for £710) 12.10.1815.

Hired Vessels

In addition to the vessels that were built for the Royal Navy, there were a number of vessels which were acquired to supplement the regular warships. Apart from captured enemy warships and privateers, the Navy purchased a number of vessels – usually the larger merchantmen which required significant modification to equip them for naval service. But among the smaller vessels the Navy hired a considerable number, often for convoy and escort purposes but also to deliver despatches and/or passengers. For this the Navy Board usually hired the vessel complete with master and crew, either for a specific period or indefinitely, for a regular monthly rate. The Admiralty supplied a regular naval officer (usually a lieutenant) as commanding officer, while the civilian master habitually served under him as sailing master.

The following – for reasons of space – is a limited chronology of vessels acquired during the war years. The number of such vessels varied according to the needs of the day but was usually just below a hundred. They were usually rated as 'armed ships', 'armed cutters' and so on depending upon their rig; the prefix 'armed' is omitted below [an asterisk indicates where it should NOT be re-added]. The number of carriage guns and/or carronades is given in parentheses where known, with their composition given at the end of the entry, with other salient details. Regretfully, lack of space precludes listing of their commanding officers.

[The author can claim none of the credit for this list, except in an editorial capacity. The research for this table has been provided almost entirely by the efforts of Fred Dittmar and David Hepper (independently), who have both – as always – generously provided comprehensive details.]

1793

Leith, ?, 211 bm, 19.1.1793 – 3.11.1801 [6 x 3pdrs]
Charles, ?, 186 bm, 26.1.1793 – 16.6.1796 [6 x 3pdrs]
Britannia (i), Yacht (4), $128^{38}/_{94}$ bm, 31.1.1793 – 11.12.1801 [4 x 3pdrs]
Eleanor, ?, 158 bm, 2.2.1793 – 3.11.1801 [4 x 3pdrs]
Nancy (i), Cutter (6), 51 bm, 23.2.1793 – 10.3.1794, taken by the French [6 x 2pdrs]
Nancy (ii), Cutter (6), 47 bm, 23.2.1793 – 10.1.1801, taken by a French privateer in the Channel [6 x 2pdrs]
Alligator, Cutter (6), 42 bm, 25.2.1793 – 3.11.1801 [6 x 3pdrs]
Princess Royal, Cutter (8), 67 bm, 25.2.1793 – 20.7.1797, taken by a French privateer in the North Sea [8 x 3pdrs]
Diligent, Cutter (6), 44 bm, 27.2.1793 – 1.11.1801 [6 x 2pdrs]
Dorset, Cutter (8), ?, 27.2.1793 – 18.7.1802 [8 x 3pdrs]
Venus (i), Cutter (8), 71 bm, 27.2.1793 – 1797 [8 x 3pdrs]
Grace, Cutter (10), ?, 29.2.1793 – 18.10.1801 [10 x 4pdrs]
Hazard, Cutter (6), ?, 3.3.1793 – 2.11.1801 [6 x 2pdrs]
Britannia (ii), Cutter (8), $69^{10}/_{94}$ bm, 18.3.1793 – 18.10.1801 [8 x 4pdrs]
Sincerity, Cutter (6), 47 bm, 21.3.1793 – 21.11.1794 [8 x 3pdrs]
Champion, Cutter (6), 48 bm, 21.3.1793 – 7.11.1801 [6 x 3pdrs]
Dover, Brig (10), 177 bm, 22.3.1793 – 30.10.1794 [10 x 4pdrs]
Hudson, Vessel (10), 173 bm, 22.3.1793 – 30.6.1793 [10 x 4pdrs]
Rose (i), Cutter (8), 55 bm, 22.3.1793 – 28.11.1801 [8 x 3pdrs]
Alfred, Brig (8), $135^{16}/_{94}$ bm, 24.3.1793 – 14.12.1801 [8 x 4pdrs]
Mentor, Vessel (10), $193^{76}/_{94}$ bm, 24.3.1793 – 13.11.1801 [10 x 4pdrs. A snow, built 1792]
Favourite Nancy, Cutter (4), $181^{66}/_{94}$ bm, 26.3.1793 – 3.11.1801 [4 x 3pdrs]
Fox (i), Cutter (12), $124^{8}/_{94}$ bm, 27.3.1793 – 25.7.1797, sunk in action at Tenerife (under Nelson) [12 x 9pdrs]
Dolphin (i), Cutter (12), $92^{12}/_{94}$ bm, 30.3.1793 – 4.6.1801 when purchased – see Chapter 10 [8 x 3pdrs + 4 x 12pdr carronades]
Liberty, Cutter (6), 46 bm, 30.3.1793 – 5.12.1801 [6 x 3pdrs]
Lion (i), Cutter (10), $85^{65}/_{94}$ bm, 30.3.1793 – 27.1.1801 [10 x 3pdrs]
London Packet, Vessel (10), 191 bm, 31.3.1793 – 30.9.1800 [10 x 4pdrs]
Mediterranean, Vessel (10), 159 bm, 3.1793 –10.10.1794 [10 x 4pdrs. Built 1792]
Swift, Vessel (10), 167 bm, 3.1793 – 18.9.1794 [10 x 3pdrs]
Union (i), Brig (8), 207 bm, 3.1793 – 19.8.1794 [8 x 4pdrs]
Flora, Brig (12), 202 bm, 1.4.1793 – 8.1.1795 [12 x 4pdrs. Built 1792]
British Fair, Cutter (8), $70^{70}/_{94}$ bm, 2.4.1793 – 27.10.1800 [8 x 3pdrs]
Duchess of Cumberland, Cutter (8), $65^{49}/_{94}$ bm, 2.4.1793 – 27.10.1800 [8 x 3pdrs]
Minerva (i), Cutter (8), 68 bm, 2.4.1793 – 17.10.1801 [8 x 3pdrs]
Atlantic, Ship (10), 195 bm, 6.4.1793 – 18.2.1799 [10 x 4pdrs]
Charlotte, Cutter (10), 64 bm, 6.4.1793 – 26.10.1800 [10 x 3pdrs]
Rattler, Cutter (10), $123^{70}/_{94}$ bm, 6.4.1793 – 8.2.1796 [10 x 4pdrs]
Dolphin (ii), Lugger (2), $38^{48}/_{94}$ bm, 8.4.1793 – 24.9.1796 [2 x 4pdrs]
Brothers, ?, $169^{24}/_{94}$ bm, 12.4.1793 – 20.9.1797 [6 x 3pdrs]
Ceres, Ship (10), 181 bm, 13.4.1793 – 24.11.1794 [10 x 4pdrs]
Prestwood, Cutter (6), $52^{10}/_{94}$ bm, 19.4.1793 – 24.10.1801 [6 x 3pdrs]
Friendship, Ship (20), 323 bm, 20.4.1793 – 4.1794 [?14 x 6pdrs]
Amphitrite, Ship (20), 328 bm, 21.4.1793 – 30.10.1794 [?10 x 6pdrs]
Albion, Ship (20), 393 bm, 27.4.1793 – 11.9.1794
Chapman, Ship (24), $551^{41}/_{94}$ bm, 29.4.1793 – 13.11.1801 [24 x 6pdrs. Built 1777 at Whitby]
Chatham, Brig (10), 184 bm, 4.1793 – 7.4.1795 [6 x 4pdrs, + 4 x 12pdr carronades. Built 1788]
Diamond, Brig (10), 191 bm, 4.1793 – 11.9.1794 [6 x 4pdrs + 4 x 12pdr carronades]
Lion (ii), Vessel (10), 152 bm, 4.1793 – 4.5.1794 [10 x 4pdrs. Built 1789]
Lord Mulgrave, Ship (20), 429 bm, 4.1793 – 10.4.1799, wrecked off Arklow [20 x 6pdrs]
Mary, Vessel (8), 149 bm, 4.1793 – 22.5.1794 [8 x 3pdrs]
Minerva (ii), Vessel (10), 200 bm, 4.1793 – 27.6.1793 [10 x 4pdrs. Built 1787]
Prince Edward, Ship (14), 290 bm, 4.1793 – 27.10.1794 [14 x 6pdrs]
Queen (i), Ship (20), 416 bm, 4.1793 – 11.8.1794 [20 x 6pdrs]
Queen (ii), Vessel (10), 175 bm, 4.1793 – 21.7.1794 [10 x 4pdrs]
Thetis (i), Vessel (10), 179 bm, 4.1793 – 9.6.1794 [10 x 4pdrs]
Thetis (ii), Vessel (10), 201 bm, 4.1793 – 27.6.1794 [10 x 4pdrs]
York, $135^{92}/_{94}$ bm, 8.5.1793 – 3.11.1801 [4 x 3pdrs]
Vigilant, Cutter (6), 52 bm, 21.6.1793 – 18.10.1801 [6 x 4pdrs]
Expedition, Cutter (4), 70 bm, 6.7.1793 – 3.11.1801 [4 x 2pdrs]
Polly (i), ?, 130 bm, 23.7.1793 – 31.10.1801 [4 x 3pdrs]
Union (ii), Cutter (8), $185^{9}/_{94}$ bm, 12.9.1793 – 19.8.1794 [6 x 3pdrs]
Lady Taylor, Ship (20), 379 bm, 10.1793 – 11.9.1794

Minion, Vessel (8), 207 bm, 1793 – 19.8.1794
Nymphe, Vessel (10), 160 bm, 1793 – 11.1794 [a snow]
Peggy (i), ?, 180 bm, 1793 – 16.11.1803 [6 x 3pdrs]

1794

Penelope, Cutter (16), $187^{56}/_{94}$ bm, 29.1.1794 – 7.7.1799, taken by a Spanish schooner in the Mediterranean [16 x 4pdrs]
Valiant, Lugger (11), $109^{90}/_{94}$ bm, 5.5.1794 – 10.11.1801 [11 x 3pdrs]
Cockchafer, Lugger (8), $36^{80}/_{94}$ bm, 6.5.1794 – 2.11.1801 foundered off Guernsey [actually a shallop]
Active, Cutter (10), $71^{2}/_{94}$ bm, 12.5.1794 – 22.11.1800, taken by a French privateer in the River Ems; became French *La Victoire*, retaken 16.5.1801 [10 x 3pdrs]
Venus (ii), Cutter (6), $58^{10}/_{94}$ bm, 29.5.1794 – 26.6.1801 [6 x 3pdrs]
Duke of Clarence, Cutter (8), $65^{41}/_{94}$ bm, 12.6.1794 – 11.11.1801 [8 x 3pdrs]
Dover, Cutter (14), $114^{80}/_{94}$ bm, 27.6.1794 – 21.10.1801 [14 x 4pdrs]
Tartar, Cutter (12), $90^{63}/_{94}$ bm, 14.7.1794 – 17.11.1801 [12 x 4pdrs]
Queen (iii), Cutter (14), $134^{64}/_{94}$ bm, 9.8.1794 – 18.10.1801 [14 x 4pdrs]
Flora, Cutter (14), $157^{86}/_{94}$ bm, 16.8.1794 – 1.12.1798, taken by a French privateer [14 x 4pdrs]
Hind, Cutter (14), $134^{14}/_{94}$ bm, 17.8.1794 – 18.10.1801 [14 x 4pdrs]
Phoenix (i), Cutter (10), $77^{80}/_{94}$ bm, 4.9.1794 – 5.11.1801 [10 x 3pdrs]



The hired cutter *Active* signalled the approach of the Dutch fleet to Admiral Duncan before his victory at Camperdown in October 1797.



In July 1795 the hired lugger *Aristocrat* fought a marathon 18-hour battle with a force of nine French ships off the Channel Islands, eventually escaping. This was one of very few small-craft actions thought worthy of a plate in the *Naval Chronicle*.

Argus, Lugger (14), $148^{9}/_{94}$ bm, 12.9.1794 – 6.2.1799, taken by a French privateer in the Atlantic [6 x 4pdrs, + 2 (or 8?) x 12pdr carronades]
Griffin, Cutter (10), $70^{85}/_{94}$ bm, 13.9.1794 – 1.11.1801 [10 x 3pdrs]
Nimrod, Cutter (8), $70^{37}/_{94}$ bm, 27.9.1794 – 9.4.1802 [8 x 3pdrs]
Fox (ii), Cutter (10), $93^{50}/_{94}$ bm, 1.10.1794 – 26.10.1801 [10 x 4pdrs]
Duke of York, Lugger (6), $57^{44}/_{94}$ bm, 14.10.1794 – 2.1.1799, foundered in the North Sea [6 x 4pdrs]
Marechal de Coburg, Cutter (12), $202^{68}/_{94}$ bm, 16.10.1794 – 2.11.1801 [12 x 4pdrs]
Prince d'Auvergne, Cutter (8), 50 bm, 1.11.1794 – 14.11.1801 [8 x 9pdrs]
Aristocrat, Lugger (22), 172 bm, 2.11.1794 – 9.12.1798 [22 x 4pdrs]
Daphne, Lugger (22), $160^{6}/_{94}$ bm, 2.11.1794 – 19.12.1796 [22 x 4pdrs]
Flirt, Cutter (16), 128 bm, 2.11.1794 – 8.12.1798 [16 x 4pdrs]. Probably same vessel as …
Royalist, Cutter (16), 128 bm, 2.11.1794 – 1.12.1798 [16 x 4pdrs]

Speculator, Lugger (12), $92^{54}/_{94}$ bm, 8.11.1794 – 2.11.1801 [12 x 3pdrs]
Rose (ii), Cutter (10), $96^{89}/_{94}$ bm, 22.11.1794 – 13.10.1800, taken by Dutch gunvessels in the River Ems [10 x 4pdrs]
Wilmington, Transport (6)*, ?, 1794 – 1802

1795

Black Joke, Cutter (10), $98^{86}/_{94}$ bm, 12.1.1795 – 19.10.1801 [10 x 6pdrs. Renamed *Suworow* 1799]
Hope, Lugger (12), $130^{29}/_{94}$ bm, 27.1.1795 – 25.11.1797, wrecked in collision in Channel [12 x 4pdrs]
Duchess of York, Cutter (6), 54 bm, 9.3.1795 – 2.1.1799 [6 x 4pdrs]
Fox (iii), Cutter (12), $99^{15}/_{94}$ bm, 7.4.1795 – 26.10.1801 [12 x 4pdrs]
Dolly, Cutter (8), $61^{76}/_{94}$ bm, 18.4.1795 – 16.11.1801 [8 x 4pdrs]
Venus (iii), Cutter (8), $65^{33}/_{94}$ bm, 22.4.1795 – 18.10.1801 [8 x 4pdrs]
Ann, Cutter (12), $104^{91}/_{94}$ bm, 9.5.1795 – 19.10.1801 [12 x 3pdrs]
Peggy, Cutter (8), $60^{74}/_{94}$ bm, 16.6.1795 – 8.4.1799, foundered in the Channel [8 x 3pdrs]
Telemachus, Cutter (14), $138^{5}/_{94}$ bm, 17.6.1795 – 1.11.1801 [14 x 4pdrs]
Mary Ann, Cutter (12), $106^{12}/_{94}$ bm, 4.7.1795 – 1801 [12 x 4pdrs]
Spider, Lugger (18), $172^{51}/_{94}$ bm, 12.8.1795 – 4.4.1796, sunk in collision with *Ramillies* 74 [18 x 4pdrs]
Grand Falconer, Cutter (10), $88^{63}/_{94}$ bm, 15.8.1795 – 1.11.1801 [10 x 4pdrs]
Lurcher, Cutter (12), $102^{69}/_{94}$ bm, 15.8.1795 – 15.1.1801, taken by a French privateer [12 x 3pdrs]
Stag, Cutter (14), $133^{74}/_{94}$ bm, 31.8.1795 – 22.10.1801 [14 x 4pdrs]
Lady Jane, Cutter (6), $52^{42}/_{94}$ bm, 12.11.1795 – 17.5.1800, lost, presumed foundered, in gale in Channel [6 x 3pdrs]
Resolution, Lugger (12), $78^{76}/_{94}$ bm, 13.11.1795 – 18.10.1801 [12 x 3pdrs]

1796

Fly, Cutter (10), $83^{71}/_{94}$ bm, 30.1.1796 – 11.7.1801 [10 x 3pdrs]
Fox (iv), Cutter (10), 103 bm, 15.2.1796 – 21.1.1802 [10 x 3pdrs]
Neptune, Cutter (6), $52^{7}/_{94}$ bm, 28.2.1796 – 18.4.1798, sunk in collision with Indiaman off Beachy Head [8 x 3pdrs]
Polly (ii), Cutter? (4), $129^{84}/_{94}$ bm, 19.3.1796 – 8.11.1801 [4 x 3pdrs]
Speedwell, Lugger (14), $152^{15}/_{94}$ bm, 11.6.1796 – 31.10.1801 [14 x 4pdrs]
Hart, Brig (14), $277^{70}/_{94}$ bm, 23.6.1796 – 1.11.1801 [14 x 6pdrs. Ex *Hind*]
King George, Cutter (12), $128^{15}/_{94}$ bm, 24.6.1796 – 1799 [12 x 4pdrs]
Cygnet (i), Cutter (12), $113^{53}/_{94}$ bm, 30.7.1796 – 28.7.1799 [12 x 4pdrs. Ex *Swan*]
Gannet, Cutter (10), $127^{54}/_{94}$ bm, 31.7.1796 – 7.6.1798, wrecked off Cape François, Hispaniola [10 x 4pdrs, + 2 x 12pdr carronades. Ex *Perseverance*]
William Pitt, Lugger (12), $107^{77}/_{94}$ bm, 11.8.1796 – 6.6.1799, taken by 6 Spanish gunvessels off Gibraltar [12 x 4pdrs]
Joseph, Cutter (12), $102^{17}/_{94}$ bm, 20.8.1796 – 8.9.1801 [12 x 4pdrs]
Swift (i), Cutter (12), $104^{17}/_{94}$ bm, 22.8.1796 – 7.11.1801 [12 x 4pdrs]
Constitution, Cutter (12), $121^{61}/_{94}$ bm, 6.11.1796 – 7.11.1801 [12 x 4pdrs]
Narcissus, Cutter (10), $123^{67}/_{94}$ bm, 21.12.1796 – 1.11.1801 [10 x 6pdrs]
Plymouth, Lugger (14), $123^{76}/_{94}$ bm, 27.12.1796 – 22.10.1801 [14 x 3pdrs. Ex *British Constitution*]

1797

Good Design, Ship (14), 320 bm, 2.2.1797 – 23.1.1802 [14 x 24pdr carronades]
Prince William, Ship (14), 306 bm, 18.4.1797 – 26.11.1801 [14 x 24pdr carronades]
Sally, Ship (14), $340^{39}/_{94}$ bm, 18.4.1797 – 1.12.1801 [14 x 24pdr carronades]
Pomona, Ship (14), $351^{92}/_{94}$ bm, 21.4.1797 – 19.11.1801 [14 x 24pdr carronades]
Lord Hood, Ship (14), 361 bm, 24.4.1797 – 19.11.1798 [14 x 24pdr carronades]
Princess of Wales, Cutter (10), $105^{62}/_{94}$ bm, 24.4.1797 – 17.1.1801 [10 x 4pdrs]
Wright, Ship (14), 341 bm, 6.5.1797 – 5.12.1801 [14 x 24pdr carronades]
General Small, Cutter (6), $60^{88}/_{94}$ bm, 13.9.1797 – 10.11.1801 [4 x 6pdrs + 2 x 3pdrs]

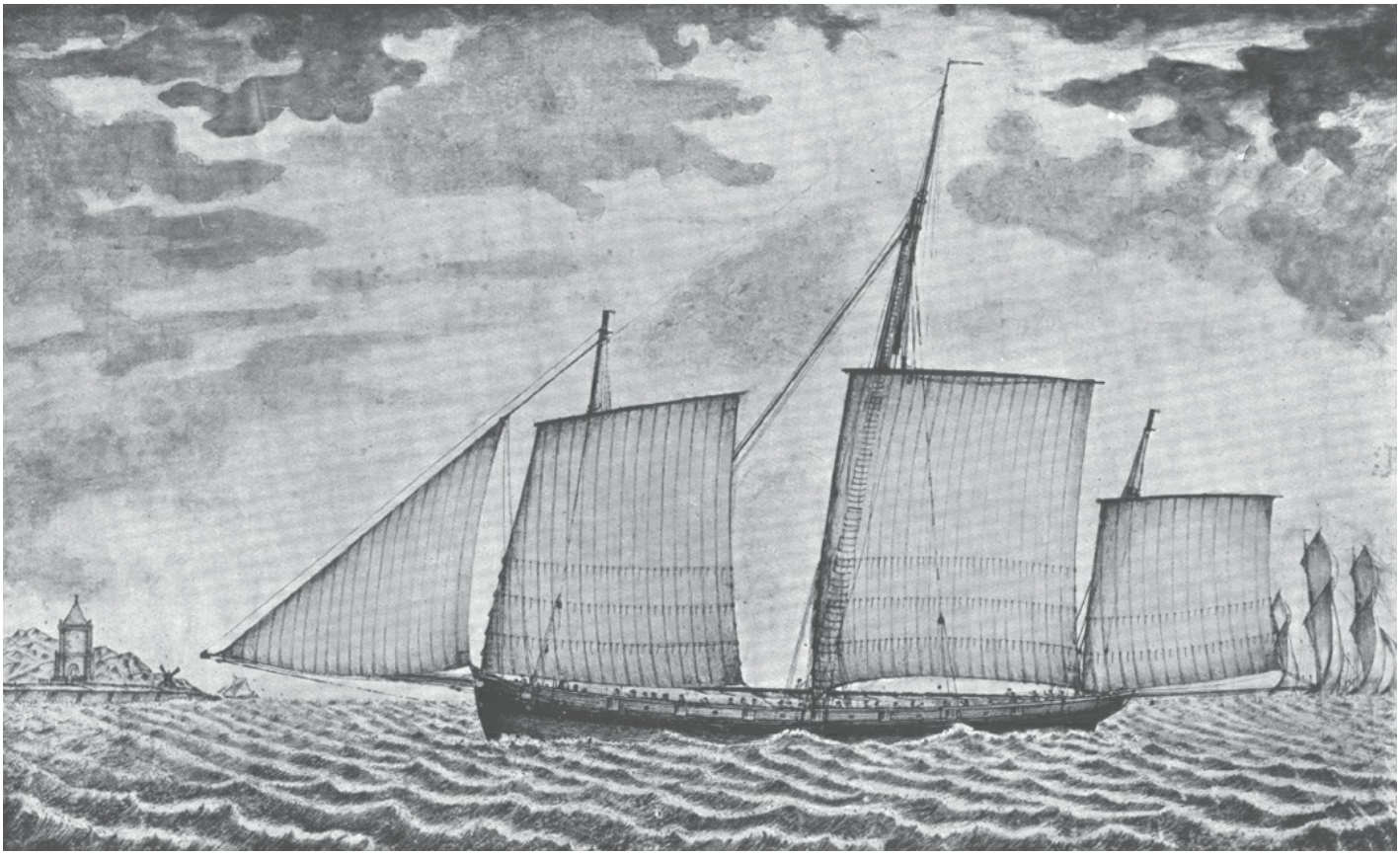
1798

Thetis, Lugger (12), $103^{61}/_{94}$ bm, 9.2.1798 – 17.9.1800 [4 x 4pdrs + 8 x 3pdrs]
Terrier, Brig (12), $172^{76}/_{94}$ bm, 16.2.1798 – 15.10.1800 [14 x 4pdrs. Ex *Dart*, built 1798]
St Vincent, Cutter (14), $194^{13}/_{94}$ bm, 16.3.1798 – 29.4.1802 [14 x 6pdrs]
Nox, Cutter (12), $109^{73}/_{94}$ bm, 17.4.1798 – 31.10.1801 [12 x 12pdr carronades]
Sly, Lugger (12), 119 bm, 8.5.1798 – 16.8.1800 [4 x 4pdrs + 12 x 12pdr carronades]
Charming Molly, Cutter (8), $70^{78}/_{94}$ bm, 22.5.1798 – 5.1.1801, foundered in the Channel [8 x 4pdrs]
Sandwich (i), Cutter (12), $110^{90}/_{94}$ bm, 23.5.1798 – 14.6.1799, taken by 44-gun *La Creole* near Barcelona [2 x 4pdrs + 10 x 12pdr carronades]
Courier, Cutter (12), $116^{38}/_{94}$ bm, 6.6.1798 – 1.11.1801 [12 x 4pdrs]
George, Cutter (12), $125^{34}/_{94}$ bm, 8.6.1798 – 12.11.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Hurler, Cutter (14), $161^{51}/_{94}$ bm, 21.6.1798 – 26.12.1801 [14 x 18pdr carronades. Ex *Mars*]
Constance, Brig (12), $169^{44}/_{94}$ bm, 26.6.1798 – 16.12.1800 [2 x 9pdrs + 10 x 6pdrs]
Greyhound, Cutter (12), $115^{41}/_{94}$ bm, 10.8.1798 – 13.2.1799 [12 x 12pdr carronades]
Brave, Cutter (12), $136^{63}/_{94}$ bm, 29.8.1798 – 22.5.1799, run down by transport *Eclipse* off Beachy Head [2 x 4pdrs, + 10 x 12pdr carronades]
Lady Duncan, Lugger (12), $104^{38}/_{94}$ bm, 4.9.1798 – 14.1.1801, foundered in the Channel [12 x 12pdr carronades]
Alert, Cutter (12), $119^{54}/_{94}$ bm, 6.9.1798 – 3.10.1801 [2 x 4pdrs + 10 x 12pdr carronades]
Camperdown, Cutter (14), $158^{40}/_{94}$ bm, 22.9.1798 – 13.11.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Lord Duncan, Cutter (8), $114^{16}/_{94}$ bm, 8.10.1798 – 18.10.1801 [8 x 12pdr carronades]
Hope, Schooner (12), $138^{91}/_{94}$ bm, 22.10.1798 – 1.3.1800 [2 x 6pdrs + 12 x 12pdr carronades]
Rover, Lugger (12), $110^{24}/_{94}$ bm, 22.10.1798 – 7.9.1801 [12 x 12pdr carronades]
Jane, Lugger (14), $130^{80}/_{94}$ bm, 28.10.1798 – 31.10.1801 [14 x 12pdr carronades]
Fowey, Cutter (14), $121^{88}/_{94}$ bm, 10.11.1798 – 20.6.1800 [14 x 12pdr carronades]
Telegraph, Brig (14), $262^{81}/_{94}$ bm, 10.11.1798 – 14.2.1801 lost, presumed foundered, in gale off Cape Ortegal [14 x 18pdr carronades. Built 1798]
Flirt (ii), Cutter (12), $118^{54}/_{94}$ bm, 15.12.1798 – 17.5.1800 [12 x 12pdr carronades]
Lord Nelson, Cutter (12), $156^{46}/_{94}$ bm, 17.12.1798 – 7.12.1801 [12 x 12pdr carronades]
Kent, Cutter (12), $121^{13}/_{94}$ bm, 22.12.1798 – 19.10.1801 [12 x 12pdr carronades]

Sandwich (ii), Lugger (14), $170^{15}/_{94}$ bm, 24.12.1798 – 6.11.1801 [14 x 12pdr carronades]
Hawke, Cutter (12), $123^{80}/_{94}$ bm, 26.12.1798 – 2.1.1802 [12 x 12pdr carronades]
Camilla, Transport (?), ?, 1798 – 1802
Caroline, Cutter (?), ?, 1798 – 1798, lost, presumed foundered, in East Indies *Confederacy*, Bomb tender *, ?, 1798 – 1800
Hannah, Tender (6), ?, 1798 – 1802
Harrier, Gunboat *, ?, 1798 – ?
Hebe, Transport (6), ?, 1798 – 1802
Regard, Transport (6), ?, 1798 – 1802
Royalist, Lugger (8), ?, 1798 – 1800
Venus (iii), Transport (6), ?, 1798 – 1802

1799

Lark, Lugger (14), $170^{13}/_{94}$ bm, 3.1.1799 – 6.11.1801 [2 x 4pdrs + 12 x 12pdr carronades]
Fanny, Lugger (16), $177^{14}/_{94}$ bm, 9.3.1799 – 3.11.1801 [16 x 12pdr carronades]
Nile (i), Brig (16), $259^{84}/_{94}$ bm, 9.3.1799 – 6.6.1800 [2 x 6pdrs + 14 x 18pdr carronades. Built 1799]
Lady Ann, Lugger (12), $141^{20}/_{94}$ bm, 16.3.1799 – 24.12.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Nile (ii), Cutter (10), $136^{82}/_{94}$ bm, 29.3.1799 – 21.11.1801 [2 x 6pdrs + 10 x 12pdr carronades]
Rowcliffe, Vessel (18), $330^{82}/_{94}$ bm, 10.4.1799 – 25.11.1801 [18 x 18pdr carronades]
Nile (iii), Lugger (14), $176^{18}/_{94}$ bm, 12.4.1799 – 21.10.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Louisa, Brig (16), $184^{92}/_{94}$ bm, 25.5.1799 – 13.11.1801 [16 x 18pdr carronades. Ex *Gambier*]
Swift (ii), Cutter (14), $161^{24}/_{94}$ bm, 6.6.1799 – 31.10.1801 [14 x 12pdr carronades]
Swan, Cutter (14), $129^{46}/_{94}$ bm, 1.7.1799 – 24.10.1801 [12 x 4pdrs + 2 x 9pdr carronades]



The lugger *Lark*, the vessel which played a significant role in Nelson's Copenhagen campaign in 1801. The small size of the crew as portrayed in this engraving greatly exaggerates the size of the lugger.

Earl St Vincent, Schooner (16), $184^{52}/_{94}$ bm, 7.7.1799 – 5.11.1801 [2 x 6pdrs + 14 x 12pdr carronades]
Earl Spencer (i), Cutter (14), $163^{56}/_{94}$ bm, 7.9.1799 – 20.10.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Sidney Smith, Schooner (12), $151^{13}/_{94}$ bm, 12.10.1799 – 31.10.1801 [12 x 12pdr carronades]
Earl Spencer (ii), Cutter (14), $142^{18}/_{94}$ bm, 15.10.1799 – 9.11.1801 [14 x 12pdr carronades]
Lady Charlotte, Schooner (12), $120^{85}/_{94}$ bm, 28.10.1799 – 28.10.1801 [12 x 12pdr carronades]
Union, Cutter (12), 137 bm, 3.11.1799 – 8.11.1801 [12 x 12pdr carronades]
Aristocrat, Brig (18), $161^{90}/_{94}$ bm, 13.11.1799 – 14.11.1801 [18 x 4pdrs]
King George, Cutter (12), $133^{61}/_{94}$ bm, 22.11.1799 – 23.10.1801 [12 x 12pdr carronades]
Drake, Cutter (12), $129^{87}/_{94}$ bm, 24.11.1799 – 3.11.1801 [12 x 12pdr carronades]
Pleasant Hill, Transport (6), 75 bm, 1799 – 1800

1800

Edwinstone, Ship / tender, $175^{20}/_{94}$ bm, 18.1.1801 – 3.11.1801 [10 x 3pdrs]
Flora (ii), Brig (14), $147^{6}/_{94}$ bm, 21.1.1800 – 22.12.1801 [14 x 12pdr carronades] [capsized 20.11.1800, but raised 1.12.1800 and re-entered service]
Admiral Mitchell, Cutter (12), $134^{22}/_{94}$ bm, 22.1.1800 – 26.10.1801 [12 x 12pdr carronades. Rehired 1803]
Cygnet (ii), Cutter (12), $120^{8}/_{94}$ bm, 30.1.1800 – 26.10.1801 [12 x 4pdrs]
Cartaret, Cutter (6), $58^{71}/_{94}$ bm, 19.2.1800 – 19.10.1801 [6 x 12pdr carronades]
Queenborough, Cutter (12), $181^{61}/_{94}$ bm, 10.3.1800 – 21.11.1801 [2 x 6pdrs + 10 x 12pdr carronades]
Providence (iii), Cutter (14), $151^{91}/_{94}$ bm, 31.5.1800 – 25.10.1801 [14 x 12pdr carronades]

Sheerness, Cutter (12), $101^{16}/_{94}$ bm, 14.6.1800 – 16.11.1801 [12 x 12pdr carronades. Rehired 1803]
Valette, Cutter (14), $198^{34}/_{94}$ bm, 8.7.1800 – 25.10.1801 [14 x 18pdr carronades]
Phoenix (ii), Lugger (20), $152^{4}/_{94}$ bm, 14.7.1800 – 1.11.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Mary, Cutter (10), $105^{44}/_{94}$ bm, 14.7.1800 – 16.11.1801 [10 x 12pdr carronades]
Rainier, Brig (16), ?, 23.8.1800 – 1803 [ex Dutch]
Pasley, Brig (16), $204^{83}/_{94}$ bm, 18.9.1800 – 9.12.1800, taken by Spanish gunboat off Ceuta [was ex French prize; carried 2 x 6pdrs + 14 x 12pdr carronades]
Fox (i), Cutter, ?, 1800 – 20.10.1801

1801
Hirondelle, Cutter (14), $169^{3}/_{94}$ bm, 20.3.1801 – 19.10.1801 [2 x 4pdrs + 12 x 12pdr carronades]
Sir Thomas Pasley, Cutter (14), $162^{74}/_{94}$ bm, 20.5.1801 – 6.3.1802 [2 x 6pdrs + 14 x 12pdr carronades]
Flirt (iii), Cutter (12), $118^{54}/_{94}$ bm, 6.6.1801 – 20.10.1801 [12 x 12pdr carronades]
Maria, Brig (14), $121^{24}/_{94}$ bm, 1.7.1801 – 30.10.1801 [2 x 6pdrs + 12 x 12pdr carronades]
Bab el Mandeb, Ship (26), ?, 1801 – 1802 [This ship is of doubtful provenance]
Fox, Smack, ?, 1801 – 1801
Providence, Transport *, ?, 1801 – 1802 Six vessels were also hired in 1801 and commissioned as bomb tenders; all were returned to their owners in 1802:
Agenoria, Bomb tender (6), 1801 – 1801
Bilboa, Bomb tender (4), 1801 – 1802 [Ex Spanish *Bilboa*]
Queen, Bomb tender (6), 1801 – 1802
Racehorse, Bomb tender (4), 1801 – 1802
Severn, Bomb tender (6), 1801 – 1802
Speedwell, Bomb tender (6), 1801 – 1802 In addition, nineteen barges were hired in 7.1801 and fitted as gunbarges for a period of three months:
Lark, 24.7.1801 – 23.10.1801
Teazer, 30.7.1801 – 23.10.1801
Good Intent, 24.7.1801 – 24.11.1801
Hurman, 30.7.1801 – 23.10.1801
Heart of Oak, 25.7.1801 – 24.10.1801
Ceres, 30.7.1801 – 26.10.1801
Industry, 25.7.1801 – 23.10.1801
Supply, 30.7.1801 – 27.10.1801
Union, 25.7.1801 – 26.10.1801
Farmer's Increase, 31.7.1801 – 23.10.1801
Polly, 26.7.1801 – 23.10.1801
New Betsy, 31.7.1801 – 30.10.1801
Crown, 28.7.1801 – 23.10.1801
Friendship, 2.8.1801 – 24.10.1801
Robert, 29.7.1801 – 22.10.1801
Linnet, 2.8.1801 – 24.10.1801
General Elliot, 30.7.1801 – 21.10.1801
Industrious Ann, 4.8.1801 – 26.10.1801
Blessing, 30.7.1801 – 23.10.1801

While all the above hired vessels (apart from losses) were restored to their owners by the end of 1801 or early in 1802, the renewal of conflict in 1803 led to the resumption of the practice of hiring mercantile vessels to supplement the RN's own fleet. Some of the following were probably the same vessels as those of the same name hired in the earlier conflict.

1803
Expedition, Tender, 70 bm, 9.4.1803 – 12.11.1804 [4 x 2pdrs]
Two Friends, Tender (4), $145^{76}/_{94}$ bm, 10.4.1803 – 12.11.1804 [4 x 3pdrs + 6 x ½pdr swivels]
Amy, Tender (4), $156^{70}/_{94}$ bm, 13.4.1803 – 12.11.1804 [4 x 4pdrs]
Mary (i), Tender (6), 211 bm, 15.4.1803 – 10.9.1808 [6 x 3pdrs, + 6 x ½pdr swivels]
Cleveland, Tender (4), $68^{89}/_{94}$ bm, 16.4.1803 – 20.8.1806 [4 x 2pdrs + 4 x ½pdr swivels]
Maria (i), Tender (6), $153^{57}/_{94}$ bm, 16.4.1803 – 1805 [4 x 3pdrs + 6 x ½pdr swivels]
Louisa, Tender (4), $120^{1}/_{94}$ bm, 29.4.1803 – 1809 [3 x 3pdrs + 6 x ½pdr swivels]
King George (i), Cutter (6), $58^{47}/_{94}$ bm, 30.5.1803 – 25.12.1804 [6 x 4pdrs], 17.9.1807 – 18.5.1814
Lord Nelson, Cutter (6), $67^{74}/_{94}$ bm, 1.6.1803 – 12.12.1804 [6 x 4pdrs. Renamed *Frederick* 1804]
Albion, Cutter (6), $79^{17}/_{94}$ bm, 2.6.1803 – 24.2.1808, [6 x 4pdrs]
Maria (ii), Tender (6), $176^{23}/_{94}$ bm, 4.6.1803 – 1812 [6 x 3pdrs + 6 x ½pdr swivels]
Phoenix, Cutter (8), $79^{24}/_{94}$ bm, 4.6.1803 – 1.4.1804 [8 x 3pdrs]
Active (i), Cutter (6), $71^{73}/_{94}$ bm, 5.6.1803 – 4.8.1803 [6 x 4pdrs. Renamed *Lord Keith* 1804], 14.2.1804 – 11.1.1808 taken by the French at Cuxhaven *Eliza*, Tender (6), 185 bm, 6.6.1803 – 1812 [6 x 3pdrs + 4 x ½pdr swivels]
United Brothers, Tender (4), $143^{1}/_{94}$ bm, 6.6.1803 – 6.1.1807, taken by a French privateer off the Lizard [4 x 3pdrs + 6 x ½pdr swivels]
Concord, Tender (6), $152^{70}/_{94}$ bm, 7.6.1803 – 19.5.1810 [6 x 3pdrs + 6 x ½pdr swivels]
Hind, Cutter (8), 100 bm, 10.6.1803 – 6.8.1804 [8 x 4pdrs]
Nymphe, Cutter (8), $63^{38}/_{94}$ bm, 10.6.1803 – 31.12.1804 [8 x 4pdrs], 18.8.1807 – 29.4.1814
Queen Charlotte, Cutter (8), $75^{14}/_{94}$ bm, 10.6.1803 – 13.2.1805 [8 x 4pdrs], 17.9.1807 – 17.5.1814
Venus (i), Cutter (10), $70^{89}/_{94}$ bm, 10.6.1803 – 19.1.1805, taken by the French in the Mediterranean [6 x 3pdrs. Renamed *Arthur* 1804]
Lyre, Tender (4), $111^{68}/_{94}$ bm, 12.6.1803 – 24.10.1812 [4 x 2pdrs + 6 x ½pdr swivels]
Britannia, Cutter (6), $68^{77}/_{94}$ bm, 13.6.1803 – 9.5.1808 [6 x 3pdrs] 14.11.1808 – 12.2.1811.
Favourite (i), Tender (4), 66 bm, 13.6.1803 – 30.10.1804 [4 x 2pdrs + 4 x ½pdr swivels]
Hope (i), Tender (4), $124^{74}/_{94}$ bm, 13.6.1803 – 15.8.1807 [4 x 3pdrs + 6 x ½pdr swivels]
Minerva, Cutter (6), $67^{92}/_{94}$ bm, 13.6.1803 – 9.12.1804 [6 x 3pdrs]
Active (ii), Cutter (8), $77^{59}/_{94}$ bm, 14.6.1803 – 4.5.1814 [8 x 4pdrs]
Duke of Clarence, Cutter (6), $65^{41}/_{94}$ bm, 14.6.1803 – 24.11.1804, wrecked off Normandy [6 x 3pdrs]
Fox (i), Cutter (8), $98^{38}/_{94}$ bm, 14.6.1803 – 31.12.1805 [8 x 4pdrs]
Swift (i), Cutter (8), $76^{82}/_{94}$ bm, 14.6.1803 – 3.4.1804, taken by French privateer *L'Esperance* in the Mediterranean [8 x 4pdrs]
Dart, Cutter (6), $55^{83}/_{94}$ bm, 15.6.1803 – 10.1.1805 [6 x 3pdrs]
Griffin, Cutter (6), $70^{6}/_{94}$ bm, 15.6.1803 – 12.12.1805 [6 x 3pdrs]
British Fair, Cutter (6), $70^{53}/_{94}$ bm, 16.6.1803 – 9.9.1805 [6 x 3pdrs]

Rose (i), Cutter (6), $52^{5}/_{94}$ bm, 16.6.1803 – 12.12.1804 [6 x 3pdrs]
Swift (ii), Cutter (8), $100^{30}/_{94}$ bm, 16.6.1803 – 13.1.1806 [8 x 12pdr carronades]
Duchess of Cumberland, Cutter (6), $65^{82}/_{94}$ bm, 17.6.1803 – 5.1.1805 [6 x 3pdrs]
Fox (ii), Cutter (8), $95^{2}/_{94}$ bm, 17.6.1803 – 23.5.1804 [8 x 4pdrs]
Champion, Cutter (6), $50^{31}/_{94}$ bm, 20.6.1803 – 31.12.1804 [6 x 3pdrs. Renamed *Sabina* 1804]
Countess of Elgin, Cutter (8), $77^{88}/_{94}$ bm, 20.6.1803 – 9.5.1814 [8 x 3pdrs]
Favourite (ii), Cutter (8), $76^{18}/_{94}$ bm, 20.6.1803 – 10.11.1806 [8 x 3pdrs. Renamed *Florence* 1804]
Charlotte, Schooner (10), $77^{14}/_{94}$ bm, 21.6.1803 – 12.6.1806 [8 x 12pdr carronades + 2 x 3pdrs]
Fox (iii), Cutter (8), $99^{73}/_{94}$ bm, 21.6.1803 – 5.9.1806 [8 x 4pdrs. Renamed *Frisk* 1804]
Duke of York, Cutter (8), $82^{27}/_{94}$ bm, 23.6.1803 – 24.9.1810 [8 x 4pdrs]
Betsey, Cutter (6), $50^{66}/_{94}$ bm, 24.6.1803 – 25.12.1804 [6 x 3pdrs]
Cartaret, Cutter (6), $58^{71}/_{94}$ bm, 24.6.1803 – 25.2.1805 [6 x 3pdrs]
Nimrod, Cutter (6), $69^{78}/_{94}$ bm, 25.6.1803 – 10.10.1808 [6 x 3pdrs]
Joseph, Cutter (8), $98^{83}/_{94}$ bm, 30.6.1803 – 23.1.1805 [8 x 4pdrs] 3.8.1807 – 7.1809
Albion, Cutter (6), $79^{7}/_{94}$ bm, 2.7.1803 – 24.2.1808 [6 x 4pdrs]
Dolly, Cutter (6), $60^{73}/_{94}$ bm, 9.7.1803 – 19.9.1803 [6 x 3pdrs]
Sheerness, Cutter (8), 100 bm, 9.7.1803 – 8.3.1805 [8 x 4pdrs. Also reported hired 16.9.1803]
Spider, Cutter (10), $114^{1}/_{94}$ bm, 9.7.1803 – 8.12.1804 [10 x 12pdr carronades]
Princess Augusta, Cutter (8), $70^{55}/_{94}$ bm, 12.7.1803 – 2.5.1814 [8 x 4pdrs]



One of many clashes with Napoleon's would-be invasion flotilla was an action between the hired cutter *Admiral Mitchell* and a force of six small craft led by a gunbrig off Boulogne in October 1803. The cutter drove ashore the gunbrig and a *chaloupe*, escaping with minor damage herself.

Venus (ii), Cutter (10), $50^{68}/_{94}$ bm, 12.7.1803 – 31.1.1806, taken by French privateer *L'Ami National* [10 x 4pdrs]
Princess of Wales, Cutter (10), $105^{63}/_{94}$ bm, 13.7.1803 – 4.5.1814 [10 x 12pdr carronades]
Bolina, Tender (6), $181^{12}/_{94}$ bm, 16.7.1803 – 20.11.1807, wrecked near Padstow [6 x 3pdrs]
Neptune (i), Tender (4), $113^{39}/_{94}$ bm, 18.7.1803 –1812 [4 x 3pdrs + 4 x ½pdr swivels]
Earl Spencer, Tender (12), $141^{30}/_{94}$ bm, 27.7.1803 – 9.6.1814 [12 x 12pdr carronades]
Flirt, Cutter (10), $118^{86}/_{94}$ bm, 27.7.1803 – 16.1.1806 [10 x 12pdr carronades]
Hawke, Cutter (10), $124^{29}/_{94}$ bm, 29.7.1803 – 3.4.1805 [10 x 12pdr carronades]
Swan, Cutter (10), $119^{27}/_{94}$ bm, 6.8.1803 – 21.10.1805 [10 x 12pdr carronades] 3.8.1807 – 25.4.1811 taken by 3 Danish gunboats and later sunk *Neptune* (ii), Tender (4), $107^{44}/_{94}$ bm, 11.8.1803 – 1812 [4 x 3pdrs + 4 x ½pdr swivels]
Mary (ii), Cutter (8), 100 bm, 17.8.1803 – 31.12.1804 [8 x 12pdr carronades]
King George (ii), Cutter (12), $129^{27}/_{94}$ bm, 22.8.1803 – 25.9.1804, grounded near Harfleur and burnt [12 x 12pdr carronades; renamed *Georgiana* 1804]
Friendship, Tender (6), $174^{64}/_{94}$ bm, 23.8.1803 – 1807 [6 x 3pdrs + 4 x ½pdr swivels]
Admiral Mitchell, Schooner (12), $132^{86}/_{94}$ bm, 26.8.1803 – 6.4.1805 [12 x 12pdr carronades]. Purchased 1806 by RN, added (AO) 19.2.1807 as *Sir Andrew Mitchell Speculator*, Lugger (10), $93^{53}/_{94}$ bm, 27.8.1803 – 19.9.1813 [10 x 4pdrs]
Hope (ii), Tender (4), $80^{13}/_{94}$ bm, 12.9.1803 – 1811 [4 x 2pdrs + 4 x ½pdr swivels]
Ant, Cutter (4), $27^{43}/_{94}$ bm, 15.9.1803 – 16.3.1806 taken by the French [4 x 4pdrs]

Commerce, Tender (4), $116^{51}/_{94}$ bm, 22.9.1803 – 1807 [4 x 3pdrs + 4 x ½pdr swivels]
Eliza & Jane, Tender (4), $110^{11}/_{94}$ bm, 22.9.1803 – 23.10.1812 [4 x 3pdrs + 6 x ½pdr swivels]
Hope (iii), Cutter (8), $84^{3}/_{94}$ bm, 13.10.1803 – 27.2.1805 [8 x 12pdr carronades]
Union, Irish gun vessel *, $106^{60}/_{94}$ bm, 21.10.1803 – 1809
Ann, Irish gun cutter *, $70^{37}/_{94}$ bm, 24.10.1803 – 1809
Margaret, Irish gun vessel *, $60^{40}/_{94}$ bm, 28.10.1803 – 1809
Margaret & Ann, Irish gun vessel *, $51^{23}/_{94}$ bm, 28.10.1803 – 1807
Rover, Tender, $113^{45}/_{94}$ bm, 22.11.1803 – 1.11.1804 [4 x 2pdrs]
Ellens, Irish gun vessel *, 76 bm, 7.12.1803 – 1809
Sprightly, Irish gun vessel *, 60 bm, 7.12.1803 – 1809
James, Tender (4), 85 bm, 8.12.1803 – 1810 [4 x 2pdrs + 4 x ½pdr swivels]
Pocock, Vessel, ?, 14.12.1803 – 8.1.1805 [tender at the Nore]
Kendall, Irish gun vessel *, 77 bm, 15.12.1803 – 12.1.1810
Marys, Irish gun vessel *, 59 bm, 16.12.1803 – 15.1.1810
Tryall, Irish gun vessel *, 79 bm, 19.12.1803 – 1807
Dublin, Irish gun vessel *, 73 bm, 20.12.1803 - ?, 18.3.1807 – 12.1.1810
Industry, Irish gun vessel (6) *, 78 bm, 20.12.1803 – 1809
Hannah, Irish gun vessel *, 59 bm, 21.12.1803 – 1809
Africa, Irish gun cutter *, $70^{80}/_{94}$ bm, 27.12.1803 – 12.1.1810
Green Linnet, Irish gun schooner *, 76 bm, 31.12.1803 – 1809
Duckworth, Vessel, ?, 1803 – 1803
Duke Bronte, Vessel, ?, 1803 – 1803
Jason, Cutter, ?, 1803 – 1803
John and Mary, Irish gun vessel *, 1803 – 1803
John and Nancy, Vessel, ?, 1803 - 1803

1804

Ellen, Irish gun vessel *, 58 bm, 3.1.1804 - ?
Glory, Irish gun vessel *, 58 bm 3.1.1804 – 1809
Unity, Irish gun vessel *, 67 bm, 16.1.1804 – 12.1.1810
Rebecca, Irish gun vessel *, 50 bm, 18.1.1804 – 15.1.1810
Mary (i), Tender (6), 100 bm, 13.2.1804 – 1808
Betsey (i), Irish gun vessel *, 51 bm, 17.2.1804 – 12.1.1810
Bardsea, Irish gun vessel *, $50^{47}/_{94}$ bm, 29.2.1804 – 23.1.1810
Fly by Night, Lugger (6), $71^{62}/_{94}$ bm, 6.3.1804 – 13.12.1804 [6 x 12pdr carronades]
Venus, Lugger (6), $66^{87}/_{94}$ bm, 8.3.1804 – 4.3.1806, foundered off Texel [6 x 12pdr carronades. Renamed *Agnes* 1804]
General Coote, Lugger (6), $49^{41}/_{94}$ bm, 14.3.1804 – 20.9.1804 [ex mercantile *Phoenix*. 6 x 4pdrs]
Mary & Ellen, Irish gun vessel *, 75 bm, 16.3.1804 – 23.1.1810
Minerva, Tender (4), $87^{21}/_{94}$ bm, 20.3.1804 – 1805 [4 x 2pdrs + 3 x ½pdr swivels]
Findon, Cutter (10), 127 bm, 23.3.1804 – 17.11.1810
Pleasant Hill, Transport, 75 bm, 23.3.1804 – 26.11.1810
Sussex Oak, Transport, 124 $^{24}/_{94}$ bm, 23.3.1804 – 2.1808 taken *Stag*, Cutter (6), $57^{25}/_{94}$ bm, 26.3.1804 – 24.12.1804 [6 x 3pdrs]
Alert (i), Lugger (16), 119, $^{80}/_{94}$ bm, 27.3.1804 – 4.3.1805 [6 x 12pdrs, 8 x 6pdrs + 2 x 12pdr carronades. Renamed *Lucy* 1804]
Conway Castle, Irish gun vessel *, $53^{66}/_{94}$ bm, 27.3.1804 – 1809
Rosa, Tender (4), $154^{57}/_{94}$ bm, 27.3.1804 – 1812 [4 x 3pdrs + 6 x ½pdr swivels]
Leith, Ship (16), $294^{85}/_{94}$ bm, 4.4.1804 – 17.1.1806 [10 x 18pdr carronades, + 6 x 6pdrs]
Industry (i), Cutter (6), $45^{88}/_{94}$ bm, 7.4.1804 – 7.12.1804 [6 x 12pdr carronades. Renamed *Rhoda* 1804]
Alert (ii), Cutter (6), $44^{49}/_{94}$ bm, 9.4.1804 – 30.12.1804 [6 x 12pdr carronades]
Devonshire, Smack, 35 bm, 10.4.1804 – 2.10.1804 expended as fire vessel (see earlier entries)
Peggy, Smack, 27 bm, 10.4.1804 – 2.10.1804 expended as fire vessel (in this chapter)
Endeavour, Brig (12), $168^{66}/_{94}$ bm, 10.4.1804 – 14.10.1812 [12 x 18pdr carronades]
Morriston, Ship (12), 164 bm, 10.4.1804 – 26.9.1812 [12 x 18pdr carronades]
Magdalen, Ship (14), $215^{5}/_{94}$ bm, 14.4.1804 – 19.12.1805 [14 x 18pdr carronades]
Adelphi, Ship (10), 165 bm, 16.4.1804 – 1.11.1805 [10 x 12pdr carronades]
Mercator, Ship (14), 257 bm, 16.4.1804 – 24.12.1805 [14 x 18pdr carronades]
John, Ship (14), 244 bm, 18.4.1804 – 19.12.1805 [14 x 18pdr carronades]
Hind, Ship (14), 265 bm, 19.4.1804 – 1805 [14 x 12pdr carronades]
Providence, Smack, $51^{56}/_{94}$ bm, 10.4.1804 – 2.10.1804 expended as fire vessel (see earlier entries)
Amity, Smack, 56 bm, 10.4.1804 – 2.10.1804 expended as fire vessel (in this chapter)
Lion (i), Ship (14), $280^{33}/_{94}$ bm, 21.4.1804 – 16.2.1805 [14 x 18pdr carronades]
Nile (i), Lugger (14), $170^{22}/_{94}$ bm, 26.4.1804 – 25.10.1806 [14 x 12pdr carronades]
Hebe, Ship (16), $267^{87}/_{94}$ bm, 27.4.1804 – 30.10.1812 [16 x 18pdr carronades]
Colpoys, Brig (16), $158^{20}/_{94}$ bm, 28.4.1804 – 1807 [14 x 12pdr carronades, + 2 x 4pdrs]
Humber, Ship (16), $257^{52}/_{94}$ bm, 28.4.1804 – 8.4.1811 [14 x 12pdr carronades + 2 x 6pdrs]
Nancy (i), Cutter (6), $46^{27}/_{94}$ bm, 2.5.1804 – 15.10.1805 [6 x 4pdrs. Renamed *Frances* 1804]
Nancy (ii), Cutter (10), $121^{15}/_{94}$ bm, 2.5.1804 – 15.10.1805 [8 x 12pdr carronades + 2 x 3pdrs. Possibly renamed *Chance* 1804]
Earl St Vincent, Cutter (14), $194^{16}/_{94}$ bm, 3.5.1804 – 3.3.1806 [14 x 12pdr carronades; renamed *St Vincent* 1806]
Prince William, Ship (14), $307^{38}/_{94}$ bm, 3.5.1804 – 2.11.1812 [14 x 18pdr carronades]
Constitution, Cutter (10), $120^{34}/_{94}$ bm, 4.5.1804 – 26.8.1804 sunk in action off Boulogne by French GBs [910 x 12pdr carronades]
John Bull, Cutter (16), $119^{36}/_{94}$ bm, 5.5.1804 – 26.11.1806 [16 x 12pdr carronades]
Rosina, Ship (14), 315 bm, 6.5.1804 – 20.11.1805 [14 x 18pdr carronades]
Fanny, Brig (12), $181^{67}/_{94}$ bm, 7.5.1804 – 13.9.1804
Lady Warren, Ship (32), 315 bm, 7.5.1804 – 1807 [32 x 18pdr carronades]
Samuel Braddick, Ship (14), 241 bm, 7.5.1804 – 30.12.1805 [14 x 18pdr carronades. Renamed *Braddick*]
Betsey (ii), Cutter (10), $84^{32}/_{94}$ bm, 9.5.1804 – 14.3.1805 [2 x 4pdrs + 8 x 12pdr carronades; renamed *Phoebe* 1804]
Drake, Cutter (12), $129^{87}/_{94}$ bm, 9.5.1804 – 24.3.1805 [10 x 12pdr carronades + 2 x 6pdrs]
Thames, Ship (10), $118^{50}/_{94}$ bm, 12.5.1804 – 6.12.1805 [10 x 18pdr carronades]

Betsey (iii), Cutter (6), $60^{72}/_{74}$ bm, 16.5.1804 – 10.11.1804 [6 x 12pdr carronades; renamed *Jennet* 1804]
Providence, Brig (14), $291^{5}/_{94}$ bm, 16.5.1804 – 23.9.1812 [14 x 18pdr carronades]
Sally, Ship (14), 310 bm, 16.5.1804 – 18.8.1807 [14 x 18pdr carronades]
Blessing, Ship (14), 310 bm, 17.5.1804 – 18.2.1806
Charles, Ship (14), $309^{3}/_{94}$ bm, 17.5.1804 – 13.5.1814 [14 x 18pdr carronades]
Kitty, Ship (16), 310 bm, 17.5.1804 – 1.1.1805 [16 x 18pdr carronades]
Queenborough, Cutter (12), $181^{69}/_{94}$ bm, 17.5.1804 – 30.5.1805 [10 x 12pdr carronades + 2 x 4pdrs]
Sandwich, Lugger (14), $166^{59}/_{94}$ bm, 18.6.1804 – 10.8.1804 [12 x 12pdr carronades] 6.5.1808 – 6.5.1814
Happy Return, Cutter (10), $93^{74}/_{94}$ bm, 19.5.1804 – 5.12.1805 [10 x 12pdr carronades]
Ann, Brig (10), $120^{56}/_{94}$ bm, 21.5.1804 – 28.7.1809 [10 x 12pdr carronades]
Rose (i), Cutter (4), $44^{71}/_{94}$ bm, 26.5.1804 – 26.6.1805 [4 x 12pdr carronades. Renamed *Harriet* 1804]
Nile (ii), Cutter (12), $166^{20}/_{94}$ bm, 30.5.1804 – 1.3.1805 [10 x 12pdr carronades + 2 x 6pdrs] 18.2.1806 – 13.12.1806. Renamed *Phillis* 1804, resumed *Nile* 1806
Britannia, Irish gun vessel *, 77 bm, 4.6.1804 – 1809
Folkestone, Lugger (12), $131^{36}/_{94}$ bm, 5.6.1804 – 25.3.1805 [12 x 12pdr carronades] 9.8.1807 – 29.4.1814
Pretty Lass, Ship (14), $259^{2}/_{94}$ bm, 9.6.1804 – 25.5.1805 [14 x 18pdr carronades]
Lion (ii), Cutter (8), $86^{66}/_{94}$ bm, 15.6.1804 – 23.8.1805 [8 x 12pdr carronades]
Flying Fish, Schooner (12), $147^{44}/_{94}$ bm, 19.6.1804 – 15.12.1804, sunk in collision with *Aigle* in the Channel [12 x 12pdr carronades. Renamed *Gertrude* 1804]
Fly, Cutter (10), $83^{18}/_{94}$ bm, 25.6.1804 – 25.4.1805 [10 x 12pdr carronades] 20.7.1805 – 20.9.1805
Duke of Kent, Ship (14), 272 bm, 29.6.1804 – 27.12.1805 [14 x 18pdr carronades]
Harlequin, Ship (18), $185^{37}/_{94}$ bm, 2.7.1804 – 7.12.1809, wrecked off Seaford in fog [10 x 6pdrs, 8 x 12pdr carronades + 2 swivels]
Rose (ii), Cutter (10), $104^{76}/_{94}$ bm, 4.7.1804 – 5.3.1805 [8 x 12pdr carronades + 2 x 4pdrs. Renamed *Beaumont* 1804]
Nelson, Cutter (10), $124^{44}/_{94}$ bm, 5.7.1804 – 5.5.1805 [8 x 12pdr carronades + 2 x 6pdrs]
Princess Charlotte, Schooner (8), $95^{64}/_{94}$ bm, 7.7.1804 – 1805 [8 x 12pdr carronades]
Sir Thomas Troubridge, Ship (26), $473^{74}/_{94}$ bm, 7.7.1804 – 9.5.1806 [18 x 6pdrs + 8 x 18pdr carronades]
Lord Nelson, Schooner (12), $156^{46}/_{94}$ bm, 12.7.1804 – 14.1.1805, wrecked on Castle Rocks off Portsmouth [12 x 12pdr carronades. Renamed *Julia* 1804]
Chance, Cutter (10), $121^{13}/_{94}$ bm, 23.7.1804 – 7.4.1806 [2 x 3pdrs + 8 x 12pdr carronades] [probably renaming of *Nancy* (ii) listed above]
Courier, Cutter (12), $114^{57}/_{94}$ bm, 23.7.1804 – 18.8.1806 [12 x 4pdrs]
Althorpe, Cutter (14), $163^{73}/_{94}$ bm, 28.7.1804 – 21.12.1804 wrecked [14 x 12pdr carronades]
Lady Melville, Ship (14), $237^{17}/_{94}$ bm, 1.8.1804 – 10.2.1805 [14 x 18pdr carronades]
Mary (ii), Schooner (6), $73^{25}/_{94}$ bm, 2.8.1804 – 5.12.1804 [6 x 12pdr carronades. Renamed *Marcia* 1.12.1804]
Cockatrice, Brig (12), $183^{92}/_{94}$ bm, 6.8.1804 – 1808 [12 x 18pdr carronades]
Hero, Cutter (8), $72^{90}/_{94}$ bm, 20.8.1804 – 3.2.1805 [9 x 12pdr carronades]
Industry (ii), Cutter (8), $84^{15}/_{94}$ bm, 21.8.1804 – 25.8.1805 [8 x 12pdr carronades. Renamed *Adrian* 1804]
Camperdown, Cutter (14), $158^{40}/_{94}$ bm, 29.8.1804 – 17.10.1804 [14 x 12pdr carronades]
Speedwell, Smack, 50 bm, 3.9.1804 – 18.2.1806 [tender on the Downs station]
Thomas & Eleanor, Smack, $54^{54}/_{94}$ bm, 3.9.1804 – 3.3.1806
Cruizer, Smack, 35 bm, 10.9.1804 – 7.1.1806 [tender on the Downs station]
Reward, Vessel, $49^{61}/_{94}$ bm, 10.9.1804 – 1806 [tender on the Downs station]
Susannah, Smack, 43 bm, 10.9.1804 – 8.12.1804, expended as fireship at Calais *Caroline*, Lugger (12), 158 bm, 14.9.1804 – 26.10.1807 [12 x 12pdr carronades]. Had been in French hands as *L'Affronteur* 1795 – 18.5.1803
Phoenix, Smack, $36^{77}/_{94}$ bm, 18.9.1804 – 10.1.1806 [tender on the Downs station]
Eliza, Smack (8), 45 bm, 20.9.1804 – 13.7.1814
Elizabeth & Mary, Smack, 45 bm, 20.9.1804 – 7.1814
Kent, Cutter, 121 bm, 23.9.1804 – 29.9.1804
Lord Melville, Tender (4), $103^{77}/_{94}$ bm, 2.10.1804 – 1811 [4 x 2pdrs + 4 x ½pdr swivels]
Saumarez, Cutter (10), $106^{13}/_{94}$ bm, 6.10.1804 – 19.4.1805 [10 x 12pdr carronades]
Prince of Orange, Tender, $119^{25}/_{94}$ bm, 24.10.1804 – 1805 [swivels only]
Queen, Cutter, $130^{65}/_{94}$ bm, 16.11.1804 – 2.1.1805
Advice, Vessel (10), ?, 1804 – 1804, wrecked *Athens*, Cutter (10), 50 bm, 1804 – 1805
Hannibal, Ship (16), ?, 1804 – 16.11.1804, wrecked near Sandown, Isle of Wight

Note many of the changes in name of vessels hired between 6.1803 and 8.1804 (as detailed above) were approved by Order issued 5.9.1804.

1805

Dart, Smack, 56 bm, 21.2.1805 – 16.12.1814
Elizabeth, Tender (10), $161^{22}/_{94}$ bm, 19.3.1805 – 1812 [10 x 12pdr carronades]
Lively, Cutter (12), 120 bm, 12.8.1805 – 27.8.1805 [12 x 12pdr carronades].
Purchased by RN 1805 as *Sprightly*, BU 5.1815; see Chapter 10
Ebrington, Tender (6), $105^{5}/_{94}$ bm, 5.9.1805 – 1808 [6 x 12pdr carronades]
Charlotte, Cutter, 21 bm, 22.10.1805 – 18.10.1806
Britannia, Smack, $20^{74}/_{94}$ bm, 19.12.1805 – 4.5.1810 [tender at Falmouth]

1806

Nile, Cutter (12), 166 bm, 18.2.1806 – 13.12.1805 [10 x 12pdr carronades + 2 x 6pdrs]
Cecilia, Tender (6), $186^{69}/_{94}$ bm, 5.3.1806 – 21.12.1810 [6 x 3pdr; from 1.1807, 8 x 12pdr carronades]
Betsey, Cutter (6), $50^{62}/_{94}$ bm, 24.6.1806 – 27.3.1810
Sally, Smack, 60 bm, 17.7.1806 – 3.11.1806 [stores tender]
Unity, Smack, 60 bm, 17.7.1806 – 3.11.1806 [stores tender]
Perseverance, Tender(6), $159^{88}/_{94}$ bm, 30.7.1806 – 24.12.1808 [4 x 12pdr carronades + 2 x 6pdrs]
Eliza, Tender (4), $140^{61}/_{94}$ bm, 9.10.1806 – 26.5.1811 [2 x 6pdrs + 2 x 3pdrs]

1807

Ann, Tender, $154^{35}/_{94}$ bm, 21.3.1807 – 1812
Favourite, Cutter (6), $72^{38}/_{94}$ bm, 22.3.1807 – 1.6.1811 [6 x 3pdrs]
Sprightly, Smack, $135^{35}/_{94}$ bm, 24.7.1807 – 23.10.1807 [tender]
Active, Schooner, $109^{60}/_{94}$ bm, 30.7.1807 – 29.10.1807 [tender]
British Fair, Cutter (6), $70^{70}/_{94}$ bm, 31.3.1807 – 29.5.1814 [6 x 3pdrs]

Lord Nelson, Cutter (8), $68^{54}/_{94}$ bm, 10.8.1807 – 15.8.1809, wrecked near Vlissingen [8 x 12pdr carronades]
Ox, Lugger (6), $55^{73}/_{94}$ bm, 27.8.1807 – 27.11.1807 [6 x 4pdrs]
Resolution, Cutter (8), $86^{5}/_{94}$ bm, 28.8.1807 – 23.5.1814 [8 x 4pdrs]
True Blue, Tender (8), $114^{67}/_{94}$ bm, 19.11.1807 – 21.3.1809 [4 x 12pdr carronades + 4 x 3pdrs]
Norfolk, Cutter (8), ?, 1807 – 1812

1808

Elizabeth, Tender (10), $204^{58}/_{94}$ bm, 22.1.1808 – 27.4.1809 [10 x 6pdrs]
Cacafogo, prison ship, 366 bm, 6.2.1808 – 1.11.1809 [to Transport Board 17.11.1809]
Betsey Caines, Cutter (10), $173^{71}/_{94}$ bm, 20.2.1808 – 19.4.1810 [10 x 12pdr carronades]
Jemima, Tender (4), 70 bm, 11.4.1808 – 1812 [4 x 4pdrs]
Albion, Cutter (6), $78^{24}/_{94}$ bm, 3.5.1808 – 15.6.1812 [6 x 4pdrs]
Lord Cochrane, Brig (14), $103^{15}/_{94}$ bm, 15.5.1808 – 27.5.1814 [12 x 12pdr carronades + 2 x 6pdrs]
Black Joke, Lugger (4), $108^{92}/_{94}$ bm, 22.5.1808 – 1.7.1810, taken by the French in the Channel [10 x 12pdr carronades]
Gambier, Cutter (12), $109^{87}/_{94}$ bm, 11.6.1808 – 1.5.1814 [10 x 12pdr carronades]
Esdaile, Transport (14), 210 bm, 14.6.1808 – 12.4.1809
Rowena, Brig (10), $150^{83}/_{94}$ bm, 1.7.1808 – 26.3.1809 [8 x 12pdr carronades + 2 x 6pdrs]
Gleaner, Ketch tender *, $153^{79}/_{94}$ bm, 12.7.1808 – 2.3.1814 [14 x 12pdr carronades]
Weazle, Schooner (6), $69^{87}/_{94}$ bm, 14.7.1808 – 22.3.1811 [6 x 6pdr carronades?]
Kate Karney, Brig, $149^{68}/_{94}$ bm, 16.7.1808 – 6.10.1808 [12 x 12pdr carronades]
Cricket, Ketch, $96^{73}/_{94}$ bm, 22.7.1808 – 31.10.1808, taken by the French in the Channel [8 x 12pdr carronades]
Ferret, Cutter, $65^{52}/_{94}$ bm, 22.7.1808 – 22.11.1808, taken [4 x 6pdrs]
Nimrod, Cutter (6), $75^{62}/_{94}$ bm, 11.10.1808 – 20.5.1814 [6 x 3pdrs]
Alert, Cutter (4), $44^{89}/_{94}$ bm, 29.10.1808 – 7.2.1812, [2 x 12pdr carronades + 2 x 3pdrs]
Fancy, Cutter (4), 43 bm, 29.10.1808 – 17.9.1809 [2 x 12pdr carronades + 2 x 3pdrs]
Dover, Cutter (4), 47 bm, 4.11.1808 – 20.5.1810 [2 x 12pdr carronades + 2 x 3pdrs]
Poll, Cutter (4), 43 bm, 4.11.1808 – 7.9.1809 [2 x 12pdr carronades + 2 x 3pdrs]
Idas (i), Cutter (10), 142 bm, 10.11.1808 – 5.9.1812 [10 x 6pdrs]
Britannia, Cutter (8), $68^{73}/_{94}$ bm, 1.12.1808 – 12.2.1811 [8 x 4pdrs]

1809

Union, Transport, $130^{23}/_{94}$ bm, 10.1.1809 – 5.2.1811
Idas (ii), Cutter (10), $102^{18}/_{94}$ bm, 21.4.1809 – 4.6.1810, taken after grounding in Scheldt estuary *Mary*, Cutter (8), $79^{23}/_{94}$ bm, 27.4.1809 – 27.4.1812 [8 x 4pdrs]
Hero, Cutter (12), $109^{58}/_{94}$ bm, 4.5.1809 – 14.11.1811 [10 x 12pdr carronades]
Berwick Packet, Smack, 108 bm, 26.6.1809 – 28.10.1809
Alnwick Packet, Smack, $81^{61}/_{94}$ bm, 1.7.1809 – 3.10.1809
Alert, Smack, $65^{85}/_{94}$ bm, 1.7.1809 – 5.10.1809
Sylph, Cutter, $19^{24}/_{94}$ bm, 1.7.1809 – 17.11.1809 [survey cutter; unarmed]
Yhan, Smack, $74^{85}/_{94}$ bm, 1.7.1809 – 2.10.1809
Elizabeth, Brig, $65^{14}/_{94}$ bm, 1.7.1809 – 5.10.1809
Flora, Smack, $62^{37}/_{94}$ bm, 1.7.1809 – 2.10.1809
Hope, Smack, 66 bm, 1.7.1809 – 14.10.1809
Flying Fish, Schooner (6), 74 bm, 6.7.1809 – 9.5.1814 [6 x 3pdrs]
Auxiliary, Vessel, 141 bm, 7.7.1809 – 17.11.1809
Bee, Smack, 69 bm, 7.7.1809 – 18.10.1809
Caroline, Polacre, $197^{15}/_{94}$ bm, 7.7.1809 – 1.9.1809
Sally, Smack, 70 bm, 7.7.1809 – 13.10.1809
Nepean, Smack, $77^{63}/_{94}$ bm, 11.7.1809 – 14.10.1809
Ann, Brig, 77 bm, 15.7.1809 – 17.10.1809
Fancy, Cutter (10), $111^{80}/_{94}$ bm, 15.7.1809 – 25.2.1811 [10 x 12pdr carronades]
Tigre, Cutter, $46^{33}/_{94}$ bm, 10.1809 – 2.11.1809

Note all vessels listed from *Berwick Packet* to *Ann* inclusive (except *Sylph* and *Flying Fish*) were hired for service in the abortive Scheldt expedition in 1809 (the attack on the naval arsenal established by Napoleon at Antwerp). In addition, the following 28 vessels were all hired at Deal on 23 – 25.7.1809 for one month as 'hovelling' (or pilot) boats, and were all paid off by 30.9.1807:

Active, Sloop, $34^{43}/_{94}$ bm
Mandamus, Sloop, $47^{46}/_{94}$ bm
Ann, Lugger, $40^{8}/_{94}$ bm
Mary, Cutter, $38^{39}/_{94}$ bm
Betsey (i), Lugger, $49^{44}/_{94}$ bm
Mayflower, Sloop, $37^{73}/_{94}$ bm
Betsey (ii), Schooner, $67^{31}/_{94}$ bm
Nancy (i), Cutter, $39^{89}/_{94}$ bm
Favourite, Cutter, $30^{31}/_{94}$ bm
Nancy (ii), Cutter, $38^{77}/_{94}$ bm
Fox (i), Lugger, $40^{40}/_{94}$ bm
Nancy (iii), Sloop, 35 bm
Fox (ii), Sloop, $46^{64}/_{94}$ bm
Otis, Lugger, $29^{64}/_{94}$ bm
Friendship (i), Sloop, $39^{42}/_{94}$ bm
Ox, Lugger, $46^{38}/_{94}$ bm
Friendship (ii), Sloop, $25^{57}/_{94}$ bm
Phoenix, Lugger, $18^{83}/_{94}$ bm
Hebe (i), Lugger, 38 bm
Po, Lugger, $45^{65}/_{94}$ bm
Hebe (ii), Sloop, 39 bm

Snipe, Lugger, $30^{86}/_{94}$ bm
Hero, Lugger, $40^{13}/_{94}$ bm
Spring, Lugger, 35 bm
Hope, Lugger, $56^{64}/_{94}$ bm
Triumph, Cutter, 38 bm
Io, Lugger, $58^{83}/_{94}$ bm
Two Brothers, Sloop, $30^{15}/_{94}$ bm

Finally, twelve open boats, all between 14 and 16 tons, were similarly hired 23 – 27.7.1809 for one month: *Dover*, *Enterprise*, *Fame*, *Fly*, *Idas*, *Lord Keith*, *Lord Nelson*, *Midas*, *Princess of Wales*, *Po*, *Pursuit* and *Ranger*. Three unnamed galleys, one of 28ft and two of 24ft, were hired at the same time.

1810

Ranger, Ship (16), 1810 – 17.1.1810

1811

Fancy, Cutter (10), $117^{59}/_{94}$ bm, 26.2.1811 – 24.8.1814 [2 x 6pdrs + 10 x 12pdr carronades]
Charles, Schooner (10), $118^{53}/_{94}$ bm, 23.10.1811 – 4.5.1814 [10 x 12pdr carronades]

1812

Fox, Cutter *, $16^{86}/_{94}$ bm, 18.7.1812 – 10.2.1815 [unarmed; for survey of the Channel]
Badger, Cutter (10), $107^{35}/_{94}$ bm, 16.11.1812 – 13.5.1814 [10 x 6pdrs]

1813

Maria, Smack (4), 57 bm, 11.1.1813 – 15.6.1814 [4 x 3pdrs]
Isabella, ?, $97^{46}/_{94}$ bm, 12.3.1813 – 8.1813 [4 x 2pdrs]
Adventure, Transport, $379^{74}/_{94}$ bm, 27.4.1813 – 21.7.1814
Anna, Tender (4), $115^{84}/_{94}$ bm, 31.7.1813 – 1814 [4 x 2pdrs]
Alert, Cutter (10), $117^{70}/_{94}$ bm, 24.10.1813 – 16.5.1814 [10 x 6pdrs; also reported hired 11.8.1813]
True Briton, Schooner (12), $182^{70}/_{94}$ bm, 10.12.1813 – 30.6.1814 [?6 x 12pdr carronades]
Maria, Schooner, $104^{12}/_{94}$ bm, 11.12.1813 – 9.7.1814

1815

Chance, Schooner, $131^{69}/_{94}$ bm, 1.6.1815 – 16.11.1815
Venus Packet, Packet, $77^{84}/_{94}$ bm, 27.6.1815 – 11.12.1815

12 Miscellaneous Auxiliaries

While this book is primarily devoted to British combatant warships, the Royal Navy required and operated a large number of non-combatant vessels, as well as shore establishment, to service its huge establishment and to provide a number of ancillary (non-combatant) functions. This chapter includes a variety of sea-going service craft used by the Navy whose prime function was not combatant. It includes ships commissioned for the transport of troops and stores; vessels employed on voyages of discovery and surveying; hulks used as hospital, prison or receiving ships; and a number of tenders and Royal yachts. Many of these were former (and now obsolete) ships of the line and cruising vessels, and for these the main entry is to be found under their original categorisation in earlier chapters, with simply a cross-reference appearing below. Only ships purpose-built for the auxiliary role, or converted from mercantile acquisitions, are detailed in full in this chapter. Sadly space limitations mean that no account can be taken of the numerous (non-seagoing) harbour craft, from hoys and lighters to victualling barges and tank vessels.

Troopships and Transports

There was in naval parlance a clear distinction between troopships, which were generally naval vessels – most often former warships relegated from front-line service and partially disarmed (usually by having the lower deck guns stripped out and temporary cabins installed in their place to accommodate troops) – and transports, the latter generally signifying merchant vessels, usually hired for the purpose, including those controlled by the subsidiary Transport Board. Nevertheless this distinction was not always made clear in naval records. At the start of 1793 the RN had four former 44-gun ships currently rated at only 24 guns – the *Dolphin*, *Camel* (ex *Mediator*), *Dromedary* (ex *Janus*) and *Serapis*; details of all four are found under *Roebuck* Class in Chapter 5. While several other cruisers were temporarily converted for trooping, only these four were specifically downrated for this function. The Navy List also included five vessels rated as 'armed transports', all out of commission in harbour status – but in fact none were being used in a troop-carrying role, the larger *Prosperity* of 1782 being used for exploration, and the four smaller vessels (all purchased in 1788) being used as tenders.

Prosperity (mercantile, built by John Perry & Co, Blackwall).

Dimensions & tons: 130ft 10in, 109ft $7^{7}/_{8}$in x 34ft 4in x 12ft 5in. $687^{57}/_{94}$ bm.

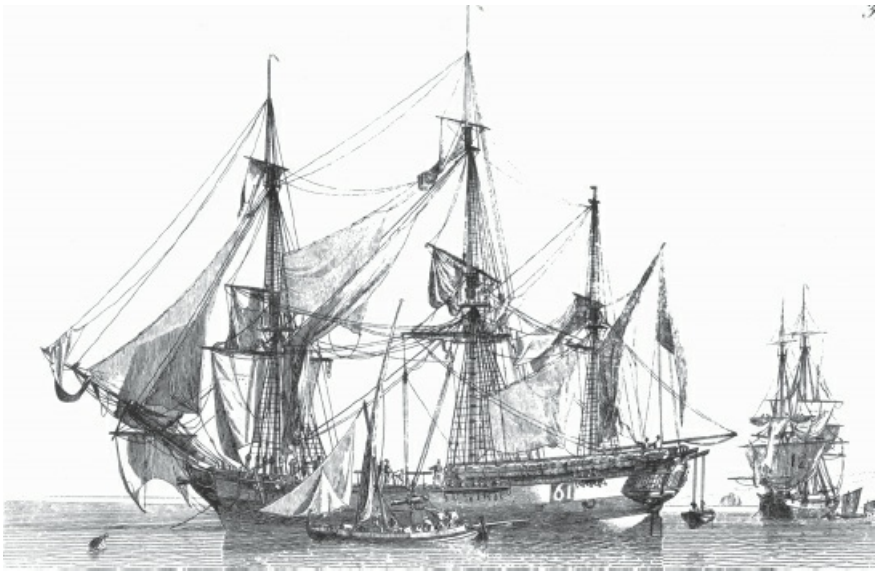
Men: 75 as armed storeship (60 as receiving ship). Guns: UD 22 x 24pdr carronades.

Purchased 3.1782. Fitted at Deptford (for £5,038.1.11d) 12.4 – 27.8.1782.

Commissioned: 7.1782 under Lieut. Henry Thorp for Jamaica; paid off 10.1783. Registered as receiving ship 6.12.1783, and fitted as such at Sheerness 12.1783 – 1.1784 (serving there to 1794); BU at Sheerness 10.1796.

Woolwich (mercantile *Marianne*), 6-gun tender.

Dimensions & tons: …, 59ft 6¾in x 23ft 1in x 10ft 8in. $168^{67}/_{94}$ bm.



An engraving of a British transport by J.J. Baugean. This is a hired vessel – the number painted up was listed alongside the ship's entry in Lloyd's Register.

Men: 14. Guns: 6 x 3pdrs, plus 6 x ½pdr swivels.

Purchased (for £1,836) 30.1.1788. Registered 18.6.1789.

Commissioned: 6.1793 under Lieut. John Norris, for the Impressment Service. In 6.1795 under Lieut. John Cox (-1800), then 4.1803 under Cox again; paid off 12.1806 Sold 3.11.1808.

Chatham (mercantile brig, built 1788 by Thomas King, Dover), 4-gun brig-rigged tender.

Dimensions & tons: …, 53ft 1¾in x 21ft 6¾in x 10ft 1in. $131^{31}/_{94}$ bm.

Men: 12 (1789), 45 (1810). Guns: 4 x 3pdrs, plus 6 x ½pdr swivels.

Purchased 12.2.1788 from builder (for £1,015), and fitted 4 – 5.1788 at Deptford for use as a tender. Registered 18.6.1789.

Commissioned: 12.1790 under Lieut. George Sayer; from 1.1791 under Lieut. William Broughton (-1793); refitted for Vancouver's expedition to North West Passage at Deptford (for £346) 12.1790 – and Woolwich (for £2,270) to 1.1791; sailed 4.1791, as tender to *Discovery*. In 9.1792 under Lieut. Peter Puget (Broughton sent home with despatches); to Ordinary at Deptford 1796. Sold in Jamaica 1830 (deleted from Navy List after 1802).

Deptford (mercantile, building by Young & Woolcombe, Rotherhithe), 6-gun tender.

Dimensions & tons: 61ft 0in x 21ft 7in x 10ft 1in. 158 bm.

Men: … . Guns: 6 x 3pdrs, plus 6 x ½pdr swivels.

Purchased 25.2.1788. L: 2.1788.

Under John Crowe, Master, 1.1795 (-1801), then 4.1803 under Lieut. Robert Hexter, 12.1803 Lieut. George Antram, and 1810 Lieut. John Debenham (-1814). Presented to the Hibernian Marine Society 24.8.1816. BU at Chatham 6.1862.

Sheerness (mercantile, built 1786 by Wilson, Sandgate), 4-gun tender.

Dimensions & tons: …, 58ft $4^{1}/_{8}$in x 21ft 10¼in x 10ft 0in. 148 bm.

Men: 14. Guns: 4 (later 6) x 3pdrs, plus 6 x ½pdr swivels.

Purchased from builder (for £1,096) 6.8.1788. Registered as tender 18.6.1789. Fitted as tender at Woolwich 2.8.1788 – 11.1788.

Commissioned: 2.1793 under Lieut. William Milner, for Impressment Service; in 8.1796 under Lieut. Robert Baley (-1797), at Dublin. In 5.1803 under Lieut. Andrew Lessley, then 2.1804 under Lieut. George Fox (-1810), as receiving ship at Hull. BU 5.1811. Added from 1793 onwards were the following.

Supply (American mercantile *New Brunswick*, built of birch), armed vessel for colony at Botany Bay.
Dimensions & tons: 97ft 4in, 84ft 0in x 29ft 5½in x 16ft 5½in. 388 bm.
Men: 50. Guns: 10 x 4pdrs.
Purchased 10.1793.
Commissioned: 4.1794 under Lieut. Willliam Kent; sailed for Australia 15.2.1795. BU in New South Wales 1806.

Reliance (mercantile *Prince of Wales*, built at South Shields), armed vessel for colony at Botany Bay.
Dimensions & tons: 96ft 1in, 80ft 7¼in x 30ft 4in x 13ft 0in. 394 bm.
Men: 87. Guns: 10 x 4pdrs.
Purchased 12.1793.
Commissioned: 4.1794 under Lieut. Nathaniel Portlock; in 8.1794 under Cmdr. Henry Waterhouse; sailed for Australia 15.2.1795, carrying new Governor, Capt. John Hunter; sailed from Australia 3.1800, arriving England 10.1800 and becoming receiving ship at Sheerness 10.1800. Sold there 1815.

Etrusco (mercantile, origins unknown).
Dimensions & tons: 137ft 8in, 116ft $5^{7}/_{8}$in x 38ft 6in x 13ft 6in. 919 bm.
Men: 125. Guns: 16 x 6pdrs.
Purchased 1794. Registered 29.6.1795.
Commissioned: 5.1795 under Cmdr. James Hanson. In 9.1797 under Cmdr. George Reynolds; foundered 25.7.1798 en route from Martinique to UK, after crew removed.

Princess (Dutch East Indiaman *Williemstadten Boetzelaer*) – see earlier chapter.
Dimensions & tons: 140ft 6in, 123ft 0in x 32ft 2in x … . 677 bm.
Taken 14.9.1795 at Simons Bay.

Alexander (French privateer *L'Alexandre*, purchased 1796), 6 guns.
Dimensions & tons: dimensions not recorded. 125 bm.
Men: … . Guns: 6 x 4pdrs.
Taken 1.4.1796 in the West Indies by *Invincible*, purchased there as armed schooner/tender.
Commissioned: 1797 under Lieut. William Wood Senhouse; took 6-gun privateer *Le Coq* off Martinique 15.8.1797, and 8-gun *L'Epicharis* off Barbados 4.10.1797. Sold 1802.

Buffalo (mercantile *Fremantle*, purchased on stocks from John Dudman, Deptford), 10 guns.
Dimensions & tons: 109ft 2in, 90ft 6¼in x 31ft 0in x 13ft 2½in. $462^{66}/_{94}$ bm. Draught 8ft 0in / 11ft 6in.
Men: 33. Guns: 10 x 6pdrs.
Purchased by AO 16.8.1797. L: 3.11.1797. Registered & established 24.11.1797. C: 3.4.1798 at Deptford Dyd.
First cost: £5,495 to complete to launching stage, then plus £5,860 at Deptford Dyd.
Commissioned: 5.1798 under Lieut. William Raven, as armed transport for New South Wales; sailed for Australia 6.1798, arriving Botany Bay 3.5.1799. In 11.1800 under Lieut. William Kent (acting); arrived England 1801 and paid off. In 1802 under Capt. Philip Gidley King (Governor of Australia, -1806); sailed for New South Wales again 16.2.1802. In 1807 under Capt. William Bligh (nominally, in actuality Cmdr. Joseph Short), in New South Wales, then 1808 Lieut. John Houston (-1809); to England and paid off 1808. Fitted at Portsmouth as Army prison ship 9.1808 – 3.1809, to lie at Cowes. Hulked 1814. Sold to Mr. Spartly (for £810) 30.4.1817.

William (mercantile *William*), storeship, ex armed vessel.
Dimensions & tons: dimensions not recorded. 374 bm.
Men: … . Guns: 20 x 32pdr carronades as armed vessel, 6 x 12pdr carronades as storeship.
Purchased 1798. Registered and established 5.4.1798.
Commissioned: 5.1798 under Cmdr. John Parker Robinson; to Ordinary 10.1799. Re-rated storeship 28.2.1800. In 2.1803 under Thomas Brown, Master; in 10.1804 under John Fryer, Master, then 10.1806 under S. Trounce, Master; later under John Foxten, Master; driven ashore in Canso Bay (Nova Scotia) 11.11.1807.

Porpoise (i) (mercantile, built by Hill & Mellish, Limehouse to design by John Henslow), 10 guns.
Dimensions & tons: 96ft 0in, 76ft $10^{1}/_{8}$in x 28ft 0in x 12ft 0in. $320^{42}/_{94}$ bm.
As built: 96ft 2in, 76ft 10in x 28ft 2in x 12ft 0in. 324 bm. Draught 9ft 9in / 10ft 2in.
Men: 33. Guns: 10 x 6pdrs (later 12pdr carronades).
Ord (established) 24.11.1797. K: 12.1797. L: 16.5.1798. C: 15.10.1798 at Deptford Dyd.
First cost: £10,276 including fitting.
Commissioned: 7.1798 under Lieut. Walter Scott (-1800), unless confused in records with William Scott (see second *Porpoise* below). Renamed *Diligent* 5.1.1799. Sold 1802.

William (mercantile *William*), 4 guns.
[Note this was the former ship-sloop *William*, converted to a storeship in 1798 – see Chapter 7 for details.]

Empress Mary (mercantile, origins unknown), 12 guns.
Dimensions & tons: 123ft 0in, 105ft 3¼in x 34ft 1½in x 13ft 7in. $652^{2}/_{94}$ bm.
Men: 62. Guns: UD 12 x 24pdr carronades.
Pirchased 17.4.1799 (having arrived at Deptford 12.4.1799). Fitted by Barnard, Deptford 6.1799, thence to Deptford Dyd, then Woolwich Dyd, completing 20.7.1799.
Commissioned: 9.1799 under John Laird, Master; paid off 6.1802. To Harwich as a breakwater 4.1804.

Abundance (mercantile, bought on stocks from Adams, Buckler's Hard), 16 guns.
Dimensions & tons: 142ft 4in, 119ft 2¼in x 32ft 7in x 15ft 0in. 673 bm. Draught 8ft 10in / 12ft 3in.
Men: 80. Guns: UD 16 x 24pdr carronades.
Purchased 6.1799. L: 30.9.1799. Fitted at Portsmouth Dyd 5.10.1799 – 17.3.1800.
Commissioned: 1800 under William Price, Master (-1806), for the East Indies. Fitted at Woolwich 10 – 12.1802, then East Indies again; to the Mediterranean 1804. In 1806 under John Fryer, Master; sailed for the West Indies. Under Josiah Oakes, Master, 1806 – 1815 (but under W. Kirby, temp., in 1812). Delivered to the Committee for Distressed Seamen as accommodation ship 10.1816. Fitted at Deptford as storeship 8.1818 – 3.1819, then to St Helena. Home and laid up at Deptford 8.1821. Sold to Mr. Levy (for £2,600) 22.5.1823.

Porpoise (ii) (Spanish sloop *Infanta Amelia*), 10 guns.
Dimensions & tons: 93ft 0in, 74ft 4in x 27ft 11in x 12ft 3in. 308 bm.
Men: … . Guns: 10 x 6pdrs.
Taken 6.8.1799 by *Argo* off Portugal. Fitted at Portsmouth 26.8.1799 – 15.2.1800.
Commissioned: 10.1799 under Lieut. William Scott, as storeship for New South Wales; sailed for Australia 4.1800, arriving there 7.11.1800. In 1803 under Lieut. Robert Fowler; wrecked off New South Wales 17.8.1803.

Vorsechterkite (Dutch *Vorsechterkite*, built 1790 in America), unarmed brig.
Dimensions & tons: 77ft 6in, *c*55ft 9in x 23ft 9in x 6ft 11in. 167 bm.
Taken 1800.
Became depot at Martinique 1802. Final disposal *c*1805.

Dolphin (ex Sixth Rate, former Dutch *Dolfijn*, taken 1799 – see Chapter 6).
Transport 1800. Storeship 1802. BU 1803.

Dromedary (ex frigate *Howe*, former mercantile *Kairuskoo*, purchased 1805 – see Chapter 5).
Men: 100. Guns: UD 20 x 9pdrs; QD 4 x 6pdrs.
Renamed 6.8.1808, when re-established as storeship.

Chichester (French flûte *Var*, built 7.1805 – 12.1806 at La Ciotat. L: 8.9.1806. Design by Pierre-Alexandre Forfait amended by Jacques-Noël Sané), 18 guns.
Dimensions & tons: 140ft 10in, 118ft 10in x 35ft 0½in x 11ft 6½in. 777 bm.
Men: 88. Guns: UD 14 x 6pdrs; QD 4 x 4pdrs.

Taken 15.2.1809 by *Belle Poule* at Valona. Fitted as storeship at Woolwich 21.1 – 23.3.1810.
Commissioned: 1810 under William Kirby, Master; wrecked 2.5.1811 in tropical storm at Madras.

Camel (East Indiaman *Severn*, built 1812-13 by James Bonner & James Horsburgh at Calcutta. L: 27.4.1812), 18 guns. Teak-built.
Dimensions & tons: 115ft 6in, 94ft 5¼in x 33ft 8in x 15ft 1in. $569^{34}/_{94}$ bm.
Men: 55. Guns: 16 x 24pdr carronades, + 2 x 9pdrs.
Arrived in England from India 10.1813, and purchased 1.11.1813.
Commissioned: 23.11.1813 under James Keith, Master (-1819). In 6.1819 under Thomas Webb, Master. Convict hulk 1823. Sold to George Braithwaite (for £2,800, for mercantile use) 22.4.1831.

Buffalo (East Indiaman *Hindostan*, built 1812-13 by James Bonner & James Horsburgh at Calcutta), 18 guns. Teak-built.
Dimensions & tons: 120ft 0in, 98ft $8^{7}/_{8}$in x 33ft 6in x 15ft 8in. 589 bm.
Men: 55. Guns: 16 x 24pdr carronades, + 2 x (short) 9pdrs.
Arrived in England from India 10.1813, and purchased 1.11.1813.
Commissioned: 11.1813 under Richard Anderson, Master. Fitted as timber carrier (to transport spars from New Zealand) 1831, then as convict ship 1.1833; sailed for Australia 12.5.1833 with 180 female convicts. Fitted as timber carrier again 1839; wrecked off New Zealand 28.7.1840.

Storeships

Several of the aforementioned transports also served as storeships; and indeed for movement of stores and munitions the Navy largely relied upon the separate Transport Board. However, a series of six vessels were purpose-built for the carriage of stores, and these appear below.

***AID* Class**. The only purpose-built class of naval auxiliaries constructed during the Napoleonic Wars, the *Aid* Class were designed by the Surveyors (Tucker, Seppings and Peake) jointly in 1808 to serve as both transports and storeships.
Dimensions & tons: 104ft 0in, 87ft $2^{1}/_{8}$in x 26ft 0in x 17ft 6in. $313^{47}/_{94}$ bm.
Men: 39. Guns: none (as survey ship, *Aid* carried 4 x 12pdr carronades + 2 x 6pdrs).

Aid Josiah & Thomas Brindley, King's Lynn.
As built: 105ft 5in, 87ft 3in x 26ft 0in x 17ft 4in. $313^{68}/_{94}$ bm. Draught (1839) 7ft 11½in / 10ft 5in.
Ord: 1808. K: 7.1808. L: 4.4.1809. C: 5.1809 - 30.7.1809 at Woolwich (where based).
First cost: £5,403 to build.
Role to 1815 unclear. Fitted at Sheerness for the Treasury Dept 11.1815. Fitted as surveying vessel at Sheerness 12.1816 – 3.1817.
Commissioned: 1.1817 under Cmdr. William Smyth (-1824), to survey in Mediterranean. Renamed *Adventure* 24.5.1821. Fitted to survey the south coast of America (Straits of Magellan) 10.1825 – 4.1826; recommissioned 9.1825 under Cmdr. Philip P. King. Laid up at Woolwich 10.1830. Fitted as receiving ship to 11.1834, then as transport at Sheerness 9 – 12.1839, based at Woolwich under J Hamond (Acting Master). Recommissioned 6.1849 under Peter Wellington. Sold at Plymouth (for £750) by AO 19.3.1853.

Assistance John Dudman, Deptford.
As built: 104ft 4in, 87ft 5in x 26ft 1½in x 17ft 5in. $317^{33}/_{94}$ bm. Draught 6ft 9in / 8ft 10in.
Ord: 1808. K: 9.1808. L: 7.3.1809. C: 18.3.1809 to … at Deptford (where based).
Sold to Thomas Pittman, Rotherhithe (for £1,310) 7.6.1821.

Chatham Josiah & Thomas Brindley, Frindsbury.
As built: 109ft 8in, 88ft $5^{7}/_{8}$in x 25ft 11½in x 17ft 4in. $317^{15}/_{94}$ bm.
Ord: 1810. K: 10.1810. L: 22.6.1811. C: 24.8 – 4.10.1811 at Woolwich (based at Plymouth).
Paid off 5.1822. Fitted for Breakwater Dept. 9.1825. BU 1864.

Portsmouth (ex *Woolwich*) Milford Dyd.
As built: 109ft 8in, 88ft $5^{7}/_{8}$in x 25ft 11½in x 17ft 4in. $317^{15}/_{94}$ bm.
Ord: 1810. K: 10.1810. L: 28.9.1811. C: … . (based at Plymouth).
Very Small Repair at Plymouth 10.1817 – 1.1818. Fitted as a coal depot at Woolwich 9.1827 – 3.1828, then to Deptford. BU at Deptford 8.1834.

Diligence Jabez Bailey, Ipswich.
As built: 104ft 4in, 87ft 2¼in x 26ft 1¾in x 17ft 4in. $317^{3}/_{94}$ bm. Draught 6ft 8in / 8ft 8in.
Ord: 1813. K: 10.1813. L: 30.9.1814. C: 5.10.1814 – 26.5.1815 at Sheerness (based at Woolwich).
Fitted at Plymouth as a coal depot 11.1861 – 4.1862. Sold at Portsmouth (for £420) 2.7.1904.

Industry James Warwick, Eling (Southampton).
As built: 104ft 2in, 87ft 25/8in x 26ft 2in x 17ft 5½in. 318 bm.
Ord: 1813. K: 1.1814. L: 13.10.1814. C: … . (based at Woolwich).
Fitted at Woolwich to carry shells and ammunition 6.1824. Fitted as a Chapel ship for the Isle of Man 2.1835. BU 1846.

Survey and Discovery Vessels

In commission (but nominally 'in harbour service'!) in 1792 were two 'sloops on discovery'.

Discovery (mercantile, building by Randall & Co, Rotherhithe)
Dimensions & tons: 99ft 2in, 77ft $9^{5}/_{8}$in x 28ft 3¼in x 12ft 4in. $330^{65}/_{94}$ bm.
Men: 100. Guns: 10 x 4pdrs (short), plus 10 x ½pdr swivels.
Purchased 11.1789.
Commissioned: 2.1791 under Cmdr. George Vancouver; sailed for Pacific expedition 1.4.1791; surveyed west coast of Australia, then Dusky Bay, New Zealand, Tahiti and the Hawaiian Islands. Charted northwest coast of America and Alaska in 1792; returned to England 10.1795 and laid up. Fitted as bomb vessel 1798 (which see); recommissioned 7.1798 under Cmdr. John Dick; in 10.1800 under Cmdr. John Conn; paid off 10.1801. Recommissioned 6.1803 under Cmdr. John Joyce; in 6.1804 under Cmdr. Charles Pickford. Fitted at Sheerness as a convict ship 1808. To Woolwich 1818. BU 1834.

Providence (mercantile, building by Perry & Co, Blackwall)
Dimensions & tons: 107ft 10¼in, 89ft 6in x 29ft 2½in x 12ft 3¼in. $406^{12}/_{94}$ bm.
Men: 100. Guns: 10 x 4pdrs (later 14 x 4pdrs), plus 14 x ½pdr swivels.
Purchased 2.1791 (rated as ship-sloop). L: 23.4.1791.
Commissioned: 2.1791 under Capt. William Bligh; sailed for the Pacific 6.7.1791 on Bligh's second 'Breadfruit Expedition'; successfully transported breadfruit from Tahiti to West Indies; arrived back in England 9.1793. In 11.1793 under Cmdr. William Broughton for expedition to Pacific, to continue Vancouver's work; sailed 2.1795 and surveyed north-west coast of America, the Yellow Sea, Korea and Japan in 1796; wrecked on Sakashima Islands, east of Taiwan 17.5.1797.

Investigator (i) Former ship-sloop *Xenophon* (see Chapter 7 for details), fitted as a discovery ship at Sheerness (for £2,310) 11.1800 – 3.1801 and renamed.
Men: … . Guns: 6 x 12pdr carronades + 2 x 6pdrs.
Commissioned: 16.2.1801 under Cmdr. Matthew Flinders for voyage to Australia (he gave the name to the continent!); sailed 18.7.1801; vessel circumnavigated Australia 1802-03, but was condemned 6.1803 and used as storeship at Port Jackson. Repaired, re-rigged as a brig for local service in 1804 under Lieut. John Houston. Sailed 23.5.1805 for England under Cmdr. William Kent; arrived Plymouth 21.11.1805 and paid off there 1.1806 into Ordinary. Reclassed as prison ship 1808. Sold (by AO 28.7.1810) to George Baily (for £1,253, for mercantile use) 12.1810.

Gleaner (mercantile *Gleaner*, built 1802), 2-gun survey ketch.
Dimensions & tons: dimensions unknown. 154 bm.

Men: 30. Guns: 2 x 12pdr carronades.
Purchased 1809 (hired from 12.7.1808).
Commissioned: 1811 under Lieut. Alexander Branch, for the Mediterranean. Fitted 1811 as yard lighter, then as lightvessel for the Galloper Sand. In 1812 under J. Trickey, Master, then 1813 under L.W. Knight; took 6-gun privateer *L'Adelaide* in the Mediterranean 27.3.1813. Later under Branch again, on north coast of Spain; foundered in a gale at St Jean de Luz 2.4.1814.

Investigator (ii) Deptford Dyd (M/Shipwright Robert Nelson).
[Purpose-built to a design by Henry Peake, approved 22.11.1810.]
Dimensions & tons: 75ft $0^{3}/_{8}$in, 62ft $10^{7}/_{8}$in x 19ft 0in (19ft 2in oa) x 10ft $10^{5}/_{8}$in. 121 bm. Draught 6ft 3in / 7ft 1in.
Men: … . Guns: 6 x 12pdr carronades.
Ord: 26.5.1810. K: 1.1811. L: 23.4.1811. C: 22.5.1811.
First cost: £6,281 including fitting.
Commissioned: 1811 under George Thomas, Master, for the North Sea. In 1813 under George Trickey, Master, surveying Irish waters. In 1814 under George Thomas again (-1836), initially in the North Sea. Fitted for sea at Deptford 11.1819 – 4.1819. In Shetlands 1834. Fitted for the Thames Police at Deptford 11.1836 – 3.1837. Became police ship moored off Somerset House 3.1837 (-1855). BU completed at Deptford 17.10.1857.

Sydney (mercantile *Sydney*, built at Gt. Yarmouth), 6-gun survey vessel.
Dimensions & tons: 71ft 10in, 56ft $5^{1}/_{8}$in x 21ft 1½in x 12ft 1¾in. 139 bm.
Men: 26. Guns: 6 x 12pdr carronades.
Purchsed 1813. Fitted at Deptford 3.5 – 16.7.1813.
Commissioned: 3.1814 under George Holbrook, Master (-1820), for surveying West Indies and Newfoundland. Fitted as convict hulk at Woolwich 7.1823. Sold at Woolwich to J. Sheldrick (for £610) 27.1.1825.

Scrub (ex mercantile, origins unknown), 2-gun survey schooner.
Dimensions & tons: dimensions not recorded. 80 bm.
Purchased 1815. Sold 19.5.1828.

Congo Deptford Dyd (M/Shipwright William Stone), survey schooner.
[Designed as a paddle vessel, initially fitted with a steam engine. Intended for exploring the interior of Africa via the River Congo.]
Dimensions & tons: 70ft 0in, 60ft 8in x 16ft 0in x 8ft 10in. $82^{57}/_{94}$ bm.
Men: … . Guns: 1 x 12pdr carronade + 12 x ½pdr swivels.
Ord: 13.4.1815. K: 10.1815. L: 11.1.1816. C: 6.2.1816.
The steam engine proved unsatisfactory and was (with its paddles) removed 1816, leaving this a 3-masted schooner.
Commissioned: 1816 under Cmdr. James Tuckey; exploration of Congo River 7.1816 – 10.1816 (Tuckey and others died of fever). Fitted as a survey vessel 3 – 6.1817; recommissioned 4.1817. Fitted to lie in the Swale 12.1818 – 1.1819. At Deptford 1822. Sold at Rye to J. Harvey (for £146) 15.3.1826.

Royal and Admiralty Yachts

Yachts used by the Royal Family or by local dignitaries are listed below, but no service histories are included for these non-naval craft.

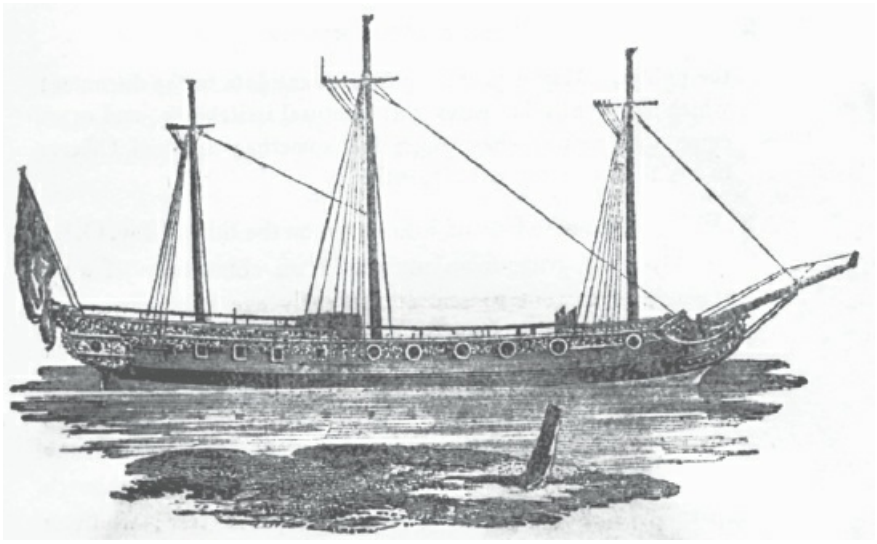
The oldest yacht was a cutter-rigged small (single-masted) vessel – originally used by the Governor of the Isle of Wight, and from 1763 by the 'Gentlemen of the Acadamy' (the RN Academy at Portsmouth Dyd).

Bolton Portsmouth Dyd (M/Shipwright Thomas Podd to 7.1709, then Richard Stacey).
Dimensions & tons: 53ft 2in, 38ft 0in x 14ft 6in x 7ft 6in. $42^{46}/_{94}$ bm.
Men: 12. Guns: 6 x 2pdrs.
Built 1709.
Underwent Great Repair 1763. BU 1817.

Catherine Deptford Dyd (M/Shipwright Richard Stacey).
Dimensions & tons: 76ft 6in, 61ft 6in x 22ft 2in x 9ft 6in. $160^{68}/_{94}$ bm.
Men: 40. Guns: 6 (originally 8) x 3pdrs.
L: 16.1.1721. Ketch-rigged from 1737.
Sold 14.9.1801.

Mary Deptford Dyd (M/Shipwright Richard Stacey).
Dimensions & tons: 76ft 6in, 61ft 6in x 22ft 4in x 9ft 8in. $163^{72}/_{94}$ bm.
Men: 40. Guns: 8 x 3pdrs + 10 x ½pdr swivels.
L: 16.3.1728. Ketch-rigged from 1736, then ship-rigged *c*.1783.
Rebuilt in 1761. BU 1816.

There were three small (the first two were single-masted, the last was ketch-rigged) yachts employed as 'dockyard yachts' for the use of the Commissioners at those ports after which they were named. The *Plymouth* was a later replacement for the *Drake* which in 1749 was found to be decayed beyond repair.



The largest of George III's yachts was the ship-rigged *Royal Sovereign*, built in 1804 and surviving until 1850. According to the caption for this plate from the *Naval Chronicle*, the yacht was a very good sea-boat.

Chatham Chatham Dyd (M/Shipwright John Ward), Chatham Dyd yacht.
Dimensions & tons: 59ft 6in, 47ft 0in x 17ft 3in x 7ft 6in. $74^{36}/_{94}$ bm.
Men: 10. Guns: 6 x 2pdrs.
Ord: 25.5.1741. K: 10.6.1741. L: 1.10.1741.
First cost: £1,384.4.5d.
Underwent Middling Repair at Chatham 9.1764 – 3.1765. Rebuilding began in 1793 (see below).

Portsmouth Portsmouth Dyd (M/Shipwright Joseph Allin to 7.1742, then Peirson Lock), Portsmouth Dyd yacht.
Dimensions & tons: 59ft 6in, 48ft 5in x 18ft 0in x 8ft 6in. $83^{41}/_{94}$ bm.
Men: 10. Guns: 6 x 2pdrs.
L: 40.9.1742.
Rebuilding began in 1793 (see below).

Plymouth Plymouth Dyd (M/Shipwright Thomas Bucknall to 8.1755, then Israel Pownoll), Plymouth Dyd yacht.
Dimensions & tons: 64ft 6in, 52ft 6in x 17ft 10in x 10ft 0in. $88^{68}/_{94}$ bm.
Men: 10. Guns: 6 x 2pdrs.
L: 3.12.1755.
BU at Plymouth 9.1793.

Royal Charlotte (ex *Royal Caroline*, renamed 1761) Deptford Dyd (M/Shipwright John Hollond) Royal yacht.
[This ship-rigged vessel was designed by the Surveyor, Joseph Allin.]
Dimensions & tons: 90ft 1in, 72ft 2½in x 24ft 7in x 11ft 0in. $232^{11}/_{94}$ bm.
Men: … . Guns: 8 x 4pdrs + 8 x ½pdr swivels.
L: 29.1.1750.
BU 7.1820.

Dorset (ex *Dublin*) Deptford Dyd (M/Shipwright Thomas Fellowes to 3.1753, then Thomas Slade). Large yacht for Viceroy of Ireland [also designed by Joseph Allin].
Dimensions & tons: 78ft 0in, 64ft 10½in x 21ft 11in x 10ft 10in. $164^{11}/_{94}$ bm.
Men: 50. Guns: 4 x 12pdr carronades, + 14 x ½pdr swivels.
L: 17.7.1753.
Sold 23.3.1815.

William and Mary Deptford Dyd (M/Shipwright Adam Hayes).
[This Royal Yacht was theoretically a Great Repair of the vessel built at Chatham in 1694.]
Dimensions & tons: 76ft 6in, 61ft 5¼in x 21ft 7in x 9ft 6in. $152^{18}/_{94}$ bm.
Men: 40. Guns: 10 x ?2pdrs.
L: 1765.
Sold 14.9.1801.

Princess Augusta (ex *Augusta*, renamed 23.7.1773) Deptford Dyd. (M/Shipwright Adam Hayes)
Dimensions & tons: 80ft 9in, 65ft 2½in x 23ft 1¼in x 10ft 10in. $185^{10}/_{94}$ bm.
Men: 40. Guns: 6 x ?2pdrs.
L: 1771.
Sold 13.8.1818.

Medina Portsmouth Dyd (M/Shipwright Thomas Bucknall), small yacht for Governor of the Isle of Wight.
[This yacht was theoretically a Great Repair of the yacht *Portsmouth* built at that port in 1703.]
Dimensions & tons: 52ft 10in, 42ft 10in x 17ft 0in x 8ft 6½in. $65^{79}/_{94}$ bm.
Men: 15. Guns: 6 x 2pdrs.
L: 8.1772.
BU at Portsmouth 8.1832.

Prince Frederick Deptford Dyd (M/Shipwright Adam Hayes).
[This yacht was built as a Danish Royal yacht, presented to Danish Prince Royal; returned to Britain in 1807 as a gesture of protest after the bombardment of Copenhagen.]
Dimensions & tons: 89ft 5in, 74ft 10¼in x 23ft 6in x 10ft 0in. 218 (220 by calc.) bm.
K: 3.1185. L: 20.8.1785. C: 4.10.1785 (sailed for Denmark).
First cost: £10,437.
Put into service as *Prince Frederick*. Registered as a Third Rate 25.7.1816 under the name of *Princess Augusta*. Sold to Thomas Pittman (for £500) 13.8.1818.

There followed three small cutter-rigged dockyard yachts, built at Chatham (1793), Portsmouth (1794) and Plymouth (1796), each carrying 6 x 2pdrs and 10 men (the first two were rebuildings of the former dockyard yachts of the same names). The *Plymouth* was designed by John Henslow.

Chatham Chatham Dyd (M/Shipwright Thomas Pollard).
Dimensions & tons: 59ft 6½in, 48ft 5¼in x 19ft 0in (18ft 7in mld.) x 9ft 8in. 93 bm.
K: work started 1793. L: 1793. C: 1793.
Rebuilt in 1828, then again 1842 (lengthened to 104 bm). BU at Chatham 1867.

Portsmouth Portsmouth Dyd (M/Shipwright Edward Tippett).
Dimensions & tons: 70ft 4in, 53ft 9in x 18ft 11in x 11ft 8in. $102^{29}/_{94}$ bm.
K: work started 1793. L: 1794. C: 1794.
BU completed 4.9.1869.

Plymouth Plymouth Dyd (M/Shipwright Edward Sison to 6.1795, completed by John Marshall).
Dimensions & tons: 64ft 0½in, 52ft 7¼in x 18ft 6in x 10ft 1¼in. $95^{72}/_{94}$ bm.
Ord: 26.8.1793. K: 9.1795.
L: 2.11.1796.
Rebuilt by Henry Peake at Woolwich 1814. BU 7.1830.

Two ship-rigged Royal yachts were ordered in 1800, both designed by John Henslow.

Royal Sovereign Deptford Dyd (M/Shipwright Edward Tippett to 3.1803, completed by Henry Peake).
Dimensions & tons: 96ft 0in, 80ft 5in x 25ft 6in (25ft 8in oa) x 10ft 6in. 278 bm.
Guns: 8 x pdr swivels.
Ord: 1800. K: 11.1801.
L: 12.5.1804.
BU at Pembroke 11.1849.

William and Mary Deptford Dyd (M/Shipwright Henry Peake to 6.1806, completed by Robert Nelson).
Dimensions & tons: 85ft 0½in, 70ft 3½in x 23ft 2½in x 11ft 1in. 199 bm.
Guns: 8 x 3pdrs.
Ord: 1800. K: … .
L: 14.11.1807.
BU 4.1849.

The following dockyard yacht is believed to be a rebuild of the former *Plymouth* (see above).

Admiralty Woolwich Dyd (M/Shipwright Edward Sison).
Dimensions & tons: 68ft 7in, 54ft $5^{5}/_{8}$in x 19ft 11in (20ft 1in oa) x 12ft 8in. 115 bm.
Men: 6. Guns: none.
K: … . L: 21.5.1814.
Renamed *Plymouth* 7.1830, as dockyard yacht for that port; renamed *Dockyard YC.1* in 1866. Sold 10.5.1870.

With the approach of peace, two new Royal yachts were put in hand, the first designed by Henry Peake and the second by the Portsmouth Academy Apprentices.

Royal George Deptford Dyd (M/Shipwright William Stone).
Dimensions & tons: 103ft 0in, 88ft 4¼in x 26ft 6in (26ft 8in oa) x 11ft 6in. 330 bm.
Men: … . Guns: … .
K: 5.1814. L: 17.7.1817
Registered as a Third Rate 1821. BU 1905.

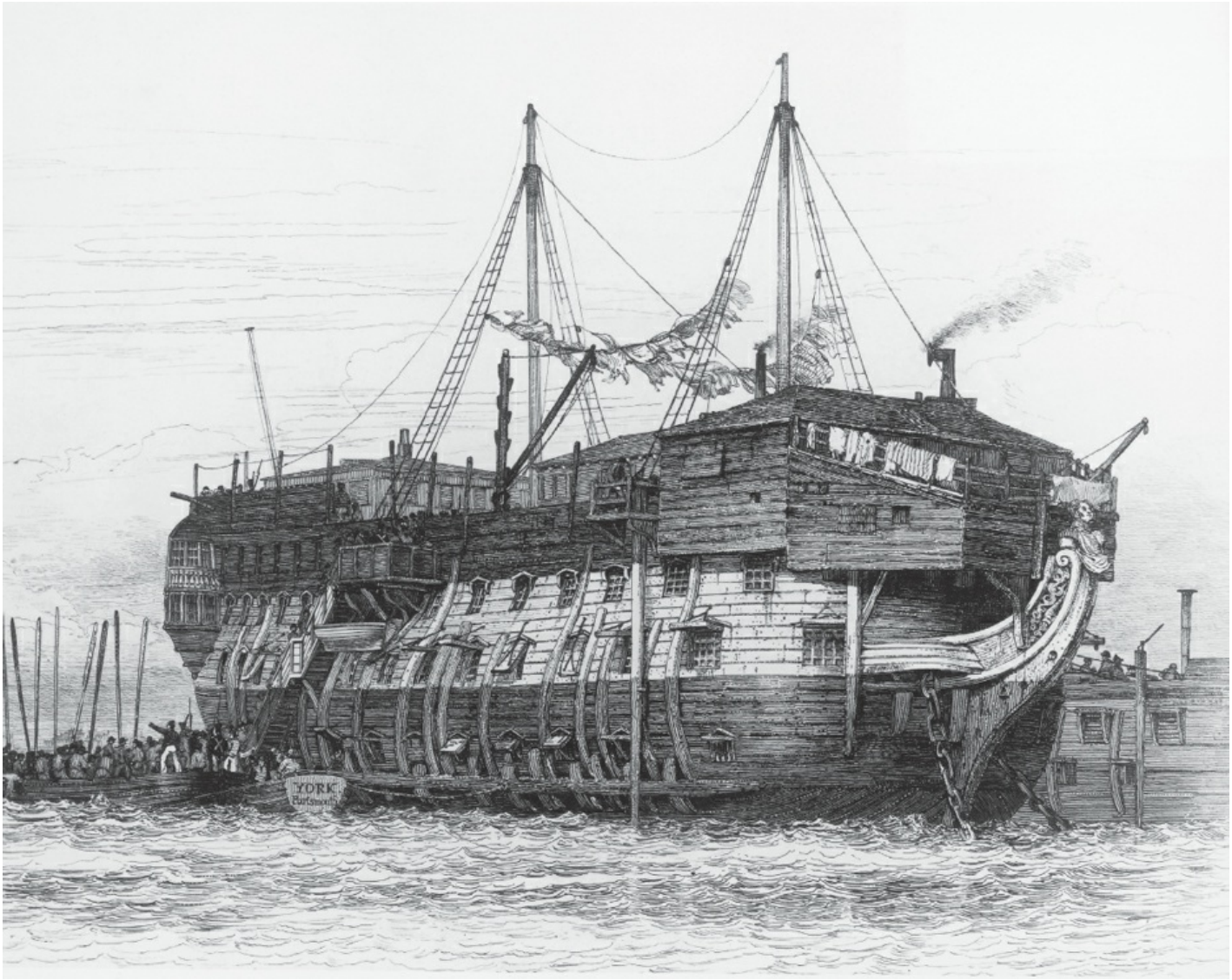
Prince Regent Portsmouth Dyd (M/Shipwright Nicholas Diddams).
Dimensions & tons: 96ft 0½in, 81ft 3in x 25ft 6½in x 10ft 1in. 282 bm.
Ord: ?1815. K: 9.1815. L: 12.6.1820. C: 23.8.1820.
First cost: £28,936.
Commissioned: (nominally) 12.1815 under Capt. Sir Edward Hamilton (-1819). Fitted at Deptford (for £3,207 + £210) as a present to the Imam of Muscat, but seemingly was not presented to him. BU in 1847?

Hospital, Prison and Receiving ships

A large number of ancient and/or obsolete warships finished their days – after being withdrawn from active service – as stationary harbour ships in a wide variety of locations. Some of these were re-registered as sloops, while many others served as harbour hulks while still registered within their original classification in spite of their ineffective service. The following list is restricted to those formally reclassed as hospital, prison or receiving ships, and consists of the basic details for identification, in order to serve as a cross-reference to the original details for these ships, which will be found in the preceding chapters.

The RN had shore hospitals at Portsmouth and Plymouth, built in the middle of the eighteenth century, but at other naval harbours, hospital ships served the same purpose. All were administered by the Sick and Hurt Board (a subsidiary of the Navy Board) until 1806 when it was amalgamated with the Transport Board; in 1817 the latter in turn was merged into the Navy Board.

There were a growing number of prison hulks, aboard which were kept many of the prisoners-of-war taken capture in the conflict. Originally the responsibility of the Sick and Hurt Board, control of these prisoners-of-war was given in 1795 to the Transport Board. The 100-gun *Victory* and 64-gun *Sampson* were temporary prison ships from 1797 to 1799, when the *Victory* was replaced by the 64-gun *Crown*; both 64s returned to their original rating in 1800.



This post-war E.W. Cooke engraving shows the hulked *York* as a convict ship, but the basic appearance was similar for many hulks used during the war years for prisoners, hospitals or receiving ships.

Receiving ships were stationed at every port, to provide barracks for recently recruited (or pressed) men, or for the crews of ships in dry dock.

Finally, a number of hulks were cut down, given a single massive mast and equipped as 'sheer hulks' with lifting gear for heaving the lower masts into or out of warships; there were usually two of these at each of the principal naval bases and one at every smaller base.

By the start of the Napoleonic War in 1803, twenty-five vessels were classed as hospital, prison or receiving ships. Four more were added in the next three years, three more between 1810 and 1813, and with the end of the war over sixty more warships were similarly assigned in 1815-19.

Before 1803 (vessels still in use by that date). Prior to this date there was no separate category for these ships, which were retained under their former classification, but assigned to stationary harbour use.

Alkmaar, sold 30.11.1815.
Arundel, BU 3.1811.
Assurance, BU 3.1815.
Cambridge, BU 7.1808.
Captivity, BU 1.1818.
Chichester, BU 10.1803.
De Ruyter (prison ship), wrecked 3.9.1804.
Drochterland, BU 3.1815.
Engageante, BU 5.1811.
Grafton, BU 5.1816.
Princess, sold 4.1816.
Proserpine, sold to BU 27.8.1806.
Prudent, sold 11.3.1814.
Resolue, BU 9.1811.
Rippon, BU 1.1808.
Royal Oak, BU 11.1815 [renamed *Assistance* 1805].
Royal William, BU 8.1813.
San Ysidro, sold 3.11.1814.
Sandwich, BU 1810.
Sultan, BU 1.1816 [renamed *Suffolk* 1805].
Superbe, BU 1821.
Sussex, BU 10.1816.
Tromp, sold 9.8.1815.
Vengeance, BU 1803.
Yarmouth, BU 8.1811.

Added 1803 (as convalescent ship)
Shark, foundered at Port Royal 13.1.1818.

Added 1804 Besides those ships which had served as British warships, the only other ship assigned to this category was a former French frigate which had been sold as a privateer in 1799 and captured in 1804.

Antigua (French 36-gun privateer *L'Egyptienne*, purchased from French Navy 1799).
[Originally 12pdr frigate *La Railleuse* (*Galatée* Class – see Chapter 5), built 11.1777 – 2.1780 at Bordeaux. L: 11.8.1779.]
Dimensions & tons: 145ft 0in, *c.*117ft 6in x 37ft 0in x … . 856 bm.
Taken 27.3.1804 by *Hippomenes*.
Commissioned: 12.1808 under Lieut. James Middleton (-1815). BU 1816.

Investigator (Former discovery vessel – see above – reclassed as prison ship 1810).
BU 11.1810.

Added 1805
Sagesse, sold 7.6.1821.

Also added in 1805 was a former French privateer:
Oroonoko (French privateer brig *L'Eugène*)
Dimensions & tons: 81ft 9in, 70ft 5in x 25ft 10in x …. 250 bm.
Men: …. Guns: 8 x 18pdr carronades.
Taken 1805. Purchased 26.10.1805 for prison ship at Port-of-Spain (replacing ex-*Steady*). Sold 1814.

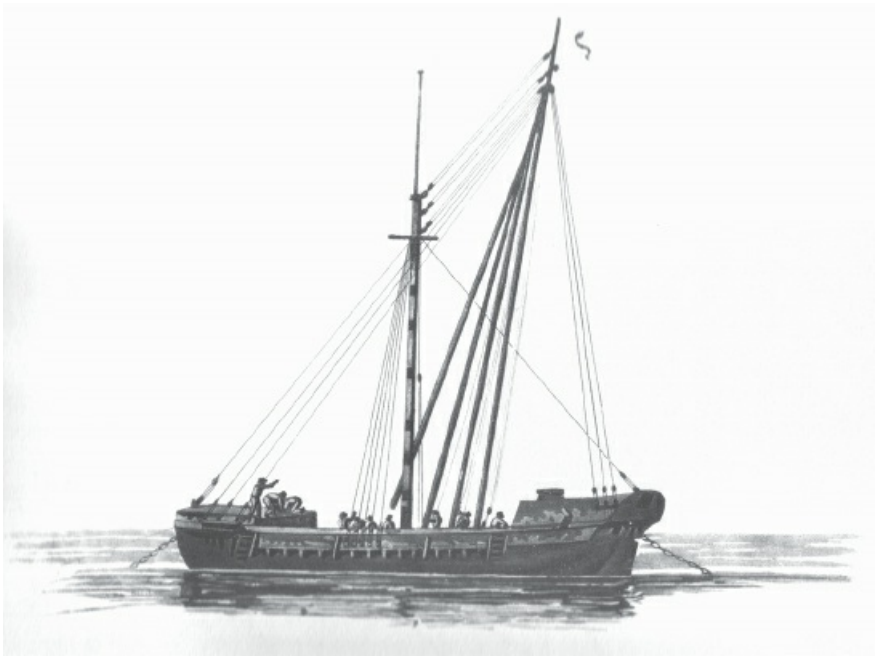
Added 1810
Irresistable, BU 1.1816.

Added 1812
Amsterdam, sold 9.8.1815.

Also added in 1812 was a former American privateer:
Attentive (American privateer brig *Magnet*)
Dimensions & tons: 96ft 6in, 84ft 0in x 28ft 4in x 13ft 6in. $358^{64}/_{94}$ bm.
Taken 1812.
BU 1.1817.

Added 1813
Prince, BU 1.1837.

Added 1815
Alcide, BU 4.1817.
Arve Princen, sold 3.4.1817 to BU.
Braave, sold 20.7.1825
Camilla, sold 13.4.1831.
Captain, sold 9.1825.
Cuba, sold 3.4.1817.
Diadem, BU 9.1832.
Dordrecht, sold 21.5.1823 to BU.
Egyptienne, sold 30.4.1817.
Heroine, sold 22.9.1828.
Intrepid, sold 26.8.1828.
Merlin, sold 21.1.1836.
Odin, sold 20.7.1825 to BU.
Otter, sold 6.3.1828.
Pearl, sold 4.1.1832.
Perseverence, sold 21.5.1823.
Pluto, sold 19.7.1817.
Robust, BU 1.1817.
Skiold, sold 20.7.1825 to BU.



Lower masts were fitted with the ship afloat using a set of sheer legs. Because of the highly tidal nature of British waters, these were mounted aboard a superannuated cut-down warship, rather than the fixed masting cranes used in the tideless Mediterranean. This engraving of a sheer hulk is from *Liber Nauticus* by D. and J. Serres, published 1805.

Speedy, sold 19.7.1817.
Squirrel, sold 6.3.1817 to BU.
Virginie, sold 11.7.1827 to BU.
In essence, these entries form a cross-reference to those ships relegated to stationary harbour role, other than the limited number of sea-going vessels.

SHEER HULKS. From 1694 to 1813, the sheer hulk at Chatham Dyd was the purpose-built *Chatham*; in 1813 this was replaced by a new Seppingsdesigned vessel of the same name which served until 1872. In 1815 a small sheer hulk was built at Plymouth for that dyd's use. These three craft were the only purpose-built sheer hulks to see service with the British Navy.

Chatham (i) Chatham Dyd (M/Shipwright Robert Lee).
Dimensions & tons: 153ft 0in, 131ft 0in x 32ft 0in x 13ft 0in. $713^{50}/_{94}$ bm.
Not Commissioned: Middling Repair at Chatham 10.1741. Great Repair at Chatham 3 – 11.1770. BU there 10.1813.

Chatham (ii) Chatham Dyd (M/Shipwright Robert Seppings).
Dimensions & tons: 145ft 4in, 146ft 0in x 46ft 8in x 14ft 3in. $1{,}691^{23}/_{93}$ bm. Draught 5ft 1in (fwd/aft).
K: 5.1812. L: 2.4.1813. C: 4.5.1813.
First cost: £19,589 including fitting.
Not Commissioned: Middling Repair at Chatham 7 – 10.1824. Sheer legs removed 2.1872. BU completed at Chatham 5.8.1876.

Unnamed Plymouth Dyd (M/Shipwright Thomas Roberts).
Dimensions & tons: 65ft 0in, 53ft 4½in x 20ft 2in x 9ft 4in. $115^{44}/_{94}$ bm.
K: 1.1815. L: 30.3.1815. C: 4.1815.
Not Commissioned: Foundered at Plymouth 3.1840 while transporting stones to extend the Plymouth breakwater (a 15-ton stone came loose and stove in her side).

Apart from the above, all sheer hulks were converted former warships, usually former Third Rates (see Chapter 3) except where otherwise specified below. Chatham Dyd had the former Dutch 50-gun *Rotterdam* (see Chapter 4) from 1785 until sold in 1806. At Sheerness the former Dutch 44-gun *Vlieter* (see Chapter 5) served as a sheer hulk from 1809 until 1817; in 1816 she was replaced by the former 64-gun *Lion* until 1837. At Portsmouth the former 90-gun *Neptune* (see Chapter 2) served from 1784 until BU in 1816; also the former Spanish 64-gun *Prince William* served from 1791 until 1817; they were replaced in 1817 by the former 98-gun *Prince George* (see Chapter 2) until the latter was BU in 1839. At Plymouth the former Spanish 70-gun *Princessa* was the sheer hulk from 1784 to 1809, being replaced in 1810 by the former French 80-gun *Sans Pareil*. In 1814 the *Sans Pareil* was joined by the former 64-gun *Lion* until the latter was sent to Sheerness in 1816.

At Bombay, the former 74-gun *Arrogant* (see p.43) was employed as a sheer hulk during her period of service as a receiving ship after 1804. In 1810 she was BU and replaced by the former mercantile *Ardasier* of 1,439 bm, purchased by AO 7.8.1810 and took the name of the *Arrogant*. Registered as a Third Rate 24.12.1817. Moved to Trincomalee 19.11.1822. Sold there 1842.

Sheer hulks seem not to have been attached to the Thames-side dockyards initially, but in 1785 the former 50-gun *Preston* (see Chapter 4) became a sheer hulk at Woolwich (to 1814) and in 1788 the former 64-gun *Worcester* became a sheer hulk at Deptford (to 1815). In 1814 the former 64-gun *Sampson* was stationed at Woolwich until 1832; the former 64-gun *Monmouth* was stationed at Deptford from 1815 until 1834 (except 1828-32, when she too was at Woolwich). There was no sheer hulk at Milford Haven, as ships built here were sent to other dockyards (usually Plymouth) for masting and fitting out.

Late Addenda

Bellona (see p.226)

Commissioned 1807 under Capt. John Bastard. Renamed *Blanche* 2.1808. In 1808 under Capt. William Beauchamp Proctor, then ?4.1809 Capt. William Wells and 3.1810 Capt. Edward Wallis Hoare, all in the East Indies; paid off 3.1811 and BU 1814.

Entreprenante (see p.356)

Commissioned 2.1799 under Lieut. Charles Claridge. In 4.1801 under Lieut. William Swiney, in the Mediterranean; paid off 12.1802. Fitted at Portsmouth 28.11.1802 – 7.1.1804. Recommissioned 1.12.1803 under Lieut. James Brown, for the Channel. On 12.4.1804 under Lieut. Robert Young, at Battle of Trafalgar 21.10.1805. In 4.1806 under Lieut. John Payer (temp?), but then Young again in 1.1807. On 4.12.1808 under Lieut. Peter Williams, in the Channel; sailed for Portugal 24.5.1809; sailed for the Mediterranean 31.10.1810; destroyed 6-gun privateer off Malaga 5.1810; in action against four privateers off Malaga 12.12.1810; took privateer *San José* off Malaga 25.4.1811; paid off 4.1812 and BU 6.1812.

Ant (see p.357)

Commissioned 3.1798 under Lieut. Matthew Bowles Alt, for the Channel. In 8.1800 under Lieut. William Hird (-1801). Fitted at Portsmouth as tender for the Port Admiral 5.1803. Recommissioned 5.1803 under Lieut. John Cook Carpenter, then 10.1803 Lieut. John Wills and 12.1803 Lieut. John Maffin (-dismissed 1804). In 9.1804 under Lieut. Richard Hawkes. Made good defects at Portsmouth 6 – 8.1805, then 10.1805 under Lieut. Thomas Simpson, 1.1807 Lieut. Timothy Bird, 1809 Lieut Young and 1811 Lieut. Joseph Williams. Sold at Portsmouth (for £200) 23.3.1814.