

modern travellers, defended the work against the objections of Mr. Dodwell, and other writers, and illustrated the whole with maps from Ptolemy, D'Anville, and Bougainville.

"The narrative seems," says Mr. Falconer, "to have been originally designed for the information of Carthaginians, or of such traders as resorted to Carthage alone; and, for this reason, the detail of the voyage from Carthage to the Pillars is entirely omitted. The ports of Africa, immediately following, are slightly described, in order to give a general notion of the situation of the new colonies; because the places were familiar to those who were addressed, and by whom they had probably been formerly examined. As the remaining part, which contains the discoveries, is authenticated by modern travels, I must infer that the whole account is true *."

Hanno concludes his voyage with an account of some Savage people living on an island, in a bay called the Southern Horn; who were certainly what Bougainville calls the *Pongos*, or *Orang Outang*. It manifests the very limited knowledge which the Carthaginians at that time possessed, respecting the natural history of their own continent:

"On the third day," continues Hanno, "after our departure thence, having sailed by those streams of fire †, we

* Mr. Falconer has prefixed to his work, *Testimonia et Judicia de Hannone*; we insert those which he gives from Pliny:

"Hanno, Carthaginis potentia florente, circumvectus a Gadibus ad finem Arabiæ, navigationem eam prodidit scripto." *Hist. Nat. lib. ii. c. 67.*

Idem, lib. v. c. i.

"Fuere et Hannonis Carthaginiensium ducis commentarii, Punicis rebus florentissimis explorare ambitum Africæ jussi quem secuti plerique e Græcis nostrisque, et alia quidem fabulosa, et urbes multas ab eo conditas ibi prodidere, quarum nec memoria ulla, nec vestigium extat."

Idem, lib. v. c. 36.

"Penetravit in eas (Gorgadum insulas) Hanno Pænorum Imperator, prodiditque hirta feminarum corpora, viros pernecitate evasisse: duarumque Gorgonum cutes argumenti et miraculi gratia in Junonis templo posuit, spectatas usque ad Carthaginem captam."

Fires during the night, according to Mr. Bruce, are universally made by the shepherds on this coast to keep off the wild beasts, and to prevent the bad effects of the cold, which succeeds the hottest days.

arrived at a bay called the Southern Horn; at the bottom of which lay an island like the former, having a lake, and in this lake another island full of savage people, the greater part of whom were women, whose bodies were hairy, and whom our interpreters called Gorillæ. Though we pursued the men, we could not seize any of them; but all fled from us, escaping over the precipices, and defending themselves with stones. Three women were however taken, but they attacked their conductors with their teeth and hands, and could not be prevailed on to accompany us. Having killed them, we flayed them, and brought their skins with us to Carthage. We did not sail further on, our provisions failing us."

Respecting the age of Hanno, Mr. Falconer, having adopted the opinion of M. Bougainville, gives the following translation* of some of his arguments.

—Carthage existed as a political state 737 years. In order to discover the points between which the voyage of Hanno may be placed, in the course of these 737 years, I divide this whole period into three parts. The first comprehends the time, from the foundation of Carthage, to the invasion of Sicily by the Carthaginians, and of Greece by Xerxes, in the year 480 B.C. which contains a space of 403 years. The second part, commencing from this point, terminates in the year 264, when the rivalry of Rome and Carthage manifested itself by a celebrated rupture. The third part, which comprehends the three Punic wars, consists of 118 years only: it extends from the year 264 to 146, when Carthage was destroyed. The learned have generally referred the voyage of Hanno to the second part; but in my opinion, says M. Bougainville, it belongs to the first, when the words of Pliny are explained,

Let us now attempt to shew that the words of Pliny, *florētissimis Pænorum rebus*, in whatever sense we interpret

* *Memoires de l'Acad. des Inscriptions*, vol. xxiii. p. 261. We have altered some parts of this translation, which appears to have been printed in too much haste.

them, agree better with the times that precede the invasion of Sicily, than *with those which followed*. Do we wish to apply the most extensive meaning to the words? The affairs of the Carthaginians were never in a more flourishing state than when Xerxes invaded Europe. Let us judge of them by the opinion which was entertained at that time; an opinion so favourable, that the Great King, notwithstanding his pride, thought it was his interest to make overtures to these plain republicans, and invite them by his ambassadors to unite in a league. Let us judge of them by the prodigious armament which they prepared on this occasion, when they displayed their forces for the first time. Do we wish to consider the text of Pliny in a sense less extended, and more natural? We shall not be obliged to have recourse to reasoning, or facts, to be convinced that a power, which had attained its highest elevation at the time of Xerxes, must have been very flourishing before his reign. As it was established on an extensive Commerce, it could increase by degrees only; but for this reason, it must have increased at an early time, if favourable circumstances had then concurred to augment the Commerce, of which that however was the effect.—Now let us observe, adds M. Bougainville, all these circumstances combined in favour of Carthage; let us bring back to our recollection the dreadful attack of Salamanazer, and Nabuchodonosor, against Tyre, before the time of Cyrus; the disinclination for Maritime Commerce and Navigation, which prevailed among the Egyptians, and the most celebrated nations of Asia; and, at the same time, let us represent to ourselves the advantageous situation of Carthage; the activity of its inhabitants; the ignorance of the neighbouring nations, indifferent possessors of the richest productions of the ground; we shall then perceive how much the influence of so many causes, upon the Commerce of Carthage, must have rendered it prosperous; and are also enabled to imagine by what means, in a short time, a colony of Tyre became independent of the Mother State, but still connected with it, prepared to collect the remains of

its Commerce, to appropriate to itself different branches of it, and to extend and multiply them by discoveries of its own.

The testimony of all antiquity concurs in raising our ideas of the important rank, which the republic of Carthage held amongst the principal powers after the death of Cyrus. We cannot determine the precise date of the conquests which they made in Spain, nor ascertain the time when they subdued Sardinia, and the Balearic Islands, nor when they laid the foundation of their power in Sicily. It is certain, however, that these events are very ancient, that the date of the most modern must be placed at the end of the seventh century before the Christian æra, and that the Carthaginians remained, more than six hundred years, sovereigns of the Sea.

The first treaty of the Carthaginians with the Romans, concluded in the year 509, the same year when the kings were expelled from Rome, mentions Africa, and Sardinia, as belonging at that time to Carthage*.

Their possessions in Sicily are clearly marked out; and the tone of authority which they assumed, proves the superiority they possessed in the Mediterranean. Nor were they less known in the East. Cambyzes, the successor of Cyrus, was jealous of their power, and proposed to attack them after he had conquered the Egyptians, but was prevented from executing his project; because the Phœnicians, who composed his maritime force, persevered in their refusal to be employed against a nation, descended from the same ancestors with themselves.

The history of this State, during the first period, is imperfectly known. The Greek, and Latin writers, have preserved merely dispersed and unconnected facts. But there is no reason to conclude that the Carthaginians were not in a most flourishing situation. I should conjecture that, too prudent at this time to interfere in the affairs of Europe, and to aspire to brilliant, but ruinous conquests, they were engaged in more useful enterprises: and were extending

* Polyb. lib. i. p. 176.

their celebrity in Asia and Africa, whilst they remained unknown in Greece. The Theatre of their Maritime Achievements was too far removed from Greece to attract the notice of the latter: the silence which they have observed on this portion of history, does not prove that the subject was barren, but that it did not come under the investigation of the Greek Historians.

I think I have said more than sufficient to prove, that the voyage of Hanno may belong to the first period, having shewn that their affairs were then in a very flourishing state. It only remains to assign a place to This Fact in this long series of years.

As all the Punic Names have a peculiar signification, so likewise has that of Hanno. It may be translated *gracious* or *kind*. Of the Carthaginians who have borne this name, and of whom history makes any mention, I can discover, continues Mr. Bougainville, only two who lived in the course of the first period. The latest is the father of Amilcar, who was overcome by Gelo in the plains of Himera, in the year 480. If this Hanno was the author of the Periplus, we cannot ascend higher than the year 510. I prefer another Hanno to the father of Amilcar, who was more ancient by some generations; I mean the Hanno who flourished about the time of Solon, and to whom Anacharsis, a contemporary of the Athenian legislator, addressed a letter, which Cicero has preserved. The time of Solon is determined in the year 594. The arrival of Anacharsis at Athens, answers to the year 589. His travels were extensive, and he did not return to his own country till he had visited all Greece, and Asia Minor. If this letter is genuine, the synchronism between the times of Hanno and Anacharsis, will not allow us to place the Voyage, and the Narrative, below the year 570 before the Christian æra. Carthage had then existed 333 years; a sufficient time to increase, and to become extremely flourishing. *That* Hanno, who, according to Pliny *, was the first person who tamed the lion, and,

* Plin lib. viii. c. 21.

according to Ælian*, converted this formidable animal into a beast of burden, and accustomed it to carry a considerable weight, is apparently the author of Periplus. I recognise him, as Bochart has done†, in the Hanno, who, according to Ælian‡, wishing, either from vanity or policy, to take advantage of the superstitious ignorance of his countrymen, had privately instructed the birds to say, in the Punic language, *that he was a god*. These birds were certainly parroquets. If these anecdotes have any foundation, they agree too well with the discoveries made on the coast of Africa, and in the interior part of the country, not to belong to our author.

In placing this voyage towards the year 570 before the Christian æra, I could employ the authority of many historical facts with which it might be reconciled; and from these there would result a multitude of circumstances, in favour of Carthage, that were necessary to the formation, and success, of such an enterprise.

I find, says M. Bougainville, the city of Tyre considerably weakened at that time, and in an exhausted state; which could not but be an advantage to the Commerce of the Carthaginians. This city, after having long resisted the force of the King of Babylon, fell at length under the power of the Conqueror, and with difficulty rose again. Carthage, which was become an asylum for a part of the Tyrians, was enriched by the losses of the mother-state, and peopled at its expence. This sudden accession, both of riches and population, enabled the Carthaginians to extend their settlements beyond the Pillars, and to establish numerous colonies along the coasts of Africa. The enterprise of Hanno was attended with every favourable circumstance; and the effort which Carthage then made, however great it may be supposed to have been, did not exceed its strength.

Another reason, which determines my opinion in favour of the year 570, is, that this epoch places the Maritime

* Æliani Hist. Nat. lib. v. c. 39.

† Bochart. Chanaan. lib. i. c. 37.

‡ Ælian Hist. var. lib. xiv. c. 32.

Expedition of the Carthaginians, between two voyages round Africa, which we cannot question: the first of these was prior by forty years to that of Hanno, and might have suggested the idea; the other, posterior by a century, was projected perhaps from the expectations that had been excited, and from the light which had been afforded, by preceding Voyages. Herodotus has mentioned these two Voyages. The first is that which Necho, King of Egypt, intrusted to the Phœnicians, about the year 610. The second was undertaken under the reign of Xerxes, towards the year 475, by Sataspes. As the reign of Xerxes continued twenty-one years, I have assumed the middle of it as the epoch of the Voyage, undertaken by his command, the date of which is not precisely settled by any Greek Historian.

Darius, the predecessor of Xerxes, had some years before reconnoitred the seas of Asia, by the celebrated Scylax of Caryandia, the admiral of the fleet, who employed two years, and an half, in examining the coasts as far as the Arabian Gulf.

I shall conclude, adds M. Bougainville, with observing, that such enterprises, undertaken by different powers, prove a kind of emulation to have prevailed; a circumstance which renders more than probable the epoch assigned, in the same period, to the voyage of Hanno.—

We will now consider the origin of the maritime power of the ancient Chinese, Indians, Persians, Ethiopians, Grecians, and other nations, until the death of Alexander; whose capacious mind first planned that extent of Commerce with India, which the policy of Great Britain has long endeavoured to realize and secure, by every exertion in her power.

About the year of the world 1816, and 2188 before Christ, Misraim, the son of Ham, the grandson of Noah, called Pharaoh in the twelfth chapter of Genesis, and thought to be the Osyris of prophane authors, whose Queen was Isis,

founded the monarchy of Egypt* : and about the same period a colony of Egyptians are supposed to have travelled eastward, as far as China, and to have been the first planters of that country. In the course of time they acquired so much power, as to bring all India under their yoke †. Japan, Corea, Cochin-China, and Tonquin, were once provinces of China. If their vanity does not render their evidence suspicious, they extended their empire even to the Cape of Good Hope. But as the Chinese have nothing but fragments of their historical books for about 213 years before Christ, their remote history is consequently fabulous and imperfect. This was occasioned by the cruel decree of the tyrant Si-whang-ti, then reigning emperor, who caused all the books in the empire to be burnt, except those written by lawyers and physicians; and the more effectually to destroy the memory of every thing contained in them, he commanded a great number of learned men to be buried alive, lest from recollection they should commit to writing some portion of the true memoirs of the empire. Fohi, whom they believe to have been the founder of their kingdom, they declare was the same with Noah. According to the annals of Ormus, the Chinese have brought into the Persian Gulph alone near 400 ships, freighted with an infinite quantity of rich merchandise. The use of the Compass is very ancient among them; though it is hardly probable that Marcus Paulus brought it from China to Europe.

The war, which the Ancient Indians maintained against Semiramis, is a sufficient proof of their early maritime power. She was opposed by 4000 ships on the river Indus; and notwithstanding these vessels were made of single pieces of wood, yet, owing to the size which the trees of that country attain, they must have been very powerful for the age in which they were used.

* Anderson's History of Commerce, vol. i.

† Huet on the Commerce and Navigation of the Ancients.

The renowned expedition of Osiris* into Egypt, the reputed son of Jupiter and Niobe, is a sufficient testimony that the greater part of the Indian Nation was descended from the Egyptians. Osiris reigned in India during fifty-two years; cultivated the country, civilized the people, built cities, and established many colonies.

Commerce which had been very frequent between India and Egypt, and had employed a considerable number of ships, began to decline under the Persian Empire. Having ports of their own, they disregarded Egypt as a road for the Indian trade: in the time of the Ptolomies the Egyptians renewed this trade, and chiefly under Ptolomy Philadelphus; but his descendants suffered it a second time to become neglected.

The ancient, and celebrated, Empire of Persia was admirably situated for the purposes of Commerce and Navigation. On the south it had the Indian and Arabian Seas, and the Persian Gulph, with the Caspian, and Black Sea, on the North. The great rivers Tigris and Euphrates were well adapted to convey its inland merchandise. Its commodious ports, and the secure harbours which its rivers afford, will one day again raise this Country into a proud supremacy. Its original name was that of Elam, from Elam the son of Shem, from whom its first inhabitants were descended. Herodotus calls them *Cephenes*; and in ancient times the people styled themselves *Artæi*, and the country where they dwelt *Artæa*. In the books of Daniel, Esdras, &c. it is called by the name of *Pars*, *Pharas*, or *Fars*, whence the modern name† is derived.

* Nothing gives a clearer idea of the grandeur of this monarch, than the following inscription which has been found upon some ancient monuments: *Saturn, the youngest of all the gods, was my father! I am Osiris, who conducted a large and numerous army as far as the deserts of India, and travelled over the greatest part of the world, and visited the streams of the Ister, and the remote shores of the Ocean, diffusing benevolence to all the inhabitants of the Earth.*

† Sir William Jones has declared that Persia is only the name of one province of this extensive empire; and that its present natives, and all the learned Musulmen, who reside on the British territories in India, call it *IRAN*.

Semiramis was not ignorant of the advantages which this kingdom displayed, in a maritime view, and accordingly employed them to advance the science of Navigation. To her the invention of gallies has been attributed. We* are informed that she built 3000, all armed with beaks of brass. She also ordered the rivers to be rendered more commodious for the purposes of Commerce ; and embarking in her fleet, advanced into the Southern Seas, being anxious to inform herself of the nature of the country, and of the nations inhabiting on her coasts. The mariners she employed were natives of Syria, Phœnicia, Cyprus, Cicilia, and Egypt.

The antient history of the Empire of Persia is but imperfectly recorded. The Grecians before Xenophon had no connection with it, but what was confined to bordering kingdoms, under feudatory princes. "The first Persian Emperor," says Sir W. Jones, "whose life and character they seem to have known with tolerable accuracy, was the great Cyrus." Yet this learned writer is far from considering Cyrus as the first † Persian king; he thinks a powerful monarchy had evidently subsisted in this country for ages, before the accession of that hero; that it was called the Mahebedian Dynasty, and was in fact the oldest monarchy in the world. The evidence upon which Sir William rests this opinion, is the work of a Mahometan traveller, com-

● Huet's History of Commerce and Navigation.

+ *The Kings of Persia from Cyrus.*

Cyrus, before Christ - - - - -	559 years
Cambyzes - - - - -	529,
<i>Smerdis, usurper for seven months.</i>	
Darius - - - - -	521,
Xerxes, the Great - - - - -	485,
<i>Artabanus, seven months.</i>	
Artaxerxes Longimanus, - - - - -	464,
Xerxes the Second - - - - -	425,
<i>Sogdianus, seven months.</i>	
Darius the Second, or Nothus - - - - -	423,
Artaxerxes the Second, or Memnon - - - - -	404,
Artaxerxes the Third, or Ochus - - - - -	358,
Arses, or Arogus - - - - -	337,
Darius the Third, or Cordomanus, 335, who was conquered by Alexander the Great - - - - -	331,

piled from the books of such Persians as fled from their country, upon the innovation made in religion by Zoroaster. Persia, in its ancient state, extended from the Hellespont to the Indus, above 2800 miles, and from Pontus to the shores of Arabia, above 2000 miles.

Under the name of Ethiopia, M. Huet comprehends all that vast Continent, which stretches from the tropic of Cancer to the Ocean. Its boundaries have not been exactly defined, either by ancient or modern geographers; no nation ever passed among them under such a variety of names. Sometimes it was called India, it was also denominated *Atlantia* and *Etheria*, and, in the most remote periods of antiquity, *Cephenia*, but more usually *Abasene*, a word resembling in some degree *Abassia*, or *Abyssinia*, two of its modern names. On the other hand we find Persia, Chaldæa, and Assyria, styled Ethiopia by certain writers; and all the countries extending along the coasts of the Red Sea, were promiscuously denominated India, and Ethiopia. By the Jews, the empire of Ethiopia was styled *Cush*, and *Ludim*.

Ethiopia received its first inhabitants from territories lying to the east of the Red Sea. Probably the descendants of Cush, having settled in Arabia, gradually migrated to the south eastern extremity of that country; whence, by an easy passage across the Straits of Babelmandel, they transported themselves to the African side, and entered the district properly called Ethiopia. This kingdom was bounded on the north by Egypt, extending all the way to the lesser cataract of the Nile, and an island named Elephantine; on the west, it had Libya Interior; on the east, the Red Sea; and, on the South, unknown parts of Africa:—but these boundaries, even of *Ethiopia Propria*, cannot be fixed with any kind of precision. Memnon, who came from Susæ to the assistance of Priam, is called by Hesiod, King of the Ethiopians; he is also mentioned by Virgil*. The Greek

* Se quoque principibus permixtum agnovit Achivis,

Eoasque acies, et nigri Memnonis armai.

Æncid lib. i. l. 492.

geographers styled all the more southerly people, of whom they possessed but an imperfect knowledge, *Æthiopes*. Their most noted cities were Axum, Napata, Premis or Premnis, Melis, Mondus, Abalis, Mosylon, Caloe, Opone, &c. The Jesuit missionaries were the first who gave any information to Europeans respecting this country. The voyage of Pere Lobo, a translation of which was one of the early productions of Dr. Johnson, is a valuable and interesting work. Excepting these accounts, and the late travels by Mr. Bruce*, we enjoy no correct source of information concerning Ethiopia.

Nothing tended more to render the trade of Ethiopia famous, than the navigations of Solomon and the Tyrians. The straits of Babelmandel, by bringing the several wares from the Arabian Gulph † on one side, and those from the Southern Sea on the other, were of essential service to the

* Modern Ethiopia, or Abyssinia, as it is now termed, is divided, according to Mr. Bruce, into two parts, named Tigre and Amhara. The most easterly province, properly so called, is Masuah, running parallel to the Indian Ocean and the Red Sea, in a zone of about forty miles broad, as far as the island Mussuah.

† The Arabian Gulph, *Arabicus Sinus*, *Red Sea*, and now *Mar di Mecca*, stretched from north to south, between Asia and Africa, for eleven hundred miles; with Arabia Petræa, and Felix, on the east, from which it had its name, and with Egypt, and Ethiopia, to the west. Its greatest breadth is 250 miles. Dionysius, and the author of the book *de Mundo*, with most Greek writers, always distinguished this gulph from the *Mare Rubrum*, which they make a part of the ocean between India and Ethiopia; and some Roman authors extend the name, *Mare Rubrum*, to the Arabian and Persian Gulphs, which are arms of that ocean:—as Seneca, who by *Frebum Rubent*, means the Persian Gulph, into which the Tigris falls; and Pliny, by *Mare Rubrum*, often means the Arabian in common with the Persian Gulph; as do also the Seventy, and the author of the Epistle to the Hebrews; and though the Seventy translate *Iam Suph*, the Hebrew name of the Arabian Gulph, *Ερυθρα θάλασσα*, yet this is not to be understood as if both names were of equal extent, but that the one is a part of the other.—On the promontory of Ethiopia, at the mouth of the *Arabicus Sinus*, stood a town called Dire, or Dira. Near this was *Arsinoe*, called Berenice, with the distinction *Epidires*. On the opposite coast of Arabia were the towns of *Sanina*, *Ocellis*, a port and mart-town, and *Muza*, which was also a commercial emporium.—Calmet says that Josephus confounded *Berenice*, on the western shore of the *Red Sea*, with Ezion-Gaber, on the opposite shore.—Calmet's Dict. new ed. published by Taylor.

commerce of the nations they divided. Owing to the many commodious ports on the coasts of these straits, several places of trade were established. The merchandise brought home by the fleets of Solomon was gold, silver, ivory, and algum wood, with some precious stones. According to Mr. Bruce, whose veracity deserves greater respect than it has received, the Papyrus was a native of Ethiopia, and not of Egypt. This country produced the Balsam Plant; which grew on the shores of the Red Sea, among the myrrh trees behind Azab, all the way to Babelmandel, and furnished the Balm of Gilcad mentioned in Scripture. The Sassa Tree grew in Ethiopia, and produced a sort of gum much used in manufactories. Here also was found the Kolqual Tree, whose flowers are of a beautiful golden colour, and the fruit turns to crimson. The Kuara Tree is a native of Ethiopia; it bears a fruit like a bean, of a red colour, which in early ages was made use of as a weight for gold and diamonds, and hence most probably, as Mr. Bruce observes, the imaginary weight *Carat* is derived.—According to this gentleman, the river Nile has its source in this Country, near the village of Geesh, in long. $36^{\circ} 55$ E. and lat. $10^{\circ} 59$ N.

The Maritime History and Commerce of various nations, known under the appellation of Greeks *, in the next place

* According to Josephus, Javan, the son of Japhet, and grandson of Noah, was the ancestor of the Greeks. Their most ancient name was *Iones*, which they themselves derived from Ion, the son of Xathus, or, according to the fable, of Apollo, by Creusa, daughter of Erichtheus, the grandson of Deucalion. The name *Græci* does not occur, as Dr. Adam observes in his *Antient Geography*, in either Homer or Virgil, who use instead *ACHIVI*, *ARGIVI*, *Danai*, *Graii*, *Grajugæna*, &c. They called themselves *Hellenes*, and their country *Hellas*. Their migration has been traced from among the first inhabitants of Asia, and the colonies of Egypt. The original tract of territory styled *Hellas*, was of small extent, being scarcely half so large as England, and not equal to a fourth of France or Spain. "It was included," says Mr. Mitford, "between the 36th and 41st degrees of northern latitude, surrounded by seas, except where it borders upon Epirus and Macedonia. These two provinces participated the same origin with the Greeks, and spoke a dialect of the same language, nor have we any direct information how they became excluded from the name." *Græcia Vera*, or *Greece properly so called*, was divided into *Aschia*, or *Hellas*

claims our notice. During the time that Navigation, and Commerce, flourished under all those nations, whose history we have glanced at as we passed, it was not neglected by Greece. Its vain and artful, but celebrated inhabitants, made no scruple in taking to themselves the merit of many discoveries which had originated in Egypt or Phœnicia. Their ingenuity cast the veil of fable over the shameful imposition, and left it to succeeding ages to discover the deceit. If the superior mind of a Bryant has too boldly attempted to unravel their splendid tissue of falsehood, the day must at length arrive, when the prejudices of mankind will not lean so obstinately to opinions, though surrounded and supported by such an accumulation of scholastic ability.

According to the Grecian tales, or fables, Pyrrhon the Lydian, is reported by them to have first discovered the art of bending planks by fire, for the purposes of ship building; Pisæus* invented the rostrum, or beak head; Tiphys the rudder; Epilamius completed the anchor, which at first had but one fluke. From the bireme, invented by the Erythræi, came the use of oars; Crete claimed the invention of masts and cross-yards; Theseus, Icarus, and Dædalus, the application of sails; which Proteus first managed with skill, and who, from their various shapes in shifting, became so celebrated for possessing the power of transformation. Hippius, the Tyrian, devised vessels of burden for traffic; and Jason, or Glaucus, as is shewn by the learned Bochartus, in his *Geographia Sacra* (p. 819, 820), built the first long ship, which he called Argo, or Arco, from a Phœnician word signifying long. The ships used prior to this, by the Greeks, were round. The construction of the vessel was evidently taken from the Phœnicians, which, according to Bochartus,

above mentioned, *Peloponnesus*, *Morea*, and *Insulæ*, and these again were subdivided into thirteen provinces, into the islands of the Ionian sea, and into those in the Egean. The provinces were, 1. *Attica*; 2. *Megaris*; 3. *Bœotia*; 4. *Phocis*; 5. *Doris*; 6. *Loeris*; 7. *Ætolia*; 8. *Acbaia Propria* (divided into Corinthia, Sicyonia, and Achaia Propria); 9. *Argia*, or *Argolis*; 10. *Laconia*; 11. *Messenia*; 12. *Elis*; 13. *Arcadia*.

* Evelyn's *Origin and Progress of Navigation and Commerce*, p. 19.

had fifty oars, twenty-five on each side, and therefore, he says, must have been fifty cubits in length.

Such is the general outline that is usually given of the early Naval Force of Greece. Yet evidently, even in this, there appears an omission. The Argonautic expedition, in which the first long ship was said to have been employed, is placed in the year of the world 2754; but in the year of the world 2529, Danaus, being expelled from Egypt by his brother Ramases, or Egyptus, with whom he reigned conjointly after the death of their father Belus, appears to have sailed in the ship Armais, the first ever seen in Greece, with his fifty daughters, in search of a settlement, and to have ascended the throne of Argos, at which time some useful inventions were introduced into Greece by him; and in 2622, (A.M.) Jupiter, King of Crete, undertook a piratical expedition, in a vessel called the *White Bull*, and carried off Europa, daughter of Agenor, King of the Sidonians.

It is most probable that all the Naval Expeditions undertaken by the Greeks, prior to that of Jason, were merely for purposes of piracy. The Argonautic seems to have been the first mercantile voyage. Jason being related to both Æolus, who was his grandfather, and to Neptune, who first married his mother Alcimedes, from his infancy had daily imbibed a love for the navy; and when he attained the age of manhood, with a mind enlarged by the precepts of the sage Chiron, it was natural for him, assisted by his friends, Castor, Pollux, and Hercules, to endeavour, by proposing a new object in the attainment of foreign merchandise, to aspire to greater honours in a voyage, than had hitherto actuated the conduct of Grecian pirates. The Golden Fleece* is beautifully emblematic of this idea. They coasted from Greece up the Egean Sea, passed through the Propontis and Bosphorus, and keeping in with the south

* The Colchians, according to Strabo and Arrian, collected gold on Mount Caucasus, by extending fleeces across the beds of the torrents, by which means the metallic particles were entangled in the wool.

shore of the Euxine, went up the river Phasis*, and landed at Colchis, after a long and perilous voyage; owing to which, it became proverbial to style a perilous voyage, *sailing to the Phasis*.

About sixteen years after this Argonautic Expedition, in the year of the world 2770†, peace and order were first established in the Levant and Egean Seas, by Minos, King of Crete. "The evidence of Homer," as Mr. Mitford observes in his valuable history, "though delivered partly in the enigmatical language in which poetry often indulges, appears to determine that Minos was not of Cretan origin, but a chief of adventurers from Phœnicia; that Rhadamanthus was not his predecessor, but his younger brother, and that he was himself the original legislator." Minos chastised the universal piracy which prevailed, and possessing a very considerable maritime force, his skill and experience, as a Phœnician, knew how to conduct it to the greatest advantage: he soon made himself master of the Archipelago, with its isles and seas, and, driving out the Grecian corsairs, he established his sons and followers in their place. Minos kept up a constant force against the rovers, for the safe conveyance of his revenues; and being the first who ever planned a Naval Action, is placed by Eusebius, in his catalogue, at the head of those who were celebrated for their dominion at Sea.

The next Expedition in which this renowned monarch was engaged, seems to have been the one that was conducted against his naval minister Dædalus; who, having been convicted of some state intrigues, fled to Sicania, now called Sicily, where he found protection in Cocalus, Sovereign of the island: hence arose the fable of his flying from Crete with wings. Dædalus was an extraordinary genius for that early age; but being unable to repress the

* Pheasants, named *Phasides*, from abounding on the banks of this river, are reported to have been first introduced into Europe by Jason on his return.

† In the year of the world 2700, Perseus went on his naval expedition against Medusa in Afric.

violent spirit which animated his mind, by any principle that the corrupt leaven of Heathenism afforded, he became cruel and turbulent. Born at Athens, of a noble family, and high connections, he had made considerable progress in the arts, and thus promised to be an invaluable acquisition to his Country; when he was obliged to fly from his native land, having imbrued his hands in the blood of a relation. Talus, his sister's son, was by no means inferior to him for the celebrity of inventions; the latter therefore, prompted by envy, threw Talus from a window and killed him. Having fled with his son Icarus to Crete, Dædalus soon proved of important service to Minos in forming his Navy. Considerable improvements in the masts, yards, and sails, of the Cretan Marine, were suggested by him, and immediately adopted: but the same evil disposition that first hurried him into murder, continued gradually to hasten his destruction; and though he fled for safety to Cocalus, this monarch, after a certain period, became the instrument of divine justice, and, fearing the power of Minos, gave up Dædalus to his fate. Many monuments of his ingenuity remained in Sicily to the time of Diodorus Siculus. Minos, however, did not long survive this celebrated Athenian: the family of Cocalus had been so pleased with Dædalus on account of his ingenuity, that they resolved to destroy the Cretan Monarch. Cocalus, overcome by their persuasions, and secretly jealous of his fame, treacherously violated the rites of hospitality, and caused Minos to be suffocated when in the Bath. This renowned king is supposed to have been assisted with the abilities of Dædalus, in constructing the famous labyrinth. Virgil, in his sixth *Æneid*, line the fourteenth, introduces his history, when describing the various ornaments which *Æneas*, on his arrival at Cuma, beheld in the temple dedicated by Dædalus to Apollo:

When Dædalus, to fly the Cretan shore,
His heavy limbs on jointed pinions bore;
The first who sail'd in air!—'tis sung by fame }
To the Cumæan coast at length he came,
And here alighting, built this costly frame, }
Inscrib'd to Phæbus; here he hung on high
The steerage of his wings, that cut The Sky.—

—Nor far from thence he grav'd the wond'rous maze
A thousand doors, a thousand winding ways. *DAYDEN'S Translation*

CORRECT RELATION

OF

SHIPWRECKS.

No. I.

Ha ! total night, and horror, here preside ;
 My stunn'd ear tingles to the whizzing tide,
 It is the funeral knell !—and gliding near,
 Methinks the phantoms of The Dead appear.
 But lo ! emerging from the watery grave,
 Again they float incumbent on the wave ;
 Again the dismal prospect opens round,
 The wreck, the shores, the dying, and the drown'd.

FALCONER'S SHIPWRECK. *Canto 3.*

THIS department of The Naval Chronicle, like many others connected with the plan of our work, would have made an earlier appearance, but for the press of interesting matter, either connected with the immediate marine history of the day, or which had been communicated by the kindness of our patrons, and therefore demanded our earliest notice. We thought it might seem negligent, if our first volume had closed, without commencing this painful though sublime relation of scenes of deep distress, when, as our English* Virgil says,

———— Peril, and dismay,
 Wave their black ensigns on the watery way.

We shall carefully select such shipwrecks, and providential escapes, of our intrepid Mariners, as may tend to establish a due perseverance, and presence of mind, in similar situations. Nor shall we neglect those of a more early date, which now are only to be found in expensive voluminous works, or have been preserved by the selection of professional men. The subject is surrounded with a grandeur, that must necessarily impart a considerable degree of energy to the mind

of the reader; for as our lamented Master* of the Sublime has well observed, "Whatever is fitted in any sort to excite the ideas of pain and danger, that is to say, whatever is in any sort terrible, or is conversant about terrible objects, or operates in a manner analagous to terror, is a source of The Sublime; that is, it is productive of the strongest emotion which the mind is capable of feeling."

The following relation of the melancholy fate of his Majesty's Ship LA TRIBUNE, off the harbour of Hallifax, in America (November 1797), is drawn up with a simplicity particularly beautiful, yet with an animation that must affect all who read it.

La Tribune was one of the finest frigates in his Majesty's service, mounted 44 guns, and had been lately captured by Captain Williams, in the Unicorn frigate. She was commanded by Captain S. Barker, and sailed from Torbay the 22d of September 1797, as convoy to the Quebec and Newfoundland fleets. In lat. 49 14. long. 17. 22. she fell in, and spoke with his Majesty's ship Experiment from Hallifax, out twelve days. She lost sight of all her convoy October 10, in lat. 46. 16. long. 32. 11. On Thursday morning they discovered the harbour of Hallifax about eight o'clock: and the wind being E. S. E. they approached it very fast, when Captain Barker proposed to the master to lay the ship to till they could obtain a pilot. The master replied, "that he had beat a 44 gun ship into the harbour, that he had been frequently there, nor was there any occasion for a pilot, as the wind was favourable." Confiding in these assurances, Captain Barker went below, and was for a time employed in arranging some papers he wished to take on shore with him; the master in the mean time taking upon him the pilotage of the ship, and placing great dependance on the judgment of a negro man, by the name of John Cosey, who had formerly belonged to Hallifax. About 12 o'clock the ship had approached so near the Thrum Cap shoals, that the

* Burke.

master became alarmed, and sent for Mr. Galvin, the master's mate, who was sick below. On his coming upon deck, he heard the man in the chains sing out "by the mark five!" the black man forward at the same time singing out "steady." Galvin got on one of the carronades to observe the situation of the ship; the master, in much agitation, ran up to the wheel and took it from the man who was steering, with an intent to wear the ship; but before this could be effected, or Galvin was able to give an opinion, she struck. Captain Barker instantly came on deck, and reproached the master with having lost the ship. Seeing Galvin also on deck, he addressed him, and said, that knowing he had formerly sailed out of this harbour, he was much surprised he could stand by and see the master run the ship on shore. Galvin informed the Captain he had not been on deck long enough to give an opinion.

Signals of distress were immediately made, and answered by the military posts, and the ships in the harbour. Boats from all the military posts, from his Majesty's ships, and the dock-yard, proceeded to the relief of *La Tribune*. The military boats, and one of the boats from the dock-yard, with Mr. Rackum, boatswain of the Ordinary, reached the ship; but the other boats, though making the greatest exertions, were not able, the wind being so much against them, to get on board. The ship was immediately lightened by throwing all her guns, excepting one retained for signals, overboard, and every other heavy article, so that about half past eight o'clock in the evening the ship began to heave, and about nine she got off from the shoals. She had before, at about five or six o'clock, lost her rudder, and on examination it was now found she had seven feet water in the hold. The chain pumps were immediately manned, and such exertions made, that they seemed to gain on the leaks, and, by the advice of Mr. Rackum, the captain ordered to let go the best bower-anchor. This was done, but it did not bring her up. The captain then ordered them to cut the cable, and the jib, and fore top-mast stay sail, were hoisted to steer

by. All this time the violent gale which had come on from the S.E. kept increasing, and carrying them to the wester shore. In a short time, the small-bower anchor was let go at which time they found themselves in about thirteen fathom water: the mizen mast was then cut away.

It was now about ten o'clock; and the water gaining fast upon them, little hope remained of saving the ship or their lives. At this critical period, Lieutenant Campbell quitted the ship. Lieutenant North was taken into the boat out of one of the ports. Lieutenant James, of the Royal Nova Scotia regiment, not being to be found, was so unfortunate as to remain, and, to the great distress of his worthy parents and friends, shared the general fate. From the period when Lieutenant Campbell quitted the ship, all hopes of safety had vanished; the ship was sinking fast, the storm was increasing with redoubled violence, and the rocky shore to which they were approaching, resounding with the tremendous noise of the billows which rolled towards it, presented nothing to those who might survive the calamity, but the expectation of a more painful death, from being dashed against those tremendous precipices which, even in the calmest day, it is almost impossible to ascend. Dunlap, one of the survivors, declared, that at about half past ten, as nearly as he could conjecture, one of the men who had been below came to him on the fore-castle, and told him it was all over. In a few minutes after, the ship took a lurch, as a boat will when nearly filled with water and going down; immediately on which Dunlap began to ascend the fore-shrouds, and, at the same moment casting his eyes towards the quarter-deck, saw Captain Barker standing by the gang-way, and looking into the water, and directly after heard him call for the jolly-boat. At the same time he saw the lieutenant of marines running towards the taffrail, he supposed to look for the jolly-boat, as she had been previously let down with men in her; but instantly, the ship took a second lurch, and sunk to the bottom; after which neither the captain nor any other of the officers were seen.

The scene, sufficiently distressing before, became now peculiarly awful! more than 240 men, besides several women and children, were floating on the waves, making their last effort to preserve their existence. Dunlap, whom we have before mentioned, gained the fore-top. Mr. Galvin, the master's mate, after incredible difficulty, got into the main-top—he was below when the ship sunk, directing the men at the chain-pump, but was washed up the hatch-way, thrown into the waste, and from thence into the water, and his feet as he plunged struck a rock; on ascending, he swam to gain the main shrouds, when he was suddenly seized hold of by three men; he now thought he was lost; to disengage himself from them, he made a dive into the water, which induced them to quit their hold; on rising again he swam to the shrouds, and arriving at the main-top, seated himself on an arm chest which was lashed to the mast. From the observations of Mr. Galvin from the main-top, and Mr. Dunlap in the fore-top, it appears that near one hundred persons were for a considerable time hanging to the shrouds, the tops, and other parts of the wreck; but from the extreme length of the night, and the severity of the storm, nature became exhausted, and they kept at all periods of the night dropping off, and disappearing. The cries and groans of the unhappy sufferers, from the bruises many of them had received, and as their hopes of deliverance began to fail them, were continued through the night; though, as morning appeared, from the few that then survived, they became feeble indeed: the whole number saved from the wreck amounted to eight persons, and several of them so exhausted, as to be indifferent whether they were taken off or not. Mr. Galvin mentions, that at about twelve o'clock the main-mast gave way; at that time, he supposes there were, on the main-top, and on the shrouds, upwards of 40 persons. By the fall of the mast the whole were again plunged into the water, and of that number only nine, besides himself, regained the top. The top rested upon the main-yard, and the whole remained fast to the ship by some of the rigging. Of the

ten persons who regained the main-top, four only were alive when the morning appeared: ten were at that time alive on the fore top, but three of them had got so exhausted, and had become so unable to help themselves, that before any relief came they were finally washed away; three others perished, and thus four only were finally left alive in the fore-top. The place where the ship went down was barely about three times her length to the southward of the entrance into Herring Cove. The people came down in the night to the point opposite to which the ship sunk, and kept large fires, and were so near as to converse with the people on the wreck.

The first exertion that was made for their relief *was by a boy thirteen years old*, from Herring Cove, who ventured off in a small skiff by himself, about eleven o'clock the next day: and this truly deserving young lad, with great exertions, and at extreme risk to himself, boldly approached the wreck, and backed in his little boat so near to the fore-top, as to take off two of the men, for the boat could not with safety hold any more; and here a trait of generous magnanimity occurred, which deserves to be noticed. Dunlap, and Munroe, had, throughout this disastrous night, providentially preserved their strength and spirits beyond their unfortunate companions, and had endeavoured to cheer and encourage them as they found their spirits sinking; they were now both enabled to have stepped into the boat, and thus to terminate their own sufferings, but their other two companions, though alive, were unable to help themselves; they lay exhausted on the top, wished not to be disturbed, and seemed desirous to perish as they lay. These generous fellows hesitated not a moment to remain themselves on the wreck, and to save, though against their will, their unfortunate companions; they lifted them up, and by the greatest exertions got them into the little skiff, and *the manly boy* rowed them triumphantly to the Cove, and instantly had them conveyed to a comfortable habitation. After shaming, by his example, older persons who had larger boats, he put



View of Penzance and Mounts Bay.

off again in his skiff, but with all his efforts he could not then approach the wreck: his example, however, was soon followed by those in the Tribune's jolly-boat, and by some of the boats of the Cove; with their joint exertions the eight men were preserved, who, with four that escaped in the jolly-boat, made the whole number of survivors of this fine ship's company.

An instance occurred, which, though it may appear unnatural, after the distressing scene we have related, is so descriptive of that cool thoughtlessness of danger which so often distinguishes our British Tars, that it would be inexcusable to omit it. Daniel Munroe, one of the survivors, had, as well as Dunlap, got into the fore-top. Suddenly he disappeared; and it was concluded he had been washed away with many others; when, after an absence from the top of about two hours, he raised his head through the lubber hole, to the surprise of Dunlap, who enquired where he had been; he said he had been cruising for a better birth: after swimming about the wreck for a considerable time, he had returned to the fore-shrouds, and crawling in on the cat-harpins, had actually been sleeping there more than an hour, and appeared to be greatly refreshed.

DESCRIPTION OF PLATE XI.

WITH AN ACCOUNT OF MOUNTS-BAY, AND PENZANCE.

THIS view of Penzance, and Mounts-Bay, from the eastward side, was drawn by Mr. Pocock, from a sketch made on the spot by Captain Walter Tremenheere, of the marines, nephew to the learned Dr. Borlase, and now serving on board his Majesty's ship *Sans Pareille*: we trust a public avowal of our obligation to this gentleman will not offend him.—A brigantine is introduced turning into The Bay, with a sloop on the starboard tack coming into Mouse-Hole. A fishing boat is also seen going large out of the bay.

Mounts Bay lying between the Land's End, and the Lizard Point, is so named from a lofty peninsulated rock, called Mount St.

Michael,* which rises within it; and is only divided by the tide from the main land. The bay is famous for its pilchard fishery, the emoluments of which are very considerable. Doctor W. Borlase gives the following account of this valuable nursery for our seamen :

“ It employs a great number of men on the sea, training them thereby to naval affairs; employs men, women, and children, at land, in salting, pressing, washing, and cleaning; in making boats, nets, ropes, casks, and all the trades depending on their construction and sale. The poor are fed with the offals of the captures, the land with the refuse of the fish and salt; the merchant finds the gains of commission and honest commerce, the fisherman the gains of the fish. Ships are often freighted hither with salt, and into foreign countries with the fish, carrying off at the same time part of our tin. By the usual number of hogsheads of fish exported each year, for ten years, (from 1747, to 1756 inclusive,) from the four ports of *Fowey, Falmouth, Penzance*, and *St. Ives*, it appears that Fowey has exported yearly 1732 hogsheads; Falmouth, 14,631 hogsheads and two-thirds; Penzance and Mounts Bay, 12,149 hogsheads and one third; *St. Ives*, 1282 hogsheads: in all amounting to 29,795 hogsheads. Every hogshead for ten years last past, together with the bounty allowed for each hogshead exported, and the oil made out of each hogshead, has amounted, one year with another, at an average, to the price of one pound thirteen shillings and three pence: so that the cash paid for pilchards exported has, at a medium, annually amounted to the sum of £.49,532 ten shillings.”

Mr. Pennant informs us that the numbers taken at one shooting out of the nets, is amazingly great. Dr. Borlase assured him, that on the 5th of October, 1767, there were at one time inclosed in *St. Ives Bay*, 7000 hogsheads, each hogshead containing 35,000 fish, in all 245,000,000.

About the middle of July the pilchard † appears in vast shoals off the Cornish coasts, from Fowey Harbour, to the Scilly Isles. Their

* *St. Michael's Mount* was formerly the scite of a priory of Benedictine Monks, founded by King Edward the Confessor; but before the Year 1085 it was annexed to the abbey of *St. Michael in periculo maris* in Normandy, by Robert, Earl of Merton and Cornwall. After the suppression of alien priories, it was given first to King's College, Cambridge, by Henry the VI. and afterwards to *Sion Abbey* in Middlesex by King Edward the IV. It had possessions at the general suppression, valued at £.110, 12s. 1d. *per annum*; and is now the seat of Sir John St. Aubyn. A view of this romantic marine villa was taken by Mr. Opie, in 1785, and is reckoned a fine specimen of that artist's abilities.

† The pilchard has a general likeness to the herring, but differs, according to Mr. Pennant, in some particulars very essentially; the body of the pilchard is less compressed than that of the herring, being thicker and rounder, the nose is shorter in proportion, and turns up, the under jaw is shorter. The back is more elevated, the belly less sharp; the dorsal fin of the pilchard is placed ex-

approach is known by the same signs that indicate the arrival of the herring. Persons, called in Cornwall *Huers*, are placed on the cliffs, to point to the boats, stationed off the land, the course of the fish.* By the 1st of James I. c. 23, fishermen are empowered to go on the grounds of others to *hue*, without being liable to actions of trespass, which before occasioned frequent law suits.

The town of Penzance is delightfully situated on a creek in Mounts-Bay. It was burnt by the Spaniards in 1595, who, with four galleys, surprised this part of the coast, and set fire to several villages and farms; but has since been rebuilt, is at present very populous, and carries on a considerable trade in shipping. It is one of the tin-coinage towns, and is governed by a mayor, a recorder, fourteen aldermen, and twenty four common council men. It lies in the parish of Madern, noted for its restorative spring, said to be effectual in the cure of lameness. The shore abounds so much with lead, tin, and copper ores, that the veins thereof appear on the utmost extent of land at low water mark.

The name of this town has been derived from Pen-Saint, *Saint's Head*,—the arms of Penzance being the Baptist's head in a charger; it might also come from Pen's Sands, *the head of the sands*; or Pen-Savas, *the head of the Channel*. Penzance is twelve miles E. of Senan at the Land's End, and 281 W. by S. of London. Long. 5. 35. W. Lat. 50. 11. N.

In the year 1754, during the month of October, the following curious phenomenon was seen in the heavens, by two persons of St. Juste, six miles westward of Penzance, which is thus recorded in the Gentleman's Magazine:—"About ten o'clock at night they saw in the sky a large fleet of ships, and soon after a cloud came before it, and the scene was changed to an army, or armies, seeming to be smartly engaged in battle. It lasted fifteen minutes, and was seen by divers other persons."

The whole of the county of Cornwall, together with Devonshire, was styled by the Romans *Danmonii*, or *Dumnonii*. The chief towna then were, Voliba, *Falmouth*; Uzella, *Lestwithiel*; Tamara, *Tamerton*; Moridunum, *Seaton*; Isca, or Isaca, *Exeter*; Ocrinum, *the Lizard Point*; and Bolerium, or Antivestæum Promontorium, *the Land's End*. The county of Cornwall is 80 miles long, 40 broad, and 250 in circumference; containing 960,000 acres, and 126,000 inhabitants. Its

actly in the centre of gravity, so that when taken up by it, the body preserves an equilibrium, whereas that of the herring dips at the head. The scales of the pilchard adhere very closely, whereas those of the herring very easily drop off. The pilchard is in general less than the herring, but is fatter, or more full of oil.

* Pennant's British Zoology, Vol. III. p. 343.

chief rivers are the Tamer, Fale, Cober, Looe, Camel, Fowe, Haile, Lemara, Kense, and Aire. The principal capes or head-lands are the Land's End, the Lizard, Cape Cornwall, Deadman's Head, and Ram Head. The Prince of Wales, as Duke of Cornwall, has the civil jurisdiction of the coast in his own power, perfectly independent of the Admiralty: his Royal Highness therefore appoints a Vice-Admiral of this coast, an honour which has long been vested in John Willett Payne, Esq. Rear-Admiral of the Blue.

CONDUCT OF THE FRENCH AT GENOA.

THE following letter, respecting the cruelties of the French, has been communicated to us from the most respectable authority :

April 8, 1799.

—“ Whilst I was last at Rome, from the month of September 1796, to the end of March 1797, I was frequently obliged to go to Porto-Ferrajo, and to Civita Vecchia, where I had much intercourse with our little squadron, then upon the Italian coast. As this period was pregnant with the success of Bonaparte against the Germans, the conversation often turned upon the conduct of the French, and the enormities they were committing. However, of all their cruel excesses, none I hope has ever equalled their conduct towards their prisoners at Genoa. The miserable victims were first marched into that city in such numbers, as actually to be almost famished; they were then sold in lots, by dozens, hundreds, and thousands, to Spanish agents, at the rate of a dollar a man; and as fast as vessels could be procured to take them on board, they were *shipped off for the Spanish mines in South America, never to return.*

Thus destined, several of the BRITISH CRUISERS providentially fell in with them, and recovered great numbers. Many, thus delivered, I have conversed with, on board his Majesty's ship *Peterel*; and therefore have heard the melancholy tragedy from themselves. The last time I saw Lord Proby at Civita Vecchia, I heard him most feelingly lament, that the nature of his orders would not allow him to augment the list of those who had thus been preserved: two thousand of these poor unfortunate captives were to sail the day following from the port of Genoa!

Since my return to England, I have heard the above authenticated by officers of different ships. In short the fact is too well established for the cause of humanity; there was scarcely a British Cruiser then upon the coast of Italy, whose officers would not verify the statement I have made.—O, Liberty! how hath thy sacred name been abused.”

I am, &c.

G. G.

MARINE SCENERY.

IRA MARIS, VASTIQUE PLACENT DISCRIMINA PONTI.

VAL. FLAC.

(Continued from Page 257.)

WE again renew our remarks on Marine Scenery ; and shall endeavour to continue, from our own observation, and what is either communicated to us, or has already appeared in the works of different writers, a subject which seems to give much satisfaction to our readers.

When a gale of wind has in some degree abated, I have generally noticed a beautiful effect to arise from the purple haze which is cast around, and is finely contrasted with the dark clouds, that are going off in sullen majesty: for, as Thomson says,

“ still over head,
The mingling tempest weaves its gloom.”

The out-spreading of the salt foam, like the striated shades in marble, is too often omitted by marine painters ; it gives a great variety and life to the picture, and adds much to the correctness of any design. A ship not only throws up the foam with her keel ahead, but flings it out boldly at her sides, and leaves the Sea covered with it to a considerable distance astern.

Nothing can look more forced or unnatural in a Marine Drawing, than the introduction of floating barrels, or a log of wood, on which artists are often accustomed to write their names ; but the various kinds of gull, Mother Carey's chicken (a small kind of black duck), and other aquatic birds, may be introduced with considerable effect.

I particularly remarked the surrounding scenery during an evening at the latter end of October. We were at that time cruising off Ushant ; whose dreary coast, so continually present to our view, caused a painful uniformity, which could alone be changed by observing the variations in the expanse of waters that was before us.

The sun had just given its parting rays, and the last shades of day already lingered on the distant waves, when a

sky most sublime and threatening attracted our notice. It was carefully provided against by the officers on the watch. To the verge of the horizon, except where the sun had left some portion of its departing rays, a dark, lowering, blue expanse, presented itself to our notice. On this floated light yellow clouds, tinged with the various colours of evening, the never failing forerunners of a Gale. A strong tint was reflected from them on the shrouds and rigging, which rendered the scene more dreadful. The calm of the sea was portentous. The sea-bird shrieked as it passed. As the tempest gradually approached, the thick darkness of night closed the whole in horrid uncertainty :

“ It was a dismal and a fearful night ;
And on my soul hung the dull weight
Of some intolerable fate !”

COWLEY.

Being on deck soon after day-break, on the 6th of November, I observed a different effect in the sun-rise, from any I had before noticed. It formed a striking contrast with the one I have endeavoured to describe at page 210.—It was hazy to windward of us, and in this haze the Sun was rising. Its light was not sufficiently powerful to overcome the haze, and therefore appeared pale and emaciated ; the prevailing colour was a faint tinge of orange, but so dimmed, as hardly to be noticed. After a short time, wide streaks of orange darted across the horizon, and marked its gradual ascent : it was then seen to emerge from the upper edge of the haze : and, as if making a final effort for liberty, that part of the sun which appeared seemed to blaze, whilst the remainder of its Orb slowly followed with its lustre dimmed. The globular form of the Sun was now entirely lost, and, as it were, transfused into a pale stream of flame, continuing for some minutes between the horizon and a line of thick heavy clouds ; which, as the day advanced, had overcast the greater part of the sky. These gradually became skirted with its light : when, as if the Sun made a final effort to recover its splendor, it suddenly cast a bold *silvery* glow, which I had never before witnessed in a

sun rise, on the surrounding clouds, and then sinking into their fleecy bosoms, separated the whole mass into different fantastic shapes :

“ with various ray,
Lights up the clouds, those beauteous robes of heaven,
Incessant roll'd into romantic shapes,
The dream of waking fancy !”

THOMSON.

The situation of the fleet at this moment was well adapted to form an interesting design : two frigates, a fire-ship, and a cutter, appeared in the haze, who had been all night looking out to windward. The Royal George, Lord Bridport's flag, had wore, having the signal up for the rest to follow on that tack. The Neptune, Sir Roger Curtis, which was the first ship on the lee line, was already about: the remainder of the fleet prepared to wear in succession.

The break of day, the rising and setting of the sun, the scene by moon-light, and the grandeur which even the dark veil of night affords, when

“ Solemn, and slow, the shadows blacker fall,
And all is awful listening gloom around,”

THOMSON.

these, and other innumerable objects of deserved attention, which we shall occasionally record, would, if carefully observed by the mariner, considerably tend to correct a false and depraved taste, which the learned author* of the Baviad, has so keenly but justly exposed. The frequent contemplation of scenes of this nature will animate and nerve the seaman's mind ; and, above all, will cherish that devout spirit which is so prevalent in the British Navy, for,

“ These as they change, Almighty Father, these,
Are but the varied God !——
- - - - - Awful Thou ; with clouds and storms
Around THEE thrown, tempest o'er tempest roll'd,
Majestic darkness ! on the whirlwind's wing,
Riding sublime, Thou bidst the world adore,
And humblest nature with Thy northern blast.”

[To be continued.]

* Gifford.

PLAN PROPOSED BY
CAPTAIN POPHAM, R. N.
FOR RAISING THE SEA FENCIBLES.

WHEN the British Nation was roused in all its energy, to guard against the invasive threats of the kingdom that styles itself Great, it behoved every one, and especially professional men, to propose such plans, as their own judgment and experience suggested. Among these, the one drawn up by Captain Popham deserves particular notice, as having been acted on, though not to the full extent. We have received the following outline of it, from a friend, which we hasten to communicate to our readers.

Captain Popham's sentiments on the possibility of invasion, at the period alluded to, was detailed at length in his letters to officers, and men of considerable rank, and was duly appreciated: the substance of this is subjoined, as having a relation to the following outline:

CAPTAIN POPHAM raised a corps of Sea Fencibles at Nieuport, in Flanders, in November 1793, by an order from his Royal Highness the Duke of York, through Sir James Murray (now Pulteney), Adjutant General. This corps was composed of the fishermen of the place. Sir Charles Grey bore ample testimony to Major General Thomas Dundas of their steady conduct at the first siege of Nieuport. They were afterwards under the command of Captain Wiltshire Wilson, of the Royal Artillery, who has likewise borne testimony that no men could behave better than they did at the second siege of Nieuport. From this Captain Popham thought the adoption of a similar Corps in England would be of great service.

Outline of a Plan as an auxiliary Defence of the Coast of England against Invasion, by the Establishment of Sea Fencibles. Submitted to the Consideration of the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of Great Britain, &c. &c. &c.

In carrying this plan into effect, the seamen and fishermen present themselves as a great and valuable resource to the nation; they are competent to many essential services, more particularly afloat, for which the other inhabitants of the coast are not so well calculated;

and as they are for the greater part fathers of families, have a proportionate interest in the security and protection of the kingdom from invasion; they would be among the first to experience its horrors from the particular situation of their towns, and consequently will feel it their duty to be foremost in offering their exertions in the common cause.

The mode which is about to be suggested, while it calls forth all their energy, and puts them in a condition to be eminently useful, secures certain advantages which government is always forward in offering to zeal and merit.

It is accordingly proposed to enrol the seamen and seafaring men resident in the towns and villages on the coast, and train to artillery, with a positive assurance that they are never to be called out, unless for actual service, or for the purpose for exercising.

It is intended that each of the sea-coast counties should be divided into a certain number of districts, each consisting of a proportionate number of beaches; that the Sea Fencibles of each county shall be commanded by a captain of the navy; and a commander be stationed in each district to quarter the men on the beaches, to exercise them occasionally, and to have the beaches watched whenever the weather is favourable for the enemy to attempt a landing.

The commander of each district is to establish an office in the most convenient or central town in his district, for the purpose of enrolling such seamen or seafaring men as voluntarily offer themselves for this laudable service.

The Sea Fencibles are to be exercised once every week in such batteries as may already be on the coast, or hereafter directed to be made by order of government.

Each man so enrolled will be allowed one shilling per day on the days he is called to exercise, if he attends, or when he is employed on actual service; this pay to be paid on the last day of every month, at the office of the commander of each district, and in the presence of the mayor or chief magistrate of the town where the office is established.

The commander of each district will also have authority to grant a protection to the men who enrol themselves as Sea Fencibles, and this protection will be an exemption from any other military duty while they actually belong to the Corps of Sea Fencibles.*

The commander will be authorised to grant any reasonable leave of absence to the men of his district, to enable them to follow their lawful occasions; but they will be required to apply for a ticket of

* *Alteration by the Admiralty*—Protections will be granted under such restrictions as the Admiralty may judge proper to those men who enrol themselves as Sea Fencibles, &c.

leave, to the end that the commander may be at all times enabled to ascertain the number of men on whose service he can depend ; exclusive of which the protections will not be respected without the district of the commander who has granted them, unless accompanied by such a ticket of leave.

In case the Lords Commissioners of the Admiralty shall deem it expedient to place armed row galleys* on any of the beaches, such Sea Fencibles as come forward to man them, whether to attack or annoy small privateers, or retake any vessels that may have fallen into the enemy's hands, will, independant of the pay already stated, be supplied with provisions whilst they are on board of those galleys, or any other armed vessels or boats that may be sent for the protection of the sea coast ; exclusive of which they will be entitled to prize money for any privateers or other vessels they may take belonging to the enemy.

In case there should not be any provisions on board of such vessels as they may embark in, then they will be allowed subsistence from the time they are on board, at the rate of eightpence per day per man.

The Sea Fencibles are not to be forced to serve out of the district they undertake to defend, unless the enemy make good a landing, when they will in course follow their commanders, who will be furnished with half pikes to arm the men of his district, and these pikes will be made longer than a musquet with its bayonet fixed, that the Sea Fencibles may have an opportunity of charging the enemy with advantage in any general action, or of storming such redoubts as the French may throw up, or any other work they may presume to make in England.

In case it should be necessary for the Sea Fencibles to act as pioneers, for the purpose of retarding the progress of the French, the proper implements will be supplied them for that service ; as well as for the construction of bridges for the advantages of the army.

When the Sea Fencibles are thus employed, they will be paid and subsisted in the same manner as if actually embarked.

The chains of communication which this body of men will establish between the sea and the interior will afford the means of assembling our troops from all parts to the place of attack, and thus give a confidence and security from surprise, and an additional strength to the commander in chief, by all the number of troops he is now obliged to detach for the purpose of manning the established batteries along the sea coast ; and I have no doubt but in a short time after their enrollment, they will not only embark very cheerfully on any service that may be required of them, but always hold themselves ready for any active enterprise that it may be thought expedient to undertake.

* Galleys, 60 to 70 feet long ; 12 to 12½ broad. To carry an 18-pounder, or 42 carronade. Row 36 to 40 oars. May cost 320l. building.

If there is to be a park of field artillery kept in reserve in any interior part of the sea coast counties, I really am of opinion that two or three pieces ought to be attached to each division of Sea Fencibles, for them to take charge of when it is necessary to quit their batteries on the coast, and join the army. They would by this means form a most respectable train of artillery.

It has been submitted for consideration, whether two gun batteries along the coast of Sussex, from Hastings to the westward, might not be of very great service; not only in annoying the enemy in his attempt to land, but also to give protection to the coasting trade.

The guns proposed for these batteries are the French and Dutch prize guns, 42 pounders; they are to be on their ships carriages and trucks, consequently only a platform will be required. The reasons for proposing these heavy guns are, that when an enemy gets possession of them, he will not be able to move them without the greatest difficulty; and they are seldom made use of by us, except sometimes in batteries.

It is also proposed that the gunners of such ships in ordinary as are not likely to be immediately wanted, shall be attached to the batteries, to exercise the men and take charge of the stores.

FORM OF ENROLLMENT.

SUSSEX SEA FENCIBLES, commanded by ———— Esq.
Captain in his Majesty's Royal Navy.

WE whose names are hereunto subscribed, having read and approved the outline of the plan submitted to the Right Honourable the Lords Commissioners for executing the Office of Lord High Admiral of Great Britain, &c. &c. &c. for the purpose of raising Sea Fencibles, do by our signature agree to serve on such terms, in the district of _____ commanded by _____ Esq. commander in his Majesty's navy, or such other officer as the Lords Commissioners of the Admiralty may hereafter choose to appoint to this district.

Witness our hands, at _____ 17 _____ year of
his Majesty's reign.

DISTRICTS for the Commanders of the SEA FENCIBLES between
BRISTOL and the FIRTH OF FORTH. *The Captain of the County*
will in course fix on the most Central Spot in the District for the
Commander to establish his Office at.

			Post. Capt.	Com.
SOMERSETSHIRE	Bristol	Bridgewater	}	1 3
	Minchhead			
DEVONSHIRE, North and South	Ilfracombe	Barnstaple	}	2 8
	Saltash district	Plymouth district		
	Kingsbridge	Dartmouth		
	Trignmouth	Exmouth		

			Post. Capt	Com.
CORNWALL	Padstow	St. Ives	}	8
	Penzance	Helford Harbour		
	Falmouth	St. Maw's		
	Fowey	Cawsan		
DORSETSHIRE	Sidmouth	Lyme	}	6
	Weymouth	St. Alban's Head distr.		
	Wareham district	Poole district		
HANTS	Christchurch	Lymington	}	8
	Isle of Wight, 2	Southampton 2		
	Gosport	Portsmouth		
SUSSEX	Chichester	Arundel	}	8
	Shoreham	Brighton		
	Scaford	Eastborne		
	Hastings	Rye		
KENT	Kent	Hythe	}	8
	Folkstone	Dover		
	Deal	Margate		
	Whitstable	Feversham		
ESSEX	Malden	Colchester	}	3
	Harwich			
SUFFOLK	Ipswich	Orfordness	}	4
	Thorpwell	Lowestoffe		
NORFOLK	Yarmouth	Foulness	}	3
	Lynn			
LINCOLNSHIRE	Boston Deepes and to the Humber, 3		}	3
YORKSHIRE	Hull	Flamborough	}	5
	Bridlington	Scarborough		
	Whitby			
DURHAM	Stockton	Hartlepool	}	4
	Sunderland to South Shields			
NORTHUMBERLAND	Newcastle, Shields, Tinnmouth		}	3
BERWICK	Including the Firth, 4		}	4
			16	78

Each post captain, including office, &c. per month } 49 7 0
 (calendar) exclusive of travelling charges
 Ditto commander ditto 33 12 0

16	Total amount of post captains -	-	-	-	-	789	12 0
78	Ditto commanders	-	-	-	-	2,623	16 0
18,800	Ditto men	-	-	-	-	3,760	0 0
						7,170	8 0

If the half pay is not allowed, exclusive of the daily allowance }
 herein stated, there will be a deduction from the aggregate } 846 0 0
 of per month.

It is impossible to make any calculation of the number of men that may be raised without visiting all the places, but supposing that each officer raises 200 men, the numbers raised in the above line of coast will be 18,800; and stating the expence of those men at the first idea of 4s. per month, it will be per month 3,760l.; but when it it neces-

sary to embark them, or to march them out of their district, then the estimate of subsistence, at the rate of 8d. per day per man, must be added.

Having sketched this outline of a plan of defence for the sea coast, it remains only to remark, that with motives such as these to exertion; with duties at once so imperious and important to discharge; with such private and public advantages attending the discharge of those duties; with the gratitude and acknowledgment it must excite, and the retribution it must ensure, from those of rank and property in their neighbourhood, it is impossible but that one universal spirit of emulation must be kindled in every bosom on our coasts.

Under such an impression, those who shall not be able to render personal service, will unquestionably endeavour to evince their ardour, by considering how great an inducement it may be to serve, if those who may be killed or wounded on this service, could look forward to the possibility of obtaining some support for their families or themselves from the district to which they belong: and this may probably make the defence so strong and so formidable, as to awe the enemy; who, far from putting the exertion of our Sea Fencibles to the proof, will deem it more prudent to remain at home, and desist from an enterprise which can promise them nothing but ruin and confusion.

*Heads of a Letter from CAPTAIN POPHAM to a GENERAL OFFICER
on the Subject of the Sea Fencible Plan.*

DEAR SIR,

I took the liberty of suggesting the annexed plan*, on a conviction that the French, in their present state of unreasonable enmity to this country, would attempt any enterprise, however desperate and sanguinary in its execution, which might tend to irritate the people against the existing government, or cause a momentary depreciation of the public credit; and I now presume to offer you my opinion on their arrangements for this serious threat or intended attack. But in offering this opinion I take it for granted, they have many thousand men who they wish to provide for in the most plausible manner, who are pampered up with the hopes of plunder, and enthusiastic to a degree of mania,

These troops will be cantoned along their extensive sea coast from Ostend to Brest.

The coast will be divided into three grand or principal districts of Picardy, Normandy, and Brittany, and to these may be added the departments of Brest; I will proceed to show the capability of the first district Picardy, from which comparative calculations of the

* Sea Fencibles.

others may be drawn. This district shall extend to part of Flemish Flanders, shall have in its view the invasion of the coast of Sussex, and that part of the south west coast of Kent that is comprehended between Dungenness and the South Foreland.

I will now take it for granted, that they have built a certain number of flat vessels, which I believe to be the case; that these vessels carry two heavy guns, with field pieces on board, and that they will make use of the fishing boats for auxiliary transport vessels; as I know the places in the district I am now writing upon, have as many vessels of that description as can be wanted.

Having supposed that the French have troops and vessels sufficient for the enterprise, and are desperate enough to undertake it; let us for a moment allow them system and experience sufficient to conduct, at a proper time, and in a proper manner, the embarkation of the troops in this district, which should be finished in two hours with southerly or easterly winds, and ought to take place at the setting in of a frost; when the best informed philosophers predict its continuance from the observations they have made on the appearance of weather, and its effect on mercury in different situations.

I will annex the places of embarkation in this district, with the least number of men which may be embarked, their respective destinations and the distances from their own coast.

Ostend	6000	} Folkstone, Hythe, and to Dungenness	} From 18 to 22 leagues	
Nieuport	2000			
Dunkirk	4500			
Gravelines	2500			
Calais	3000	} Rye and Hastings	} 18 to 20 leagues	
Boulogne	4000			
Etaples	2000	} Hastings to Beachy	} Ditto	
Rue	2000			
Crotoy	2000			
Treport	2000			
Dieppe	8000	Brighton		
St. Valery de Caux	2000	} Brighton to Arundel	} 20 to 25 leagues	
Fecamp	4000			
Havre	12,000			
<hr/>				
56,000				

Having now embarked the troops, they are thrown on the calculation of chances; therefore let us allow that one third will be lost in getting across; nearly that number in effecting their landing and concentrating their men; and the remainder may probably exist a few days before they are taken or destroyed.

I do not apprehend the Directory predicts a better fate for their troops. Their object will be answered in some respects: they will have provided for their idle soldiers; they will have made a commotion in England; and oblige this country to victual such as escape, which ought to be few indeed.

The district of Normandy is well checked by the islands of Guernsey and Jersey, particularly the latter, which is so well situated to watch the operations of St. Maloes, that I wonder an attempt has not been made on these islands preparatory to the invasion of England.

Should the Directory be really and seriously bent on the invasion of this country, I think it will be preceded by a strong expedition from Brest to Ireland, and at the same time probably to the Bristol Channel and coast of Wales.

If the *soit nomme Armée d'Angleterre* is not ready, and the necessary arrangements made, it will not astonish me to hear that the enterprise is put off till next year, and that we shall be kept in a continued state of alarm by their practising the embarkation and disembarkation of troops.

I think the fishing boats ought to be seized, and if it can be managed to make the *coup* general, it will not only deprive the enemy of a number of transports, but the best pilots they have for the coast of Sussex, which I suppose are principally in the Dieppe vessels. There are belonging to Ostend, Nieuport, Dunkirk, Gravelines, Calais, Boulogne, and Dieppe, at least eight hundred vessels; indeed I should think many more. From this information you will best judge of the expediency of the measure, and the advantage that may result from its being carried into effect.—I am, dear Sir, &c. H. P.

N. B. Further hints on the possibility of invasion, and the mode of defence to be adopted, will be given in a subsequent number.

CHATHAM CHEST.

THE office, called the Chest at Chatham, was established in the reign of Queen Elizabeth, about the year 1588, when many seamen being hurt and maimed in the service against the Spaniards, petitioned her Majesty for relief, who directed the Lord High Admiral to take their petition into consideration; in consequence of which, with the advice of the four principal officers of the navy, and by the consent of the inferior officers and seamen, it was agreed that a deduction of 6d. per month should be made out of their pay for this charitable institution; upon which basis it has stood ever since, without any considerable variation. The number of pensioners in 1798 was 6400. When any of them recover from their hurts, or are admitted into Greenwich Hospital, their pensions cease. The revenues of the chest, arising from the rents and interest of stock, amount at present to about 26,000l. per annum, besides the defalcations of 6d. per month per man, &c. which in the year 1783 (being a year of peace) produced only 6,608l. but in the year 1797 produced a revenue to the chest of 45,571l.

NAVAL LITERATURE.

The History of America, Books nine and ten, containing the History of Virginia, to the Year 1688, and the History of New England, to the Year 1652. By William Robertson, D.D. Cadell, jun. and W. Davies, Strand; and E. Balfour, Edinburgh; 1796. Pages 249, 8vo.

THE original plan of the late Dr. Robertson with respect to the History of America, comprehended not only an account of the discovery of that country, and of the conquests and colonies of the Spaniards, but embraced also, as his son informs us in the Advertisement prefixed to the above work, the history of the British and Portuguese establishments in the new world, and of the settlements made by the several nations of Europe in the West India Islands. It was his intention not to have published any part of the work until the whole was completed. In the preface to the History of America he has stated his reasons which induced him to depart from that resolution, and to publish the two volumes which contain an account of the discovery of the new world, and of the progress of the Spanish arms and colonies in that quarter of the globe: he says "he had made some progress in the history of British America;" and he announces his intention to return to that part of his Work, as soon as the ferment, which at that time prevailed in the British colonies in America, should subside, and regular government be re-established. Various causes concurred in preventing him from fulfilling his intention.

After Dr. Robertson's death, his son found that part of the History of British America which he had wrote many years before, and which is now offered to the public. It was written in the doctor's own hand, and as carefully corrected as any part of his manuscripts, which his son had ever seen. The manuscript thus discovered was put into the hands of those friends, whose taste and judgment Dr. Robertson had long respected; all who encouraged his son

to offer it to the public, as a fragment curious and interesting in itself, and not inferior to any of his father's works. The MS. is now published, as it was left by the learned author, without any addition, alteration, or correction whatever.

This posthumous volume, if it should not be found quit, equal to the early works of this elegant historian, will prove an interesting and valuable acquisition both to the naval, and commercial professions.—The spirit of adventure, that was awakened in England by the discoveries of Columbus, and which was checked by our unskilfulness in navigation, is well related :

While the trading vessels of Italy, Spain, and Portugal, as well as those of the Hans Towns, visited the most remote ports in Europe, and carried on an active intercourse with its various nations, the English did little more than creep along their own coasts, in small barks, which conveyed the productions of one country to another. Their commerce was almost wholly passive. Their wants were supplied by strangers; and whatever necessary or luxury of life their own country did not yield, was imported in foreign bottoms. The cross of St. George was seldom displayed beyond the precincts of the narrow seas. Hardly any English ship traded with Spain or Portugal, before the beginning of the fifteenth century; and half a century more elapsed before the English mariners became so adventurous as to enter the Mediterranean.

In this infancy of navigation, Henry could not commit the conduct of an armament, destined to explore unknown regions, to his own subjects. He invested Giovanni Gaboto, a Venetian adventurer, who had settled in Bristol, with the chief command; and issued a commission to him and his three sons, empowering them to sail, under the banner of England, towards the east, north, or west, in order to discover countries unoccupied by any Christian state; to take possession of them in his name, and to carry on an exclusive trade with the inhabitants, under condition of paying a fifth part of the free profit on every voyage to the crown. This commission was granted on March 5th, 1495, in less than two years after the return of Columbus from America.* But Cabot (for that is the name he assumed in England, and by which he is best known) did not set out on his voyage for two years. He, together with his second son Sebastian, embarked at Bristol, on board a ship furnished by the king, and was accompanied by four small barks, fitted out by the merchants of that city.

* Hakluyt, iii. 4.

As in that age the most eminent navigators, formed by the instructions of Columbus, or animated by his example, were guided by ideas derived from his superior knowledge and experience, Cabot had adopted the system of that great man, concerning the probability of opening a new and shorter passage to the East Indies, by holding a western course. The opinion which Columbus had formed, with respect to the islands which he had discovered, was universally received. They were supposed to lie contiguous to the great continent of India, and to constitute a part of the vast countries comprehended under that general name. Cabot, accordingly, deemed it probable, that by steering to the north-west, he might reach India by a shorter course than that which Columbus had taken, and hoped to fall in with the Coast of Cathay, or China, of whose fertility and opulence the descriptions of Marco Polo had excited high ideas. After sailing for some weeks due west, and nearly on the parallel of the port from which he took his departure, he discovered a large island, which he called *Prima Vista*, and his sailors *Newfoundland*; and in a few days he descried a smaller isle, to which he gave the name of St. John. He landed on both these, made some observations on their soil and productions, and brought off three of the natives. Continuing his course westward, he soon reached the continent of North America, and sailed along it from the fifty-sixth to the thirty-eighth degree of latitude, from the coast of Labrador to that of Virginia. As his chief object was to discover some inlet that might open a passage to the west, it does not appear that he landed any where during this extensive run; and he returned to England, without attempting either settlement or conquest in any part of that continent*.

The cautious and distrustful mind of Henry VII. was ill adapted to promote the views of the bold and active Cabot. Finding therefore no encouragement for his talents, during the remainder of Henry's reign, he entered into the service of Spain. Dr. Robertson then proceeds to consider the reasons which induced the immediate successors of Henry VII. neither to explore the Continent of America more fully, nor to settle on it. He notices the second expedition from Bristol by Sebastian Cabot in 1516; who had quitted the service of Spain, and undertaken the command of two ships fitted out by some merchants of Bristol, for the southern regions of America. The following account of the attempt made to

* Monson's Naval Transactions, in Churchill's Collection. iii. 211.

discover a north-east passage in 1553, is particularly interesting :

The vigour of the commercial spirit did not relax in the reign of Edward VI. The great fishery on the banks of Newfoundland became an object of attention ; and from some regulations for the encouragement of that branch of trade, it seems to have been prosecuted with activity and success*. But the prospect of opening a communication with China and the Spice Islands, by some other route than round the Cape of Good Hope, still continued to allure the English, more than any scheme of adventure. Cabot, whose opinion was deservedly of high authority in whatever related to naval enterprise, warmly urged the English to make another attempt to discover this passage. As it had been thrice searched for in vain, by steering towards the north-west, he proposed that a trial should now be made by the north-east ; and supported this advice by such plausible reasons and conjectures, as excited sanguine expectations of success. Several noblemen and persons of rank, together with some principal merchants, having associated for this purpose, were incorporated, by a charter from the king, under the title of The Company of Merchant Adventurers for the Discovery of Regions, Dominions, Islands, and Places unknown. Cabot, who was appointed governor of this company, soon fitted out two ships and a bark, furnished with instructions in his own hand, which discover the great extent both of his naval skill and mercantile sagacity.

Sir Hugh Willoughby, who was entrusted with the command, stood directly northwards along the coast of Norway, and doubled the North Cape. But in that tempestuous ocean, his small squadron was separated in a violent storm. Willoughby's ship and the bark took refuge in an obscure harbour in a desert part of Russian Lapland, where he and all his companions were frozen to death. Richard Chancelour, the captain of the other vessel, was more fortunate ; he entered the White Sea, and wintered in safety at Archangel. Though no vessel of any foreign nation had ever visited that quarter of the globe before, the inhabitants received their new visitors with an hospitality which would have done honour to a more polished people. The English learned there, that this was a province of a vast empire, subject to the Great Duke or Czar of Muscovy, who resided in a great city twelve hundred miles from Archangel. Chancelour, with a spirit becoming an officer employed in an expedition for discovery, did not hesitate a moment about the part which he ought to take, and set out for that distant capital. On his arrival in Moscow, he was ad-

* Hakluyt, iii. 131.

mitted to audience, and delivered a letter which the captain of each ship had received from Edward VI. for the sovereign of whatever country they should discover, to John Vasilowitz, who at that time filled the Russian throne. John, though he ruled over his subjects with the cruelty and caprice of a barbarous despot, was not destitute of political sagacity. He instantly perceived the happy consequences that might flow from opening an intercourse between his dominions and the western nations of Europe ; and, delighted with the fortunate event to which he was indebted for this unexpected benefit, he treated Chancelour with great respect ; and, by a letter to the king of England, invited his subjects to trade in the Russian dominions, with ample promises of protection and favour*.

Elizabeth was singularly happy in the persons she employed, and in a favourable coincidence of events, which gave a lustre to her reign, that would otherwise have been marked by her cruelty and caprice. The time was auspicious to discovery:

On the accession of Elizabeth to the throne, a period commenced, extremely auspicious to this spirit which was rising in the nation. The domestic tranquillity of the kingdom, maintained, almost without interruption, during the course of a long and prosperous reign ; the peace with foreign nations, that subsisted more than twenty years after Elizabeth was seated on the throne; the Queen's attentive economy, which exempted her subjects from the burden of taxes oppressive to trade ; the popularity of her administration ; were all favourable to commercial enterprise, and called it forth into vigorous exertion. The discerning eye of Elizabeth having early perceived that the security of a kingdom, environed by the sea, depended on its naval force, she began her government with adding to the number and strength of the royal navy ; which, during a factious minority, and a reign intent on no object but that of suppressing heresy, had been neglected, and suffered to decay. She filled her arsenals with naval stores ; she built several ships of great force, according to the ideas of that age, and encouraged her subjects to imitate her example, that they might no longer depend on foreigners from whom the English had hitherto purchased all vessels of any considerable burden . By those efforts, the skill of the English artificers was improved, the number of sailors increased, and the attention of the public turned to the navy, as the most important national object. Instead of abandoning

* Hakluyt, i. 226. &c,

† Camd. Annales. p. 70. edit. 1615 ; fol.

any of the new channels of commerce which had been opened in the three preceding reigns, the English frequented them with greater assiduity, and the patronage of their sovereign added vigour to all their efforts. In order to secure to them the continuance of their exclusive trade with Russia, Elizabeth cultivated the connection with John Vasilowitz, which had been formed by her predecessor, and, by successive embassies, gained his confidence so thoroughly, that the English enjoyed that lucrative privilege during his long reign. She encouraged the Company of Merchant Adventurers, whose monopoly of the Russian trade was confirmed by act of parliament *, to resume their design of penetrating into Persia by land. Their second attempt, conducted with greater prudence, or undertaken at a more favourable juncture than the first, was more successful. Their agent arrived in the Persian court, and obtained such protection and immunities from the Shah, that for a course of years they carried on a gainful commerce in his kingdom†; and by frequenting the various provinces of Persia, became so well acquainted with the vast riches of the east, as strengthened their design of opening a more direct intercourse with those fertile regions by sea.

But as every effort to accomplish this by the north-east had proved abortive, a scheme was formed, under the patronage of the Earl of Warwick, the head of the enterprising family of Dudley, to make a new attempt, by holding an opposite course by the north-west. The conduct of this enterprise was committed to Martin Frobisher, an officer of experience and reputation. In three successive voyages he explored the inhospitable coast of Labrador, and that of Greenland, (to which Elizabeth gave the name of *Meta Incognita*,) without discovering any probable appearance of that passage to India for which he sought. This new disappointment was sensibly felt, and might have damped the spirit of naval enterprise among the English, if it had not resumed fresh vigour, amidst the general exultation of the nation, upon the successful expedition of Francis Drake. That bold navigator, emulous of the glory which Magellan had acquired by sailing round the globe, formed a scheme of attempting a voyage, which all Europe had admired for sixty years, without venturing to follow the Portuguese discoverer in his adventurous course. Drake undertook this with a feeble squadron, in which the largest vessel did not exceed a hundred tons, and he accomplished it, with no less credit to himself, than honour to his country. Even in this voyage, conducted with other views, Drake seems not to have been inattentive to the favourite object of his countrymen, the discovery of a new route to India. Before he quitted the Pacific Ocean, in order to stretch towards the

* Hakluyt, i. 369.

† Ibid. i. 344, &c.

Philippine islands, he ranged along the coast of California, as high as the latitude of forty-two degrees North, in hopes of discovering, on that side, the communication between the two seas, which had so often been searched for in vain on the other. But this was the only unsuccessful attempt of Drake. The excessive cold of the climate, intolerable to men who had long been accustomed to tropical heat, obliged him to stop short in his progress towards the north ; and whether or not there be any passage from the Pacific to the Atlantic Ocean in that quarter, is a point still unascertained*.

From this period, the English seem to have confided in their own abilities and courage, as equal to any naval enterprise. They had now visited every region to which navigation extended in that age, and had rivalled the nation of highest repute for naval skill in its most splendid exploit. But notwithstanding the knowledge which they had acquired of the different quarters of the globe, they had not hitherto attempted any settlement out of their own country. Their merchants had not yet acquired such a degree, either of wealth or of political influence, as were requisite towards carrying a scheme of colonization into execution. Persons of noble birth were destitute of the ideas and information which might have disposed them to patronise such a design. The growing power of Spain, however, and the ascendant over the other nations of Europe to which it had attained under Charles V. and his son, naturally turned the attention of mankind towards the importance of those settlements in the New World, to which they were so much indebted for that pre-eminence. The intercourse between Spain and England, during the reign of Philip and Mary ; the resort of the Spanish nobility to the English court, while Philip resided there ; the study of the Spanish language, which became fashionable ; and the translation of several histories of America into English ; diffused gradually through the nation a more distinct knowledge of the policy of Spain in planting its colonies, and of the advantages which it derived from them. When hostilities commenced between Elizabeth and Philip, the prospect of annoying Spain by sea opened a new career to the enterprising spirit of the English nobility. Almost every eminent leader of the age aimed at distinguishing himself by naval exploits. That service, and the ideas connected with it, the discovery of unknown countries, the establishment of distant colonies, and the enriching of commerce by new commodities, became familiar to persons of rank.

In consequence of all those concurring causes, the English began seriously to form plans of settling colonies in those parts of America, which hitherto they had only visited. The projectors and patrons of

* Hakluyt, iii. 440. Camd. Annal. 301, &c.

these plans were mostly persons of rank and influence. Among them, Sir Humphry Gilbert, of Compton in Devonshire, ought to be mentioned with the distinction due to the conductor of the first English colony to America. He had early rendered himself conspicuous by his military services both in France and Ireland; and having afterwards turned his attention to naval affairs, he published a discourse concerning the probability of a north-west passage, which discovered no inconsiderable portion both of learning and ingenuity, mingled with the enthusiasm, the credulity, and sanguine expectations which incite men to new and hazardous undertakings *. With those talents, he was deemed a proper person to be employed in establishing a new colony, and easily obtained from the Queen letters patent, vesting in him sufficient powers for this purpose.

We have dwelt on some of those passages that are particularly connected with the nature of our Chronicle; but can recommend the whole volume, as a most valuable addition to the preceding works of Dr. Robertson, or as a work which even taken separately, will afford considerable improvement to every one. We can only lament that the subject is so soon concluded; that the historian we have so long admired is no more: and when we closed the volume, we felt more sensibly the loss which literature had experienced, in one, who so peculiarly possessed the power of combining instruction and interest in the same page.



Patent Military and Naval Telescope, dedicated by permission to his Royal Highness the Duke of York, for ascertaining Distances and Extensions of Objects at Sight; with descriptive Letter-press and Plates, and Figures explanatory and illustrative of its Usefulness and Value in Military and Naval Tactics. By C. Rand. Price of 3 ½ Feet Length, 15 Guineas.—The above Telescope is likewise fitted up to answer all the Purposes of Civil Society.

WE find that during the last thirty years, several ingenious mathematicians had suggested improvements in the application of a micrometer to reflecting and refracting telescopes, for measuring small angles or distances; but the present under consideration, invented by Mr. Rand (who we understand has been bred up in the engineer line), appears to us to have much simplicity in the construction, and differs materially from any instrument of the kind hitherto offered to the

* Hakluyt, iii. 21.

public. It may be applied to various purposes in military operations, and to several useful ones, either in maritime surveying, sailing along coasts, or ascertaining the distances of objects at sea; and we shall make some brief observations on its principle, sufficient to convey an idea to our *nautical readers* of the principal uses to which it may be applied.

In the first place; however, it may be proper to notice some of the improvements suggested from time to time within these last thirty years. We accordingly find that Dr. Maskelyne, in the *Philosophical Transactions* for 1771, suggested some improvements in the micrometer, adapted to the reflecting telescope, so as to find with accuracy the small angular distances of celestial bodies in the field of view at the same time, but also of those which, when the telescope is fixed, pass through the field of view successively, by which mean we can find the differences of their right ascensions and declinations.

The divided object-glass micrometer was contrived by the late Mr. John Dollond, and by him adapted to the object end of a reflecting telescope; and has been since by Mr. P. Dollond, his son, applied with equal advantage to the end of an achromatic telescope.

In the *Philosophical Transactions* for 1779 Mr. Ramsden has described two new micrometers, which he contrived with a view of remedying the defects of the object glass micrometer. One of these is suited to the principle of refraction, and applied to the erect eye tube of a refracting telescope. In the *Philosophical Transactions* for 1791, we find Mr. Cavallo has described a simple micrometer for measuring small angles with the telescope: it was made of mother-of-pearl, and situated in the focus of the eye-glass. From the simplicity and cheapness of this contrivance, there is little doubt but it would have been much encouraged by the public, had it been found to answer the objects intended, by measuring with accuracy any small angle subtended. Several other mathematicians and opticians have since suggested improvements.

The telescopic part of Mr. Rand's patent instrument, for measuring small angles and distances at one station, is of the best construction, some made with slides, as being more portable for military gentlemen; others in one length, as those usually made for the navy. Their lengths are $3\frac{1}{2}$ feet, and have all the properties in common with other telescopes of similar length. The principles of the micrometrical part are to ascertain the angle subtended by any object to be measured by it, in the field view of the telescope; as the diameter of the sun; the distance between two stars or planets; the angles subtended by any cape or headland viewed at sea; a fort, church, or mill, or any remote object, whereby the respective distances may be found from the place or places of observation, and this without any

previous knowledge of trigonometry, and the tedious method by logarithmic calculations, but, as it were, by inspection only, by entering with the subtending angle of the object a table of horizontal distances, conveniently pasted under a slide on the tube of the telescope, and also inserted in the descriptive pamphlet accompanying the instrument, the distance may be found without any further trouble or difficulty; and with two observations, the distance, as well as the height of the object, is accurately ascertained.

With this instrument there is no necessity to resort to any trigonometrical calculations to find the distance and height of an object whose angle has been subtended, and which supersedes the following logarithmic calculations:

As radius 90°

Is to the tangent of the smallest angle subtended;

So is the farthest distance in yards or feet

To the height required in yards or feet.

The height will come out the same by taking the tangent of the second or larger angle as the second term, and the nearest distance as the third.

The micrometer adapted to the Patent Telescope has both a *fixed* as well as *moveable* value, and herein its principles differ from any other. And it has a field sufficiently large to answer every purpose to which it can be applied, or to which it is intended to be applied by the nautical observer in the mensuration of distances, &c. or to the curious in *their* observations, either in viewing objects as a common telescope, or minute objects as a microscope.

The micrometer adapted to this telescope has a nut or screw-head that regulates the mechanism of the parts, and gives motion to the several parallel hairs or wires. When the vernier points to the first division of the scale of the micrometer, the three hairs or wires will stand exactly parallel to each other, and two in the centre appearing as one hair. In observing an object, and turning the nut or screw-head to the left, the double hairs in the centre open parallel to the extent required, then forming an angle, the eye being the focus, is accurately measured by the micrometrical scale, to which a vernier or nonices is adapted, that measures the subtending angle of any object within its field to seconds of a degree.

The micrometer, whose scale is divided into hundredths of an inch, is, with all its adjustments, placed in its proper situation in the eyepiece of the telescope; and for reading off the fine divisions of the scale with its vernier, a small lens is placed before it.

To measure the angle subtended by the sun, or its apparent diameter, the telescope is to be applied with the dark glass slide before

the eye to the sun, and by means of the nut or screw-head the moveable parallel hairs or wires may be opened till the upper and lower edge of the sun's disk are accurately defined between the center hairs or wires of the instrument; then will the index on the scale, by means of the vernier or nonices, point out the minutes and seconds of a degree that the sun's disk subtends at that time.

Since the instrument has been in our possession, we can assure our *nautical readers*, that we have not failed to make sundry observations of its accuracy in measuring the sun's semi-diameter, and which we always found come out to a few seconds of what is laid down in the nautical ephemeris. We have likewise tried sundry distances and heights of objects on shore, and found the results very correct; but not having had an opportunity to make any experiments at sea, we will reserve giving our opinion fully on its general utility in nautical operations, till we have had the communications of such naval gentlemen as may have made observations with the instrument at sea.

Mr. Rand, in his description and use of the Patent Military and Naval Telescope, gives a variety of problems, with ample explanations, illustrated by mathematical figures. The principal are: 1st. To find the *distance* of an object from the place of observation, its size being known; for instance—assuming the height of a soldier under arms to be six feet, with one observation his distance on the other side of a river, or in any situation, is accurately ascertained.

2d. To find the *distance* and *size* of an object when both are *unknown*.

Some of the examples he gives are.

1. An army presenting itself on the opposite bank of a river, a soldier is observed standing close to the water's edge; required the breadth of the river?

2. A tower or castle presenting itself, having a deep ravine or valley, the distance from the place of observation, as well as the depth of the ravine, and height of the tower, may be ascertained.

3. Being at sea, and observing an enemy's fort or battery, its distance from the place of the ship in different situations, as well as the height of the flag staff, is easily ascertained.

4. The horizontal distance of two ships stationary, is also easily ascertained.

But as the inventor has not hinted at the practicability of measuring the distance between two ships in motion, either when the one is in chase of the other, or when two ships are standing on separate courses, and to know the rate of each ship's sailing, we are of opinion, that with the aids of an additional table or two for reducing those distances, the instrument might be made subservient to the most essential nautical purposes,

We shall now touch upon the utility of the instrument when applied in *microscopical* observations; and which we may consider as secondary to those already mentioned.

As a microscope, it is capable of measuring the *lineal* and *comparative* dimensions of very small objects; and, in proportion to its magnifying power, is rather a thing of amusement than of any great use; except that it be to find the magnifying power of other telescopes, which is done by measuring the pencil of light at the eye of the telescope, whose value is required; and when this pencil of light is well defined, it will shew the comparative value of the magnifying power of different telescopes, as shewn by the micrometer divisions on the scale.

To use the instrument as a microscope for examining small objects, and measuring their *lineal* extension or dimensions, let the eye-tube be unscrewed from the other parts, then, by placing any small insect or object of any kind on a piece of white paper, and looking through the tube, moving it up or down if held in a vertical position, or backward and forward if horizontal, till the object be well defined*; the micrometer scale will then point out its lineal dimensions in hundredths or thousandths of an inch, by means of the vernier or nonius. The diameter of a hair, or of a particle of sea sand, may be measured with great accuracy.

At the end of Mr. Rand's descriptive pamphlet, there is an Addenda, suggested by an officer of rank in the army, for ascertaining the difference of elevation of particular objects, and several solutions are given "To reduce hypotenusal to horizontal distances, and to ascertain the difference in height of two places; and which must be confessed are extremely useful problems in nautical as well as military operations. The calculations for the solution of these last problems are simple, and the traverse table is made use of as an auxiliary for these purposes.

We will admit that similar objections may be made to this instrument by the mathematical reader as to all others, whose motions generally depend upon the action of a *screw*, and of course the imperfection of its threads, and the greater or less quantity of lost motion which is observable in moving a screw, especially when small, occasion a considerable error in the mensuration of angles; it has therefore occurred to us, that if a mode for adjusting the instrument, or finding its error of adjustment, had been given, it would have rendered it more perfect; and which, from a cursory examination of its principles, we think practicable with little or no additional expence. Thus, if at any time the parallel wires were deranged, or the action of the screw

* Whether the instrument be used as a telescope or microscope, the tube should always be slid to the proper focus.

injured, we submit to the ingenuity of the inventor, whether a few divisions of excess, graduated on the micrometrical scale with the vernier or nonius, might not measure the diameter or angle of a small object two different ways: 1st. In the usual way of measuring angles, by turning the screw to the left: 2dly. By turning the screw to the right, and the vernier pointing to the division of excess, would show, if equal to the first, that the instrument was adjusted; but should they differ, half of this difference would be the error of adjustment, to be added or subtracted according to the side found upon.

NAVAL POETRY.

Nor let the sons of letter'd pride despise
 Germs, whence the vig'rous shoots of valour rise;
 So Attic freedom own'd Harmodius' strain,
 So rous'd Tyrtaeus' song the Spartan train. *PLY'S NAUCRATIA.*

SONNETS,

BY THE REV. W. L. BOWLES,

ON DOVER CLIFFS, JULY 20, 1787.

ON these white cliffs, that calm above the flood
 Uplift their shadowing heads, and, at theirfeet
 Scarce hear the surge that has for ages beat,
 Sure many a lonely wanderer has stood;
 And, whilst the lifted murmur met his ear,
 And o'er the distant billows the still eve
 Sail'd slow, has thought of all his heart must leave
 To morrow—of the friends he lov'd most dear,
 Of social scenes, from which he wept to part:—
 But if, like me, he knew how fruitless all
 The thoughts that would full fain the past recall,
 Soon would he quell the risings of his heart,
 And brave the wild winds and unhearing tide—
 The World, his Country, and his God his Guide.

BY THE SAME.

WRITTEN AT BAMBOROUGH CASTLE.

YE holy tow'rs that shade the wave-worn steep,
 Long may ye rear your aged brows sublime;
 Though, hurrying silent by, relentless Time
 Assail you, and the winter Whirlwind's sweep!

For, far from blazing Grandeur's crouded halls,
 Here Charity hath fix'd her chosen seat,
 Oft listening tearful when the wild winds beat,
 With hollow bodings round your ancient walls;
 And Pity, at the dark and stormy hour
 Of midnight, when the moon is hid on high,
 Keeps her lone watch upon the topmost tow'r,
 And turns her ear to each expiring cry ;
 Blest if her aid some fainting wretch might save,
 And snatch him cold and speechless from the wave,

Many readers may be ignorant that this very ancient castle, with its extensive domains, heretofore the property of the family of *Forsters*, whose heiress married Lord Crewe, Bishop of Durham, is appropriated by the will of that pious prelate to many benevolent purposes ; particularly that of ministring instant relief to such shipwrecked mariners as may happen to be cast on this dangerous coast ; for whose preservation, and of their vessels, every possible assistance is contrived, and is at all times ready. The whole estate is vested in the hands of trustees, one of whom, says Mr. Bowles (this was written in 1789), Dr. Sharp, Archdeacon of Northumberland, with an active zeal, well suited to the nature of the humane institution, makes this castle his chief residence, attending with unwearied diligence to the proper application of the charity.

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SONG,

BY WILLIAM HAYLEY, ESQ.

YE cliffs ! I to your airy steep  
 Ascend with trembling hope and fear,  
 To gaze on this extensive Deep,  
 And watch if William's sails appear.  
 Long months elapse, while here I breathe  
 Vain expectation's frequent prayer ;  
 Till bending o'er the waves beneath,  
 I drop the tear of dumb despair.  
 But see a glistening sail in view !  
 Tumultuous hopes arise :  
 'Tis he !—I feel the vision true,  
 I trust my conscious eyes.  
 His promis'd signals from the mast  
 My timid doubts destroy :  
 What was your pain, ye terrors past,  
 To this extatic joy !

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EXTRACT FROM THE FAVOURITE POEM OF
THE SEA,

WRITTEN BY THE REV. J. BIDLAKE, A. B.

AND CHAPLAIN TO HIS ROYAL HIGHNESS THE DUKE OF CLARENCE.

SUBLIMELY nature sits on yonder mount,
That lifts aspiring groves to purer skies !
High let us climb the pine-clad precipice,
And court the zephyr in the Doric fane,
Where solemn silence holds its sacred seat.
What splendid fullness feeds the extatic eye,
While summer spreads profuse its treasures round,
In lavish pomp, in more than British scenes !
Mountains, and vales, with woody verdure dark ;
The villa trim, the hamlet snug and warm,
The meadows grassy green, or wav'd with corn,
The rivers blue extent, the bright'ning bays,
The cavern'd island, and rock-girted shores,
With frowning forts and arsenals begem'd,
And tow'r-crown'd towns, and steeples spiring tall.
The waters motion all, with stately fleets
That proudly bear their bulk along, and shade
Old Neptune's green domain, with swimming woods,
Pregnant with wanton winds, and painted barks,
On gales of pleasure borne, or business bent,
That glide incessant o'er the shifting scene.
Haste to the busy docks, where noisy toil
Its task laborious plies, and sturdy strokes
Re-echo round the astonish'd shores ; while some
The massive anchor forge, the cable coil,
And all the instruments of naval pride.
There, cloath'd in majesty, Britannia's guard,
With ribs of natal oak, and light'ning wing'd,
With painted streamers, gay, and proud and huge,
The warlike vessel o'er the billows rides,
A floating world and arbitress of fate,
Shaking with rival thunder's voice the skies.
Fam'd Albion ! queen of islands ! nurse of arts !
Behold, behold, thy fleets invincible
Deal devastation on th' astounded foe.
See how the frowning batt'ries adverse range
Tier above tier, and big with ruin threat !
See how they boldly bear upon the foe

With bellying canvas large, true in the line
 Of order rang'd, while stern destruction frowns
 Upon the troubled main, and dire dismay
 And silent expectation chills the heart,
 In dread suspense. But lo! now dauntless death
 Begins, and horror rules the dark'ning day!
 Their iron throats the fiery engines ope,
 And pour a deluge of destruction round,
 Fright'ning old Ocean from his oozy bed;
 Mingling the fight, dun, smoky volumes roll,
 And baleful blacken all the blotted sun.
 Loud deaf'ning clamour roars, and slaughter shouts
 Mid wounds, and groans, while wild confusion reigns
 And riots round. I see the sinking foes,
 While eddying whirlpool hurls them in its deep
 Its dark abyss; and drowning thousands drinks,
 Drawn headlong down to unrelenting fate.
 Hark! Conquest sounds, and claps victorious wings!
 While deathless Fame his joyous trumpet blows,
 And fills with triumph all the gladden'd skies.

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### THE DYING TAR.

THE battle's o'er, the foe is fled,  
 The wounded sailor lifts his head,  
 And asks the chance of war;  
 "And is the glorious combat won?"  
 "I go with joy! my work is done!"  
 Exclaims the Dying Tar.  
 "But, brother mess-mate, ere we part,  
 "Take this dear locket from my heart,  
 "Tell Mary how I fell:  
 "When she with sorrow hears my death,  
 "Oh, say that with my parting breath,  
 "I bade my love farewell!"

~~~~~

LINES BY MR. SHERIDAN.

THE Wandering Tar, who not for years has prest
 The widow'd partner of his day of rest;
 On the cold deck, far from her arms remov'd,
 Still hums the ditty which his Susan lov'd;
 And whilst around the cadence rude is thrown,
 The boatswain whistles in a softer tone.

PHILOSOPHICAL PAPERS,
AND USEFUL NAVAL PROJECTS.

A DISQUISITION ON THE STABILITY OF SHIPS,

By George Atwood, Esq. F. R. S.

[Continued from Page 328.]

LET WBCOFAH (Tab. VIII. fig. 1.) represent a vertical section of a vessel floating quiescent and upright, and intersected by the water's surface in the line BA: BCOFA will be the area immersed under water. Suppose the vessel to be inclined from the perpendicular, through the angle ASH, so that the intersection of the vessel by the water's surface, which before coincided with BA, shall now coincide with the line CH: the area under water will now be COFAH, equal to the area BCOFA.

Let the section WBCOFAH, and all the other vertical sections intersecting the longer axis at right angles, be assumed similar and equal figures, projected on the plane WBOAH: in consequence, the area BOA will be to the area ASH, as the entire volume immersed is to the volume immersed by the vessel's inclination. Moreover, if E is the centre of gravity of the area BOA, that point will truly represent the centre of gravity of the volume immersed, when the vessel is upright: if the centre of gravity of the immersed area COFAH, when the vessel is inclined, should be situated at Q, that point will also coincide with the centre of gravity of the corresponding displaced volume. For these reasons, the spaces BOA, ASH, COFAH, will be denominated, in the following pages, indifferently, areas or volumes.

Let G be the centre of gravity of the vessel, by which term, the vessel and its contents, of every kind, are always understood to be implied. Through G, draw GU parallel to CH; and through Q, draw QZ perpendicular to CH. When the ship is inclined round the longer axis, through the angle ASH, the fluid's pressure acts in the direction of the vertical line QZ, with a force equal to the vessel's weight; and the stability or effect of this force, to turn the vessel round an axis passing through G, perpendicular to the plane BOA, will be greater or less, according to the magnitude of the line GZ, or distance from the axis at which the force of pressure acts. In the same vessel, the weight not being altered, the stability, at different angles of inclination from the upright, will be truly measured by the line GZ; and, in different vessels, or in the same vessel differently laden, the stability will be measured by the weight of the

Fig. 1.

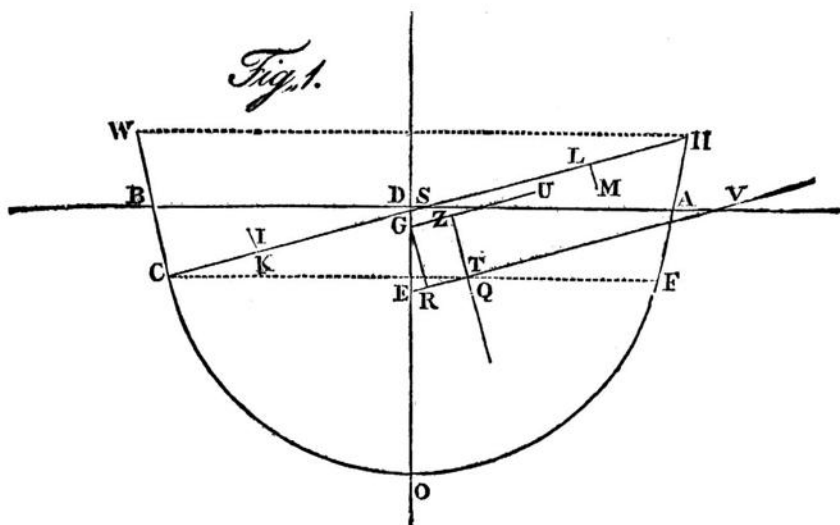


Fig. 2.

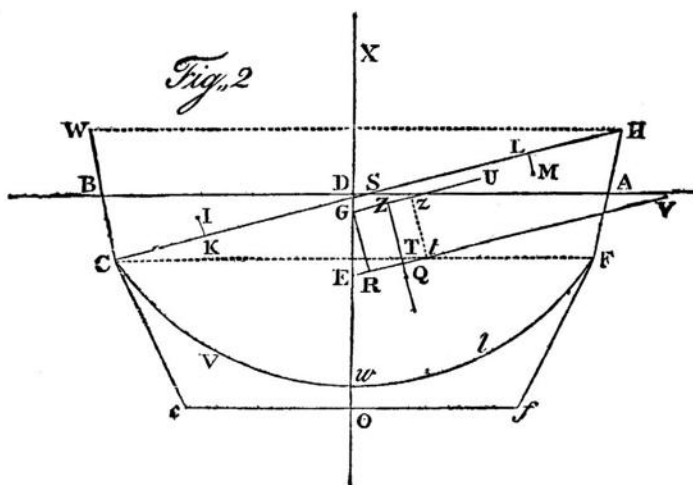
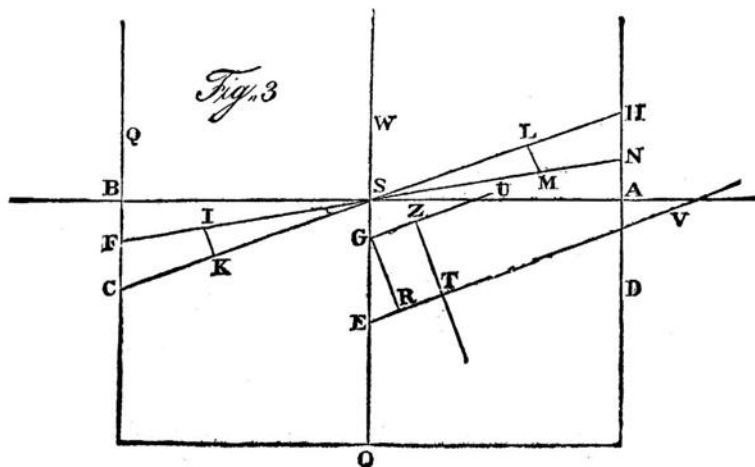


Fig. 3.



vessel and the line GZ jointly. The weight of any vessel (including the lading) is equal to the weight of water displaced by it; which will be obtained by measuring the solid contents of the displaced volume, and from knowing the weight of a given portion of sea water, such as a cubic foot, which weighs 64 pounds avoirdupois. The vessel's weight being thus obtained, the determination of the stability, whatever be its form or inclination from the upright, requires only that the line GZ shall be known, or the proportion which it bears to some given line, for instance, the line BA , shall be ascertained.

A general method of constructing this line is demonstrated in the *Phil. Trans.* for the year 1796, but is there principally applied to the floating position of bodies; its use in investigating the stability of vessels is incidentally mentioned, and in general terms, rather than as being itself a subject of disquisition. This theorem is founded on supposing the centres of gravity of the several volumes BOA , $COFH$, ASH , BSC , (fig. 1.) to be given in position; an assumption allowable in demonstrating a general theorem; but, in applying it to the stability of particular vessels, it becomes necessary that the positions of these points should be absolutely found, and the results combined with the other conditions, to infer the measure of stability; a determination which, in some cases, is attended with much difficulty, and, in others, is not practicable by any direct methods; an instance, amongst many that might be mentioned, in which the particular application is more difficult than the general demonstration of propositions. The following constructions and investigations are principally inferred from the general theorem for ascertaining the stability of floating bodies; which is here subjoined to avoid the necessity of future references, as well as for the purpose of stating more distinctly the observations which follow it.

Let M (fig. 1.) be the centre of gravity of the volume ASH , which has been immersed under water, and let I be the centre of gravity of the volume BSC , which has emerged above the water's surface, in consequence of the vessel's inclination; through the points M and I , draw the lines ML , IK , perpendicular to the line CH , which coincides with the water's surface when the vessel is inclined: through E , the centre of gravity of the displaced volume BOA , draw EV parallel and equal to KL , and through G draw GU parallel and GR perpendicular to CH ; according to the theorem, the line ET will be determined by the following proportion. As the total volume displaced BOA is to SAH , the volume immersed in consequence of the inclination, so is KL or EV to ET ; and, since the angle EGR is equal to the vessel's inclination ASH , and the distance GE is supposed to be given, the line ER will be known; because ER is to

GE as the sine of the angle EGR to radius ; ER being substracted from RT will leave RT or GZ, equal to the measure of the vessel's stability.

Suppose the line KL to be denoted by the letter b : let the volume ASH be represented by A , and the volume BOA by V . Then, according to the theorem, since $V : A :: b : ET$, it follows that $ET = \frac{bA}{V}$ and if GE is put $= d$, and $s =$ the sine of the angle to which the vessel is inclined, radius being $= 1$, ER will be $= ds$; and the measure of the vessel's stability RT or GZ $= \frac{bA}{V} - ds$.

Through the points C and H, (fig. 1.) let the lines CF, WH, be drawn parallel to BA. The position of the points M and I, the magnitude of the line KL, and the areas or volumes ASH, BSC, being the same, whatever alteration may take place in the volume V, or the entire volume displaced, the quantity $KL \times \text{area ASH}$ or bA will remain the same : and, since the line $ET = \frac{bA}{V}$, it will follow, that the zone WHFC, situated between wind and water, (according to a technical expression not being altered, ET will be in the inverse proportion of V, or the total volume displaced. If, therefore, the shape of the vessel under the line CF should be any how changed, so as to coincide with another figure, suppose CcfF, (fig. 2.) instead of COF, (fig. 1.) the volume CcfF being equal to the volume COF, the line ET will be the same in both cases. In consequence of this change of figure, the position of the point E, (fig. 1.) or centre of gravity of the volume BOA, may be situated higher or lower in the line OD ; yet, if the centre of gravity G is so adjusted by ballast, or other means, that the distance GE shall be the same, the stability of each vessel, BCOA (fig. 1.) and BCcfA (fig. 2.) will be perfectly the same, when inclined to the same angle ASH from the upright. It must also be observed, that since ET is a ways greater in the same proportion in which the volume immersed BOA is less, the zone WHCF being both in magnitude and form the same, having found by construction or calculation the value of the line ET corresponding to any given volume displaced, suppose $V = BCOA$, (fig. 1.) the line Et corresponding to any other magnitude of volume displaced, suppose $v = BCV$ w / FA, (fig. 2.) will be immediately inferred ; for, since $V : v :: Et : ET$, it follows that $Et = \frac{ET \times v}{V}$, or because $ET = \frac{bA}{V}$, by substitution, $Et = \frac{bAv}{V}$. For these reasons, the determination of stability does not require that the form of the entire volume displaced should be given, but the form only of the zone WCHF, (fig. 1. and 2.) including the angle of the vessel's inclination ASH ; these conditions, together with the magnitude of the immersed volume, and the distance between the two

centres of gravity G and E, are sufficient for finding the measure of stability, at any given angle of inclination from the upright.

CASE I.

The sides of a vessel are parallel to the plane of the masts, both above and beneath the water-line.

QBCOAH (fig. 3) coincides with the vertical section of a vessel when it floats upright and quiescent, and is intersected by the water's surface in the line BA; the sides QC, HD, are parallel to each other, and to the plane of the masts WO, and are therefore perpendicular to BA. G is the centre of gravity of the vessel; V represents the magnitude of the volume immersed under the water; the centre of gravity of this volume is situated at E. Suppose the vessel to be inclined from its quiescent position through any given angle, it is required to express, by geometrical construction, the measure of the vessel's stability, when thus inclined. Bisect BA in the point S, and through S draw CSH, inclined to BA, at the given angle of the vessel's inclination from the upright. Bisect BC in F, and AH in N; and join SF and SN. In the line SF take Sl to SF as 2 to 3; also, in the line SN, take SM to SN as 2 to 3. Through the points I and V, draw IK, ML, perpendicular to CH. Through the point E, draw EV parallel and equal to KL. In the line EV, take ET to EV, in the proportion which the volume ASH bears to the entire volume displaced. Through G, draw GU parallel to CH; and through T, draw TZ perpendicular to GU. GZ is the measure of the vessel's stability. The demonstration of this construction evidently follows from the general theorem.

From this construction, the value of GZ, or measure of the vessel's stability, may be investigated analytically, and expressed in General terms. Through G, draw GR perpendicular to EV. Let $BA = t$, $GE = d$, the angle $ASH = S$; radius = 1. The rules of trigonometry give the following determinations. $AN = \frac{t \times \text{tang. } S}{4}$; $SN = \frac{t}{4} \times \sqrt{4 + \text{tang.}^2 S}$. Also, as $SN : HN :: \sin NHS : \sin. NSH$, or $\frac{t}{4} \times \sqrt{4 + \text{tang.}^2 S} : \frac{t \times \text{tang. } S}{4} :: \cos. S. : \sin. NSH$. Wherefore $\sin. NSH = \frac{\sin. S}{\sqrt{4 + \text{tang.}^2 S}}$; $\cos. NSH = \frac{4 + \text{tang.}^2 S - \sin. NS}{4 + \text{tang.}^2 S} = \frac{2 + \sec. NS + \cos. NS}{4 + \text{tang.}^2 S} = \frac{\sec. S + \cos. S}{4 + \text{tang.}^2 S}$ (because $2 \times \cos. S \times \sec. S = 2$) consequently $\cos. NSH = \frac{\sec. S + \cos. S}{\sqrt{4 + \text{tang.}^2 S}}$ And since by construction $SM = \frac{2}{3} SN$, and $SN = \frac{t}{4} \sqrt{4 + \text{tang.}^2 S}$, $SM = \frac{t}{6} \times \sqrt{4 + \text{tang.}^2 S}$, and $SL = \frac{t}{6} \times \sqrt{4 + \text{tang.}^2 S} \times \frac{\sec. S + \cos. S}{\sqrt{4 + \text{tang.}^2 S}}$

$= \frac{t}{6} \times \sec. S + \cos. S$: and the triangles $S L M$, $S I K$ being similar and equal, $KL = 2 SL$: Wherefore $KL = \frac{t}{3} \times \sec. S + \cos. S = EV$. The area of the triangle $ASH = \frac{t^2 \times \text{tang. } S}{8}$ representing the volume immersed by the vessel's inclination; and by construction, As V : volume $ASH :: EV$: ET , or

$$V : \frac{t^2 \times \text{tang. } S}{8} :: \frac{t}{3} \times \sec. S + \cos. S : ET; \text{ this will give}$$

the value of $ET = \frac{t^3 \times \text{tang. } S \times \cos. S + \sec. S}{24 V}$: and because

$ER : EG :: \sin. S : 1$, and $EG = d$, it follows, that $ER = d \times \sin. S$; and therefore RT , or the measure of the vessel's stability $GZ = \frac{t^3 \times \text{tang. } S}{24 V} \times \cos. S + \sec. S - d \times \sin. S$.

To exemplify this determination by referring to a particular case, let the vessel's breadth at the water's surface, or BA , be divided into 100 equal parts, and let GE be 13 thereof; so that $t = 100$, and $d = 13$. Suppose the inclination of the vessel from the perpendicular, or ASH , to be $15^\circ = S$; and let the area $BCODA$, representing the volume displaced, be equal to a square of which the side is $= 60$; so that the area V shall $= 3600$; then, referring to the solution, we obtain

$$\begin{aligned} \cos. S + \sec. S &= 2.0012 \\ \text{Also } \frac{t^3 \times \text{tang. } S}{24 V} &= \frac{1000000 \text{ tang. } 15^\circ}{24 \times 3600} = 3.1013 \\ ET &= 2.0012 \times 3.10190 = 6.2063 \\ d \times \sin. S &= 13 = \sin. 15^\circ = 3.3646 \\ \text{measure of stability, or } GZ &= 2.8417 \end{aligned}$$

It appears by this result, that when the vessel has been inclined from the upright through an angle of 15° , the direction of the fluid's pressure, acting to restore the quiescent position, will pass at a distance estimated horizontally from the axis $= 2.84$, when the breadth $BA = 100$. And this will be true, whatever be the length of the axis.

The fluid's pressure is the weight of water displaced, the magnitude of which depends both on the area of the vertical sections, and length of the axis: suppose this weight to be 1000 tons; according to the preceding determination, the stability of the vessel, when inclined from the upright to an angle of 15° , will be a pressure equal to the weight of 1000 tons, acting at a distance of $\frac{2.84}{100}$ parts of the breadth BA from the axis, to restore the vessel to the position from which it has been inclined. This force is the same as if a pressure of $\frac{1000 \times 2.84}{50}$

=56.8 tons, should be applied to turn the vessel at the distance of 50 from the axis: if therefore the wind, or other equivalent power, should act on the sails of the vessel with a force of 56.8 tons, at the mean or average distance of 50, or $\frac{1}{2}$ the breadth BA from the axis, to incline the ship, the force of stability will just balance it, so as to preserve an equilibrium; the vessel continuing inclined from the upright at the angle of 15° . If the wind's force should be less, the inclination must necessarily be diminished; if greater, it must be increased, until the two forces balance each other. Here it is to be observed, that the force of the wind is estimated in a direction which is perpendicular to the plane of the masts*.



DAY AND NIGHT TELEGRAPH,

Particularly adapted for the Navy, by Mr. M^r ARTHUR, late Secretary to the Honourable Viscount HOOD, Author of a Treatise on Naval Courts Martial.



THE following outlines of a plan for facilitating Telegraphic Signals by day, and at the same time for establishing on simple principles telegraphic correspondence by night, was communicated, more than twelvemonths ago, to the Lords Commissioners of the Admiralty, by the above gentleman, whose improvements in the present system of Naval Signals by day and night, were duly appreciated at the commencement of the present war, and still continue to be adopted in The Service. A copy of the following plan was delivered to the Marquis Cornwallis, before he went to Ireland, as lieutenant governor of that kingdom:

* In this and the following numerical examples, in order to bring into comparison the effect of giving different forms to the sides of vessels, their weights, and all the other conditions (the figure of the sides excepted) on which the stability depends, are assumed to be the same. The measures of stability are compared, both by the relative distances from the axis at which a given pressure, equal to the vessel's weight, acts to turn the ship round the longer axis, and by the relative equivalent weights which act at a given distance from the axis. By the latter method, the proportions of stability are perhaps more distinctly expressed than by the former, although both are essentially the same.

The mechanical force employed to incline a vessel from the upright, through any given angle, for the purpose of examining and repairing the bottom of a ship, is to be ascertained from the theorems here given for expressing the measures of stability, which is exactly equal to the force to be applied for that purpose. Another method of inclining a vessel (well adapted for making experiments on this subject) is, by applying a timber at right angles to the plane of the masts. If a weight be affixed to one of its extremities, from having given the weight so applied, and its distance from the plane of the masts, together with the other conditions which determine stability, through which the ship will be inclined, may be determined by the theorems in these pages. The safe inferences may be obtained, from having given the weights and spaces through which the guns are run out on one side, and drawn in on the other, instead of the weight affixed, according to the method last described.

Although the French have in many instances of new discoveries claimed the credit of being the first projectors; yet in the science of Telegraphic correspondence, they are certainly by no means the first. We have the authority of ancient authors, that Telegraphs, both by day and night, were in use among the Greeks. Polybius (lib. x. c. 40.) gives a circumstantial account of a night Telegraph, whereby the alphabet was expressed in a combination of torches. In the year 1694, Dr Hook, in a paper communicated to the Royal Society, suggested a plan of correspondence by means of a telegraph: that which was given in by M. Chappe, and which was adopted by the National Convention, at the beginning of the war, was on a similar construction.

Considered as an object of national importance, every attempt made towards its further improvement is truly laudable, and will doubtless be esteemed as such by the public. With these sentiments, we submit the following plan to their attention. A Telegraph constructed on these principles, is capable of forming such various transpositions, and combinations, that in case of an invasion, the enemy, unless they obtained The Key, could never avail themselves of them.

Mr. M^r ARTHUR's *Outline of a Plan for establishing Nocturnal Telegraphic Signals by the Combination of Six Lights; and on similar Principles, it is presumed, the present Telegraphic Signals by Day might be improved.*

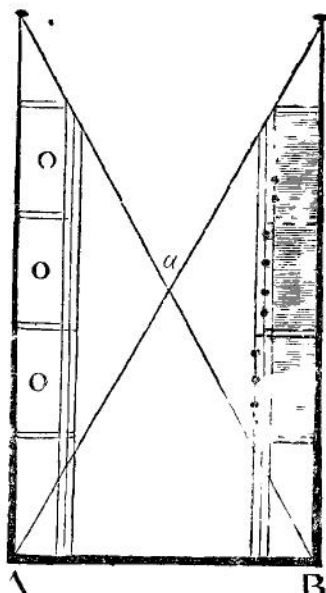
IN the construction of this Telegraph it is proposed to remedy the defects to which others are liable, namely, their being too heavy and clumsy to admit of being raised to any considerable height above the building where erected; since it is obvious that high posts are essentially necessary for denoting night signals, from the great distance that the lights must be placed asunder, so as the eclipses, or obscurations, indicated by the following plan, may be distinctly seen, under the visual angle of the observer, at the respective stations. At the same time simplicity, cheapness, and facility in working the Telegraph, is attempted to be united with distinctness in observation; it may be so contrived as to change its direction, and consequently might be seen from any particular point, or station.

CONSTRUCTION OF THE TELEGRAPH.

Two posts, or poles, are to be erected, (as in fig. 1.) about thirty feet above the officer's cabin, or tent, (AB) and nearly the same distance asunder as the posts now used, and to be securely fixed, or stepped in either a square or circular bottom frame, or flooring of the

cabin, having concentric rollers ; and to stand on a solid concentric circle platform, moveable upon a pivot, so as to turn the whole to any direction, and be thereby enabled to correspond in the line of the several stations marked on the platform.

Each pole to be secured by a rope, in imitation of a stay-rope, passing from the top of the one, and fixed to ring bolts, near the bottom of the other, on the roof of the cabin ; which will remove the weight of the additional wood work used in the construction of other Telegraphs. From each stay-rope would fall (as in fig. 1. with the three lights on the right obscured) three parallel cords, or



ropes, at a given distance from each post, to be also fixed to ring bolts on the officers cabin, viz. suppose the first cord at the distance of two feet ; the second at the distance of two feet three inches ; and the third, or inner one, at the distance of two feet six inches ; on which three strong frames, with black printed canvas, might be made to slide ; having the edges next the post to run in parallel grooves, and the edges next the parallel cords, to embrace them respectively with spring rings.

The *upper screen* would slide on the first cord, and in its corresponding groove ; the *centre screen* on the second cord ; and the *lower screen* on the last and third cord, and in their corresponding grooves or channels ; and by either giving the stay-ropes, or the parallel cords, a small deviation, the screens would easily slide, and not interfere with each other. The distance left on each hand, between the roof of the cabin, and the aperture allotted the lower screen, is adapted for any of the screens, when hauled down, whilst a light is displayed in working the Telegraph.

Hence, the difference in the dimensions of the screens shewn in working, even by day, would be advantageous for distinctly denoting the signals ; and might be worked with equal celerity, as the present mode with boards. The angular point *a*, where the cords called stays meet or cross each other, may be termed the *central point of the Telegraph*, or the *centre of the field of vision of the observer's telescope*,

and at any time, when the telescope is required to be adjusted, a ball placed at that point by day, or a light by night, would regulate the axis of the instrument, by bringing the ball, or light, to bear exactly on the centre of the telescope; which would be easily practised, by means of the vertical and horizontal wires, proposed also to be used in the object, and eye glasses, for the purposes hereafter mentioned.

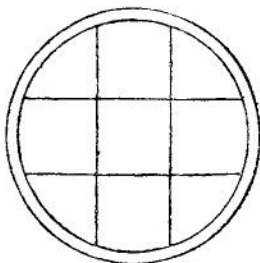
Three patent reflectors, or lamps, are proposed to be fixed on each post, at least twelve feet asunder; and their proper diameters and focus, so as to produce the greatest effect, at given distances, might be easily ascertained.

A Telegraph, on the above construction, might be adapted for day as well as night correspondence; and be so easily moved from place to place, that it might be equally employed for the operations of an army, by day or night, and could with facility be erected in a tent: limited to the following night signals only, it might perhaps be deemed more simple to obscure the lights, by means of three cylinders, vertically placed, and moving on brass rods in horizontal directions from each pole, worked by pullies or small winches.

TELESCOPE.

The next object, as a desideratum to the practical simplicity of the plan proposed, is a good refracting Telescope, properly fixed in the officer's cabin, with its axis directed to the centre of the observed Telegraph; whose field of vision should be confined, and take in little more than the radius of the Telegraph observed; whereby the distinctness required in night observations would be better produced; and such telescope should have placed, in the common focus of the object, and eye glasses, two vertical silver or brass wires, parallel to each other; also two horizontal wires, parallel, dividing them in equal parts, fixed by pins, or screws, to a small brass circle, similar to the mode used in the glasses of transit instruments. (see fig. 2.) This would render the obscurations of the light, on the right or left of the operator, to be more easily and accurately defined by the observer.

At the first and last stations there would only be occasion for a set of simple reflectors, or lamps: but in the intermediate stations, each reflector or lamp should be double, so as to face both the preceding and subsequent observatories; and each observatory should be furnished with two telescopes, having wires, as above mentioned.



MANNER OF DENOTING THE TWENTY-SIX LETTERS OF THE ALPHABET; ALSO NUMBERS, TO ANY EXTENT.

The six vowels to be denoted, as hereafter specified, on the general principle of *obscuring one light on the left, and another on the right of the operator.*

The twenty consonants to be arranged in two divisions, viz. the first ten, in the order of the alphabet, to be denoted by a majority of lights obscured on the left: the second division, containing the last ten consonants, by a majority of lights obscured on the right of the operator: hence, each letter of the alphabet can be at once marked by a single operation, without any auxiliary signal for denoting a division of the alphabet.

Thus, for denoting the vowels,

a	e	i	o	u	y
● ● ● ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○
○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○
○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○

a to be denoted by an obscuration of the upper light on the left hand, and an obscuration of the upper light on the right; and so forth, as expressed to each vowel in the above table.

N. B. When left, or right, is mentioned in the explanations, the left, or right, of the operator, is understood by it.

For denoting the first ten consonants, *b, c, d, f, g, h, j, k, l, m.*

GENERAL PRINCIPLE. *Never more than three, or four lights, obscured at a time; and the majority always obscured on the left hand of the Operator.*

b	c	d	f	g	h	j	k	l	m
● ● ● ○ ● ○ ○ ● ○ ○ ○ ○ ○ ○ ○	● ○ ● ● ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○
● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	● ○ ● ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○
○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○	○ ○ ○ ○ ● ○ ○ ○ ○ ○ ○ ○ ○ ○ ○

Example. *b* is denoted by obscuring the upper, and middle lights on the left, and the upper light on the right. *c*, by obscuring the same lights on the left, and the middle light on the right, and so forth, as expressed against each consonant in the above table.

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U V U

For denoting the last ten consonants, *n, p, q, r, s, t, v, w, x, z.*

GENERAL PRINCIPLE. *Never more than three or four lights obscured at a time; and the majority always obscured on the right hand of the Operator: hence this is the converse of the foregoing.*

<i>n</i>	<i>p</i>	<i>q</i>	<i>r</i>	<i>s</i>	<i>t</i>	<i>v</i>	<i>w</i>	<i>x</i>	<i>z</i>
● ● ○	● ● ○	● ● ○	● ● ○	● ● ○	● ● ○	● ● ○	● ● ○	● ● ○	● ● ○
○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●	○ ● ●
○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○

Example. *n*, is expressed by obscuring the upper and middle lights on the right, and obscuring the upper light on the left, and so forth, as against each consonant expressed in the above table.

FOR DENOTING NUMBERS.

GENERAL PRINCIPLE. *One light only obscured at a time, on either hand or two lights obscured at a time, on either hand.*

1	2	3	4	5	6	7	8	9	0
● ○ ○	○ ○ ○	○ ○ ○	● ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○
○ ○ ●	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○
○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○	○ ○ ○

Example. ONE, is denoted by an obscuration of the upper light, on the left; TWO, by an obscuration of the middle light on the left; THREE, &c. as expressed in the above table, against each figure, including the cypher.

As the signal for the termination of a word, or number, may be made by obscuring the upper and centre lights on the left, and the upper and centre lights on the right, it is easy to conceive how numbers may be expressed to hundreds of millions. Thus, 3650: the numeral signal 3, denoted by the obscuration of the lower light, on the left, would be first made; then 6, by the obscuration of the lower light, on the right; then 5, by the obscuration of the centre light, on the right; and the 0, or cypher, by obscuring the middle, and lower lights, on the right; after which, the termination signal would be made. If *two of thousands* were to be expressed, then the

five signals, corresponding to the numbers, would be successively denoted ; to close with the termination signal.

The preparatory signal to be made, when the Telegraph is to be worked, is by displaying the six lights in their proper places ; and several auxiliary signals, for particular purposes, may in words, or sentences, be made by the combination of four or five lights obscured : such, as to *annul the preceding signal made—the quarters of the compass—interrogatory—affirmative and negative answers—Ships, under sailing orders, to put to sea—to remain till further orders, &c. &c. &c.*

The principle of the foregoing plan of night signals is so simple and self evident, that it may be practised at a window, by allotting three panes on the left, and three on the right, for the six lights ; and every evolution and combination, indicated by the obscurations, may be satisfactorily demonstrated ; and a correspondence might easily be carried on with a person in an house, situated as far opposite as lights could be distinguished.

Nocturnal Telegraphs, on similar principles, it is presumed, might on a future consideration, more especially in times of peace, be used, and be adopted by Government, as an object of revenue, in conveying Commercial Intelligence to any part of the kingdom, much cheaper than an express could travel. Should a merchant or banker, after the ordinary Post Hours, wish to communicate any important commercial information to his correspondent, at a distant port or station, he would only have to deliver it to the inspector of the first Telegraph, to be conveyed ; paying in the ratio of the words employed, and the distance of the place, in such communication. A considerable revenue might by this means be derived, after defraying all the expences of such Telegraphs.

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TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I TRUST the following short account of the discovery of a Compass Needle, whose poles are truly meridional, will not prove an uninteresting addition to your valuable Work ; through the medium of which I wish to make it more publicly known than has hitherto been in my power. I assure you, Mr. Editor, I would not hazard a word on the subject, were not the proofs, received from various parts, the most satisfactory : otherwise indeed it might, and no doubt would be ridiculed, since the possibility of such a discovery has long been given up. Mr. John Edwards, of Bristol, is the discoverer of this most valuable acquisition to navigators ; who had been many years endeavouring to bring to perfection a needle for the compass, whose poles, in all parts of the globe, should point due north and south, hitherto the testimonials

of such correctness have been thoroughly satisfactory. The following I obtained from a friend of his a few days since, and subjoin for the perusal of your readers. I shall only add, that one of these Compasses, with a dial on the top to ascertain the true time of the day, and the longitude run, during the sun's appearance, by means as simple in application, as easy to be learned, may be seen at Mr. Lincoln's, mathematical instrument maker, in Leadenhall Street, to whom I must refer those who are interested in the discovery.—I am, Sir,

*London,*

Your obedient humble Servant,

20th April 1799.

P. L. H.

#### PROOFS.

Previous to Lord Nelson leaving England last year, he had one sent him for the Vanguard, being the first used. He steered his ship by it, and found it constantly true.

Lieutenant Carpenter, of his Majesty's frigate Endymion, in a voyage to and from Portugal, found it so correct that he writes, "I shall put it on board the Royal George, in hopes that may bring it into general use."

Captain Cotton, of the Cuffnells East Indiaman, also writes word, that the Compass he took with him "had been proved in every way, and ever found to be correct."

Captain Daniel Richards, of the Mercury, who has had one in constant use, for twelve months past, and who is now in London, says, "that he never found the least variation in his, from the time he left this place last year, during his voyage to Gibraltar and Leghorn; thence to Lisbon and Labradore; and thence back to Leghorn, whence he is now arrived. Captain Williams also, of the Alert, lately arrived from Africa and the West Indies, informed Mr. Edwards, that he found one he took with him perfect, from his sailing from Bristol to Africa, in which he ran from lat.  $51^{\circ} \frac{1}{2}$  to  $5^{\circ}$ . In his passage thence, it was injured, and consequently useless. This injury, on inspection, proved to be rust on the centre, and a small hole worked into the agate cap, which prevented its traverse."

#### DESCRIPTION OF PLATE XII.

THIS design of Ocean, forms one of the celebrated compositions by Mr. Flaxman, from the tragedies of Æschylus. The original drawings are in the possession of the Countess Dowager Spencer. We are glad to be enabled to make this valuable addition to our work; it was reduced with great exactness from the large engraving, by



OCEANUS.

From the celebrated Fresco in the Vatican.



a young artist of considerable merit, with whose assistance we hope to favour our readers, in occasional selections from the first works of Naval Sculpture and Design.

Oceanus, according to Homer, was the father of all the gods. He is generally represented as an old man, with a long flowing beard. Mr. Flaxman's imagination has embodied this heathen deity, as described in the *Prometheus vinctus* of Æschylus, coming to the relief of Prometheus. The Sea Monster is conceived with all the sublimity of the antique; there is a majesty in the aspect of Oceanus, that shews the hand of a master; and the whole, for accuracy of drawing, and chastity of design, will not be easily surpassed.

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### MARINE DESIGNS, NAVAL PORTRAITS, &c.\*

IN THE

EXHIBITION AT THE ROYAL ACADEMY.

M,DCC,XCIX.

THE THIRTY-FIRST.

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Tot nos præceptoribus, tot exemplis, instruit antiquitas, ut possit videri nulla sorte nascendi ætas felicior quam nostra, cui docendæ priores elaboraverunt.

QUINT. INST. ORAT. lib. xii. c. 11.

**A** WISH to render the works of Marine Artists known among professional men, and to record their annual exertions, who are some measure labouring in the same field with ourselves, has induced us to subjoin the following selection. We have purposely avoided giving any remarks, lest we might be suspected, either of fulsome compliment, or of undue partiality for those who are connected with us, or who are friends to our work: but we take this opportunity to request the various tribe of Dilettanti, Connoisseurs, and Amateurs, who criticise the labours of men of genius, in this line, to remember—that Marine Painting is at present in its infancy in this country; that this noble branch of the art is cramped, and greatly confined to portraits of particular ships, or correct representations of particular ac-

\* The pictures marked thus\*, are to be disposed of. The numbers refer to their place in the Exhibition. *R.* *A.* Royal Academician. *A.* Associate. *H.* Honorary.

tions, which forbid the artist from indulging in the fine rolling phrenzy of imagination : and we also request These Gentlemen to consider, that all who are unacquainted with the intricate anatomy of ships, or the various magnificence of the Ocean, are ill qualified duly to appreciate the labours of the Marine Painter, who moves in a space of peculiar Grandeur, and Sublimity.



8 View of the Pier at Margate. *F. Sartorius.*

21 The loss of his Majesty's Ship Proserpine. *E. S. H.*

27 View of the French Line of Battle in the Bay of Bequieres, with the Approach of the British Squadron, under Rear-Admiral Lord Nelson, to the attack on the Evening of the glorious First of August, 1798. *N. Pocock.*

"Calm breath'd the airs along the evening bay  
Where, all in warlike pride,  
The Gallic squadron stretch'd its long array ;  
And o'er the tranquil tide  
With beauteous bend the streamers wav'd on high !"

*Bowles's Song of the Nile.*

29 View of the Position of the two Fleets, taken from the van of the French Line, in Action, at half past Nine o'Clock at Night, Le Guerrier, Le Conquerant, and La Spartiate, dismasted ; L'Orient on fire ; August 1, 1798. *N. Pocock.*

"What bursting flame  
Lightens the long tract of the gleamy brine ?  
From yon proud ship it came  
That tow'r'd the leader of the hostile line !"

*Bowles's Song of the Nile.*

51\*View of Brading Harbour, Isle of Wight. *T. Taylor.*

55 Fishermen becalmed previous to a Storm, twilight. *W. Turner.*

68 View of Cowes Castle, Isle of Wight. *E. Garney.*

74\*View of Deal—Fishermen going out. *J. Wilkins.*

82 A Sea View with Dutch Boats. *Sir R. Chalmers, Bart. H.*

83 A Sea View on the Coast. *Ditto.*

108 Greenwich Pensioner. *M. Bennett.*

114 Lord Nelson boarding the Spanish Ships in the Engagement off Cape St. Vincent, 14th February, 1797. *H. Singleton.*

116 The Engagement of the Glutton, 16th July, 1796, commanded by Capt. H. Trollope, with Eight Ships of War, in which Capt. Strangways, of the Marines, was mortally wounded.

*H. Singleton.*

122 The Batt'le of the Nile, on the 1st of August, 1798, when the French Fleet were defeated by a Squadron of British Ships, under the command of Rear-Admiral Nelson. *R. Clevely.*

125\*Shipping becalmed. *T. Thompson*

155 A Sea View. *W. Cowden, Esq. H.*

- 185 The Destruction of the French Fleet off the Nile, on the 1st of August, 1798, by a Squadron of British Ships under the command of Rear-Admiral Sir Horatio Nelson, at the time L'Orient blew up. *R. Clewely.*
- 190 \*Shipping becalmed. *T. Thompson.*
- 205 Portrait of Rear-Admiral Sir J. B. Warren, K. B. *J. Opie, R.A.*
- 221 \*View of Limehouse Reach. *F. Warburton.*
- 233 The Capture of L'Immortalite French Frigate of 42 Guns, 24 Pounders, 580 Men, by his Majesty's Frigate Fishguard, 38 Guns, 280 Men; Thomas Byam Martin, Commander, off Ushant, October 20th, 1798. *N. Pocock.*
- 249 A Visit, and Contribution to the Sailors' Orphans. *W.R. Rigg, A.*

## ANTI-ROOM.

- 258 Entrance of the Harbour of Macoa, China. *W. Fitzhugh, Esq. H.*
- 275 Battle of the Nile, at 10 o'clock, when the L'Orient blew up, from the Station of the Gun Boats between the Battery and Castle of Aboukir. *W. Turner.*

————— "Immediate in a flame,  
But soon obscur'd with smoke, all heav'n appear'd.  
From these deep throated engines belch'd whose roar  
Imbowel'd with outrageous noise the air,  
And all her entrails tore, disgorging foul  
Their devilish glut, chain'd thunderbolts and hail  
Of iron globes." *MILTON'S P. L. book vi.*

- 276 Admiral Sir Alan Gardner. *T. Clarke.*
- 304 A brisk Gale on the Scotch Coast. *Nursey.*
- 314 View from the inside of a Cave on the Devon Coast.

*Miss M. Pine?*

## COUNCIL-ROOM.

- 351 The Director, Capt. Bligh, coming up and engaging the Vryhied, Admiral de Winter, in the Action off Camperdown, on the 11th of October, 1797. *S. Owen.*
- 453 View of Calais. *Miss M. C. H.*
- 481 Ramsgate Pier. *J. Nison, Esq. H.*
- 491 Portrait of Capt. Sir T. B. Thompson, of the Leander. *G. Engleheart.*
- 496 Some \* of the British Naval Victors:—Portraits of Admirals Richard Earl Howe, John Earl of St. Vincent, Admiral Lord Viscount Duncan, of Camperdown; and Horatio Baron Nelson, of the Nile; a Mezzotinto, from G. Dupont, of Cotes, R. A.; R. M. Page, and L. F. Abbot; with appropriate Embellishments. *V. Green, A.*

\* The Victor of Bastia, &c. (Lord Hood), and the Victor off L'Orient, (Lord Bridport) are not inserted.



- 501 A Frame with Portraits of Capt. Ackland, Admiral de Winter, P. Gafney, a Sailor belonging to the Venerable, and Lieut. Little, of the Kent. *T. Orme.*

## ANTIQUÉ ACADEMY.

- 627 Portrait of Lord Viscount Duncan. *H. Edridge.*

## MINIATURES.

- 716 In a Frame, with others, Capt. Sir Edward Berry. *W. Grimaldi.*  
 773 Portrait of Lieut. Chambers, R. N. *J. Braine.*  
 791 Portrait of Admiral Cumming. *W. Wood.*

## LIBRARY.

- 834 The Needles Rocks, Isle of Wight. *W. Orme.*  
 836 Portrait of John Clerk, of Eldon, Esq. Author of the celebrated Treatise on Naval Tactics. *Skirving.*  
 839 A brisk Gale off Dover. *T. Thompson.*  
 853 The Director, Capt. Bligh, raking the Vryhied, Admiral de Winter, in the Engagement off Camperdown, October 11, 1797. *S. Owen.*  
 871 Figure of the Nile, a Model in Wax, for the reverse Side of a Medal of Lord Nelson. *J. Marchant, A.*  
 873 A Thames Sailing Boat. *J. C. Barrow.*  
 880 Lieutenant Bligh, and Part of the Bounty's Crew escaping from the Natives of the Island of Tossa, in the Bounty's Launch, May 3d, 1789. *A Lady, H.*

## MODEL ACADEMY.

- 912 A Flat bottomed Boat. *J. C. Barrow.*  
 914 Design for the Improvement of the Port of London. *R. Dodd.*  
 917 Sketch of a Triumphal Naval Arch. *J. Chaloner.*  
 920 Plan, and Elevations, of a Naval Obelisk, intended to be erected on Portsdown Hill, near Portsmouth. *W. Thomas.*  
 921 The Wolverine, commanded by Capt. Mortlock, engaging two French Luggers. *W. Anderson, Jun. H.*  
 947 Sketch of the Design for the Improvement of the legal Quays between London-bridge and the Tower. *G. Dawer.*  
 968\* Lighthouse on the Pier, Ramsgate. *P. B. Coles.*  
 996 An ornamental Column, designed to commemorate a late Naval Victory. *T. Papworth.*  
 1077 A Model of Admiral Lord Nelson, K. B. *N. A. Ponthon.*  
 1103\* The North Foreland Lighthouse. *J. Malton.*  
 1112 The Reculver, near Margate. *J. Malton.*

*In all, Fifty-six.*

# FRENCH Line of BATTLE

## REFERENCES

- 1 *Le Guerrier*.....74 Taken
- 2 *Le Conquerant*.....74 Taken
- 3 *Le Spartiate*.....74 Taken
- 4 *L'Aquilon*.....74 Taken
- 5 *Le Souveraine Peuple*.....74 Taken
- 6 *Le Franklin*.....84 Taken
- 7 *L'Orient*.....120 Burnt
- 8 *Le Tonnant*.....84 Taken
- 9 *L'Heureux*.....74 Taken
- 10 *Le Timoleon*.....74 Burnt
- 11 *Le Guillaume Tell*.....84 Escaped
- 12 *Le Mercure*.....74 Taken
- 13 *Le Gencieux*.....74 Escaped

## FRIGATES

- 14 *Le Sericuse*.....36 Sunk
- 15 *L'Artemise*.....40 Burnt
- 16 *La Diane*.....44 Escaped
- 17 *La Justice*.....48 D<sup>o</sup>

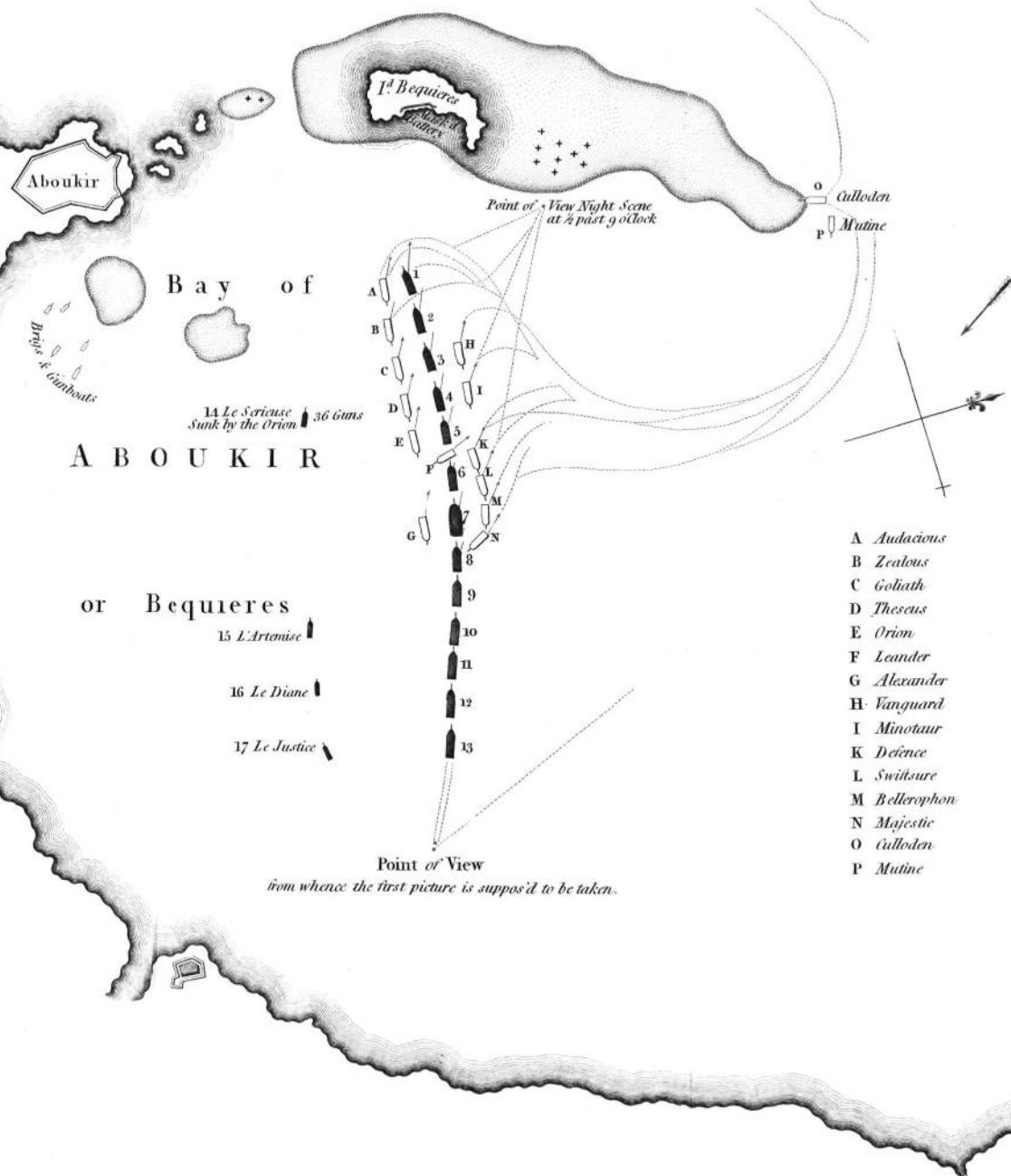


CHART OF  
THE BAY OF ABOUKIR,

*As illustrating the Narrative of Lord Nelson's Action, which was  
inserted in our first Number.*

WE waited until a correct Chart of this Bay was in our possession, before we presented one to our readers that might tend to give a clear idea of the situation of the English and French Fleets, on the first of August. That which we have now inserted may be depended on, and will serve with our engraving in the first number to illustrate the particulars of that glorious combat.

It was sketched by Mr. Pocock, from the drawing of a French officer in Admiral de Bruey's fleet; an officer of Lord Nelson's placed the ships of his Majesty's squadron to the best of his judgment, from the points of view the drawing was taken. It is intended to accompany a separate account which Mr. Pocock has published, as explanatory of his two designs of the Action off the Nile.

Aboukir, situated in the desert between Alexandria and Rosetta, is a small town of Lower Egypt. It was the ancient Canopus; and according to Mr. Savary, is about six leagues from Pharos. The town is built on a rock. Pliny says, from the testimony of antiquity, that Aboukir was formerly an island, which its local appearance makes credible; the grounds around are so low, that in the time of Strabo, the sea still covered a part of them.

The ancient Canobus, or Canopus, was celebrated for the Temple of Serapis, and received its name from Canopus, the pilot of the vessel of Menalaus, who was buried there. Vossius remarks on this occasion the vanity of the Greeks, who, as he conjectures, hearing of an Egyptian deity named Canopus, thence deified the pilot of Menelaus, who bore the same name, giving out that the Egyptian god had been a Greek. Consequently in process of time the Temple of Serapis, or Osiris, was allotted to the pilot: it is thus noticed by Dionysius:

Hol. I.

x x x

Και τέμενος περιπυστον Αμυκλαι οιο Κανώβει.

There stands Canobus' Temple known to fame;  
The pilot who from fair Amycla came.

Virgil, in his beautiful account of the bees, gives it the epithet of Pellæus, because Alexander, who was born at Pella, built Alexandria in the neighbourhood:

"Nam qua Pellæi gens fortunata Canopi  
Accolit effuso stagnantem flumine Nilum,  
Et circum pictis vehitur sua rura phaselis;"—  
VIRG. G. iv. v. 287.

"For where, with seven-fold horns mysterious Nile  
Surrounds the skirts of Egypt's fruitful isle,  
And where in pomp the sun-burnt people ride  
On painted barges, o'er the teeming tide."

DRYDEN.

The Bay of Aboukir, Bequieres, or the Bay of Shoals, had been little noticed by the moderns until Sir Horatio Nelson, by his splendid victory, rendered it so celebrated. A correct account, with drawings, has been published by Capt. Norden; and Mr. Irwin, in his Voyage from Rosetta to Alexandria, thus describes the coast:—"The Mediterranean sea was now before us. We stood to the south-west, in company with the whole fleet. At two o'clock we began to open a bay to our left, which forms the peninsula where Canopus once stood. Many of the eminences are crowned with the august ruins of ancient castles."

Mr. Savary, and Mr. Bruce, have both given some very curious reflections, respecting the first formation of the Delta. According to the former, the whole of this tract of country was originally a great gulph. Mr. Bruce supports a contrary opinion with great ability. The Nile is said antiently to have run through the sands of Lybia, and to have been confined to its present course by Menes, the first king of Egypt. The old channel was to be seen in the days of Herodotus, who says that the mound, which barred its entrance, was preserved by the Persians with the greatest care. Mr. Savary declares its vestiges are still visible.

The coast of the Bay of Aboukir is nearly similar to that of the rest of Egypt, which, according to the testimonies of both Mr. Bruce, and Mr. Volney, is so extremely low that it cannot be discovered at sea, until the mariners come within a few leagues of it. In ancient times, the sailors pretended to know when they approached this Country by a kind of black mud brought up with their sounding line from the bottom of the Sea : but this idea, though as old as the days of Herodotus, has been discovered to be a mistake by Mr. Bruce, who found the mud in question to arise while the vessel was opposite to the deserts of Barca. All along the coast of Egypt, a strong current sets to the eastward.

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### ADMIRALTY SESSIONS.

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*OLD BAILEY, MAY 27.*

BEFORE SIR WILLIAM SCOTT, MR. JUSTICE BULLER, AND MR. BARON PERRY.

**P**PETER ENNIS, a lieutenant in the Caithness Legion and James Brothers, a private belonging to the same corps, were put on their trial ; charged with the wilful murder of Peter Langlais, a French prisoner, while on board a transport on his passage with other French prisoners from Ireland to Great Britain. It appeared by the evidence of Colonel Munro, who commanded the Caithness Legion, that being with his regiment in Ireland in 1797, he did, by order of General Coote, send a number of French prisoners from Mallow to Kinsale, in order to be embarked on board a transport ; that he ordered Lieutenant Ennis, the prisoner, with 20 men, to conduct them thither, to embark with them on board of the transport, and to take the command of the ship, as soon as he got on board ; a thing which he always knew to have been done by military officers, in every vessel, except a king's ship ; and on board a king's ship, he admitted, that a military officer had no command at all.

Mr. Rothery, a lieutenant in the navy, stated. that he had been employed by the Navy Board as agent for French prisoners, and was on board the transport in question at the time the circumstance happened which gave rise to the present trial. He remembered Mr. Ennis, and Brothers, coming on board with several French prisoners. When the vessel was off Beachy Head, an alarming mutiny was carried on by the French prisoners, who at one time were in possession of all the upper deck, violently assaulted the witness and others, and killed

one of the seamen belonging to the vessel. The crew of the vessel and the soldiers having fired from below decks at the Frenchmen, they were prevailed upon by Mr. Rothery to come down the hatchways and surrender themselves, which they all did, except one man, who was the ring-leader, and who was afterwards killed. This person lay concealed for two days in the lower part of the vessel; and on the second morning being found and carried upon deck, he laid open his bosom and desired them to shoot him. Mr. Rothery said he would not have him shot, but he would take care of him: Lieutenant Ennis wanted to have him shot immediately; but the witness desired that he should not, and saw him fastened down with ropes under a gun upon the quarter deck. Having had occasion to go to another part of the vessel, in a quarter of an hour after this Frenchman was tied upon the deck, he returned and saw the prisoner Brothers presenting his piece at him, which, on receiving the word of command from Lieutenant Ennis, he fired at him. The Frenchman immediately expired, and the witness had him thrown overboard. The vessel was an hired transport, and the witness had received his orders from Admiral Kingsmill; and considered himself as having command over all the persons in the ship; but that he had no right to inflict corporal punishment. At the time this event happened, the deceased was fastened to the deck, the mutiny had ceased for two days, and there was no attempt to make a fresh mutiny. The soldiers were unfit guards upon this occasion, because they were obliged to keep between decks, and this was the circumstance which first encouraged the Frenchmen to mutiny. After this mutiny had taken place, many arms were missing; and as it was supposed that the mutineers might have concealed some, there was reason to apprehend that another mutiny would take place.

Mr. Ennis, being called upon for his defence, delivered in a written paper, in which he declared that the act which he had done was a dreadful resource dictated by necessity; and though apparently cruel, was merciful in the end. He saw that a most alarming mutiny had broke out in the ship, at the very time when a still more dreadful mutiny raged on board his Majesty's fleets. There were 257 French prisoners on board, who were guarded only by 20 soldiers, most of them boys or recruits, the ring leader of these Frenchmen was concealed by the connivance of those who ought to have detected him. His own life, the lives of his men, and the safety of the ship, of which he considered himself to have the command, required the act he had ordered to be done; and he did it only from the conviction of its necessity, and not from any sanguinary motive or from the smallest malice towards the unhappy sufferer. Therefore he hoped the court and jury would not consider it as a premeditated murder, but as a measure of precaution beneficial to his Majesty's Service.

On the behalf of Mr. Ennis, three men who were under his command on board the transport, swore that the deceased was the principal ringleader of the mutineers; that after the mutiny had been suppressed, this person, who went by the name of the ring-maker, declared he was determined to renew it again, and be revenged before the vessel got into a port or harbour; this was reported to Mr. Ennis on the morning the deceased was discovered and brought upon deck. One of the witnesses who was a drummer, swore that the deceased, who had been much indulged, invited the French prisoners to begin the mutiny, and that it was he who shot the English sailor; that when brought upon deck, after being taken from his hiding place, he declared if the officers of the ship did not do something to him, he would do something to them; and that at the same time he offered to stab Lieutenant Ennis with a knife.

Colonel Munro said, that for the twenty years he had been in the service, he always knew it to be the custom that an officer, in the situation Lieutenant Ennis was at the time in question, had a right to take the command of the ship; and that if he had acted otherwise than he did, he (the colonel) would have brought him to a court martial. He, also, together with Captain Mackenzie, gave Mr. Ennis an excellent character for humanity.

Mr. Justice BULLER then stated the evidence to the jury, and told them, that from the peculiar nature of this case they must find a special verdict, in order that the judges might hereafter decide upon the law concerning it. By the common law of this country, the life of every person was considered of so great importance, that nothing short of the most absolute necessity could justify any one in taking it away; and therefore if the present case was to be decided by the common law, no difficulty would remain with him in the opinion he should give on the subject; but here the court was governed by the Marine law, or law of nations; and he must inform them, that he had just received a communication from the learned judge who then presided in that court, and whose authority was the first in this Country, that it had never been settled by any judicial determination, what right any person, in the situation of the prisoner at the bar, could have to take away the life of another person who was a prisoner under him. So far the common law of England and the law of nations seemed to agree. As to the case of the prisoner Brothers, he acted by the orders of his commanding officer; and there was nobody who must not see the most striking difference, in point of moral guilt, between his conduct and that of Ennis; but in point of law there was no difference at all; for if the order he received was illegal, he could not by law be justified in obeying it. There could be no question but that the commands he received were illegal; but the circumstances of this cause should be referred to his Majesty, who should ultimately

determine how far it was one in which mercy ought to be extended. The opinion given by Colonel Munro as to the right which military officers had to command ships of this kind, could not be admitted by the court as deciding the question at all; particularly so, if naval officers maintained a contrary opinion, and it was a lamentable thing that those differences did exist. If it should hereafter turn out that the naval officer had a right to command this vessel, it would go a great way in establishing the degree of guilt of the prisoner Ennis; and if it should appear that this military officer had the command, another question would remain still behind, viz. Whether he was justified in carrying his authority to the extent he did. The legal decision of these several points would remain hereafter for all the judges, by the advice and direction of the learned judge who then presided (Sir. W. Scott), and who would state the civil law on which the case chiefly depended. At the present moment it was only necessary for the jury to find the several facts, as given in evidence, which were to be agreed upon by the Counsel on both sides.

The jury, after having retired for an hour, brought in a *special verdict*, according to the judge's direction.

One Field, an Irish Sailor, was found guilty of being on board a French privateer, and waging war against this Country, of which he was a natural born subject. Mr. Baron Perryn tried the cause. The prisoner said in his defence, that he had got out of a French prison, was starving, and thought he was going into a neutral ship when he was put on board the Frenchman.

The jury having hesitated some time in determining their verdict,

Mr. Justice Buller said—"Gentlemen, if you admit the excuse of the prisoner, you will have all the French privateers manned by British subjects, and your Commerce will then be in a miserable situation."

May 28. As soon as the court was assembled, James Moore and John Halcrow were tried on the charge of piracy, in having been taken on board a French privateer in arms against the subjects of this country, and cruising off the coast of Ireland; and in addition to which, it appeared they had entered voluntarily on board the said privateer, and ordered their landlady to receive 200 livres as their bounty.

John Williams was put to the bar on a similar charge, but his trial was postponed, the counsel promising, at the instance of Judge Buller, to produce a witness not then present, the prisoner thinking him necessary at the trial, or agree to his acquittal.

Sentence of death was then pronounced against the four who had been convicted this sessions, namely, Edmund Field, John Innes, otherwise Young, James Moore, and John Halcrow; and there being no more prisoners, the court was adjourned *sine die*.



Gazette Letters.

ADMIRALTY-OFFICE, FEB. 19.

*Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 16th instant.*

SIR,  
ENCLOSED is a copy of a letter from Captain White, of his Majesty's sloop Sylph, which I transmit to you for their lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD,

*Sylph, in Cawsand Bay, Feb. 14.*

I have the honour to inform your lordship, that on the 7th and 8th inst. we captured, off Cape Ortegal, two fast-sailing Spanish Letter of Marque Brigs (coppered), one the St. Antonio, from Porto Rico bound to Bilboa, laden with cocoa; the other the Primavera, from the Havannah, bound to St. Andero, laden with sugar, cocoa, indigo, and logwood. These vessels being valuable, I thought proper to convoy them home, and with the former arrived here this evening; the latter parted company from us on Monday night, in a gale of wind, twelve leagues S. E. of the Lizard, but being an excellent vessel and in good hands, I expect her here every hour. I beg leave further to add, that on the 20th Jan. we retook the sloop Three Sisters, laden with butter, from Cork to Lisbon. This vessel has arrived at this port. I have the honour to be, &c.

JOHN C. WHITE.

ADMIRALTY-OFFICE, FEB. 26.

*Extract of a Letter from Vice Admiral Sir Charles Thompson, Bart. to Evan Nepean, Esq. dated on board the Queen Charlotte, in Torbay, the 22d Feb.*

SIR,  
ENCLOSED is a letter from Capt. Keates, of his Majesty's ship Boadicea, I am, &c.

CHARLES THOMPSON.

*Boadicea, at Sea, Feb. 20.*

SIR,  
I have the honour to inform you, that a French Cutter Privateer, of 14 guns and 44 men, named Le Milan, was this day taken by the Boadicea and Atalante. I have ordered Capt. Griffith to see the prize into port, and, having landed the prisoners, to return and rejoin me upon my station.

I have the honour to be, &c.

R. G. KEATES.

ADMIRALTY-OFFICE, MARCH 5.

*Copy of a Letter from Rear-Admiral Harvey, Commander in Chief of his Majesty's Ships and Vessels at the Leeward Islands, to Evan Nepean, Esq. dated Prince of Wales, Fort Royal Bay, Martinique, Jan. 22, 1799.*

SIR,  
I ENCLOSE you, for their lordships' information, copies of two letters, one of which I received from Captain Fatic, of his Majesty's ship Perdrix, and the other from Capt. Dickson, of la Victorieuse. The spirited conduct of the captains, officers, and men, on both occasions, will manifest to their lordships their zeal and exertion for the king's service. I have the honour to be, &c.

HENRY HERVEY.

SIR,

*La Perdrix, Tortola, Dec. 13.*

I have the honour to acquaint you, that on the 7th instant I spoke, to leeward of St. Thomas's, an American, who informed me that he had been boarded the preceding evening by a French ship of war, 7 leagues to the eastward of Virgin Gorda.

I used every exertion to get to windward of that island, but, from the strong gales which prevailed, accompanied by frequent and heavy squalls, I did not effect it until the 10th. On the 11th at day-light a sail was discovered from the mast-head in the S. E. which by our glasses was soon distinguished to be a ship, and evidently a cruiser.

Not a moment was lost in pursuing her, and after a chase of 16 hours, I brought her to close action, which lasted 42 minutes, when she ceased firing, and lay an unmanageable wreck on the water. She proved to be *L'Armée d'Italie*, a French privateer ship of war, mounting fourteen 9 and four 12-pounder long guns, with 117 men, commanded by Citizen Colachy, 11 days from Guadaloupe, and has captured the Bittern brig and Concorde schooner of Martinique; part of the crews of which vessels were on board.

It is impossible for me, Sir, sufficiently to express the high sense I have of the steady and spirited conduct of Lieutenants Edward Ottley and James Smith, and of Mr. Moses Crawford, the master; Mr. Samuel Piguener, the purser, is also entitled to my warmest thanks, having volunteered the danger of the deck: in short, Sir, I cannot more forcibly acknowledge the merit of the officers and crew of his Majesty's ships at large, than by saying their conduct was such as, even at the present day, to render them worthy the name of British Seamen; and I have the pleasure to add, that but one man was wounded: The enemy's loss, as far as I can obtain information, is 6 killed and 5 wounded.

Our sails and rigging are much cut, but in other respects we have not sustained any material injury. I am, &c.

W. CHAS. FAHIE.

SIR,

*Victorieuse, off the Islands Testigos, Dec. 6.*

On the 29th of last month I received intelligence of three privateers to leeward. I proposed to Col. Piñon, as the only sure method of keeping the trade open, to attack Rio Caribe and Gurupano, destroy their forts, and bring off their guns, as the privateers would then have no shelter, if chased by us. He perfectly agreed with me, and ordered Major Laureil, with 40 of the Royal Rangers, to embark and proceed with me.

On the 2d I pushed down, in company with the *Zephyr*; and having reached Cape Three Points, we destroyed the schooner *Proserpine*, a Dutch privateer, of two guns and 13 men, from Caracooa, on a cruise. On the 3d, having reached within 8 miles of Rio Caribe, at two in the morning I landed the troops, with a party of seamen, to attack the forts in the rear, while the brigs attacked in front. At day-light the commandant sent to beg we would not fire, as he would give us possession without resisting. We immediately re-embarked the troops, took off the guns, and made sail for Gurupano, where we arrived at 4 in the evening. Observing a French privateer in the harbour, I sent a flag of truce to the commandant to say I was determined to take her out, and on his peril to fire on me. He answered, he would protect her; and that I should give him up the guns I had taken at Rio Caribe.

I found there was no time to be lost, and ordered Major Laureil, with the troops, Lieutenants Case and M<sup>r</sup> Renscy, with 30 seamen from the *Victorieuse* and *Zephyr*, to land and carry the forts by storm, while the brigs attacked in front.

At five we anchored and opened a smart fire on both forts: in ten minutes the troops and seamen carried the lower fort, and I observed the Spanish flag struck at the upper one, but instantly replaced by French colours; in 5 minutes the upper fort was carried.—I have taken the guns and ammunition off, destroyed the forts, and sent the privateer to Trinidad; she had 6 guns and 80 men.

I cannot conclude my letter without informing you, I never saw more real courage displayed than by Major Laureil, Lieutenants Case and M<sup>r</sup> Renscy, of the *Victorieuse*, and the soldiers and seamen under their command, by attacking two forts with 70 men, defended by at least 300. Great zeal was also shewn by the officers and seamen of the *Victorieuse* and *Zephyr*; and I am much indebted to Capt. Champaign, to whom I beg to refer you for further information. I have the honour to be, Sir, &c.

E. S. DICKSON.

*Extract of a Letter from Vice-Admiral Dickson, Commanding Officer for the time being of his Majesty's Ships and Vessels, at Yarmouth, to Evan Nepean, Esq. dated the 4th inst.*

Herewith I transmit, for their lordships' information, the copy of a letter from Capt. Temple, of his Majesty's sloop *Jalouse*.

SIR,

*Falouse, off the Texel, Feb. 14.*

I have the pleasure to inform you, that yesterday I captured *Le Jason* French privateer, that morning out of the Texel; she is a brig of 14 guns and 52 men, belonging to Dunkirk. I have the honour to be, &c.

J. TEMPLE.

ADMIRALTY-OFFICE, MARCH 12.

*Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 10th instant.*

ENCLOSED is the copy of a letter from Captain Sir Charles Hamilton, of his Majesty's ship *Melpomene*, which is transmitted to you for their lordships' information.

MY LORD,

*Melpomene, off Brest, March 3.*

I have the honour to inform you, that on the 28th ult. about nine leagues from the Saints, I captured a ship privateer named *La Zele*, mounting 16 guns and 69 men. As soon as I had shifted the prisoners, I went in pursuit of her prize (the *Betsey*, a valuable English brig from Santa Cruz, to Liverpool, and was within a mile of her when she run on shore among the rocks on the Penmarks. I have the honour to be, &c.

C. HAMILTON.

*Extract of a Letter from Capt. Thomas Hamilton, commanding the Sea Fencibles at Margate, to Evan Nepean, Esq. dated the 9th instant.*

I have the honour to acquaint you, that yesterday morning, about ten o'clock, a small cutter was observed boarding two brigs eight or nine miles from the North Foreland. The wind being to the eastward, with a flood tide, prevented the Camperdown cutter, lying in Westgate Bay, from chasing. I sent an orderly dragoon to the admiral at Deal, not knowing the force of the privateer. The moment the capture was perceived, 40 or 50 of the Sea Fencibles pushed off in three boats, and about three o'clock recaptured the two brigs, the privateer having made off.

ADMIRALTY-OFFICE, MARCH 23.

*Copy of a Letter from Admiral Kingsmill, Commander in Chief of his Majesty's Ships and Vessels on the Coast of Ireland, to Evan Nepean, Esq. dated the 2d instant.*

SIR,

PLEASE to inform my Lords Commissioners of the Admiralty, that his Majesty's ship *Melampus* arrived here yesterday evening, and has brought in with her a French ship privateer, named *Le Mercure*, of 16 guns and 103 men, from St. Maloes, which was returning into port after a successful cruise in the Channel. I have the honour to be, &c.

R. K'NGSMILL.

*Copy of a Letter from Admiral Sir R. King, Bart. Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Evan Nepean, Esq. dated the 20th inst.*

SIR,

I have the pleasure to transmit for their lordships' information, a letter I received from Lieut. Worth, commanding his Majesty's hired armed brig *Telegraph*, giving an account of his having captured, off the Isle of Bas, *L'Hirondelle*, a French corvette, carrying 16 guns, 9 and 6 pounders, and 89 men.

I am, &amp;c.

R. KING.

SIR,

*Telegraph Armed Brig, Torbay, March 19.*

I have the honour to inform you, I arrived here at 7 o'clock this evening with *L'Hirondelle* brig corvette, mounting 16 guns, long nines and six pounders, and 89 men, when she sailed from St. Maloes 3 days since, but having captured an American schooner and an English sloop, reduced her complement to 72. I discovered *L'Hirondelle* on Monday morning at day-light 2 miles on the lee-bow, the Isle de Bas, S. E. nine leagues: she immediately tacked and stood towards me: at half past 7, being close alongside, an action commenced, which continued for 3 hours and a half; and after several attempts to board on both

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sides, she being totally unrigged, she struck, and proved to be the vessel above described. Five of her crew were killed and 14 wounded. The Telegraph had 5 wounded. I am proud to say the company of the Telegraph behaved as English sailors always do on such occasions; and to acknowledge the very able assistance I received from Mr. George Gibbs, the master. I shall return to Plymouth the moment the wind will allow me. I have the honour to be, &c.

J. A. WORTH.

*Copy of a Letter from the Right Hon. Lord Bridport, Admiral of the White, &c. to Evan Nepean, Esq. dated the 20th instant.*

Enclosed are two copies of letters from Captain Pierrepont, of his Majesty's ship *Naiad*, which are transmitted to you for their lordships' information.

MY LORD,

*Naiad, Plymouth Sound, March 19.*

I have the honour to inform your lordship of my arrival at this anchorage with the ship I command, in order to land 103 French prisoners, being the crew of a French privateer taken on the 5th instant off the Loire, by the *Naiad* and *St. Fiorenzo*. The *Naiad* has likewise sent into Falmouth a smuggling cutter, laden with tobacco and spirits. I have the honour to be, &c.

W. PIERREPOINT.

SIR,

*Naiad, at Sea, March 5.*

The ship *L'Hereux Hazard* French privateer, mounting 16 sixes and nine-pounders (but pierced for 20 guns), and having on board 94 men, was this day taken by his Majesty's ship under my command. The ship sails very fast. left Nantz only yesterday, and was completely sound and equipped for a cruise of three months. I have the honour to be, &c.

W. PIERREPOINT.

*Sir Harry Neale, Bart. Captain of the St. Fiorenzo, at Sea.*

ADMIRALTY-OFFICE, MARCH 30.

*Copy of a Letter from the Right Hon. Lord Bridport, K. B. Admiral of the White, &c. to Evan Nepean, Esq. dated the 25th inst.*

SIR,

ENCLOSED is a copy of a letter from Captain Countess, of his Majesty's ship *Ethalion*, which is transmitted to you for their lordships' information.

I have the honour to be, &c.

BRIDPORT.

MY LORD,

*Ethalion at Sea, March 6.*

I have the pleasure to inform your lordship, that this day his Majesty's ship under my command captured the Indefatigable privateer ship of Nantz, of 18 guns and 120 men, after a chase of ten hours; she is quite new, coppered, victualled for four months, and had been out one day. I purpose seeing her safe in, and taking that opportunity of getting rid of the prisoners. Yesterday evening we fell in with the *Naiad*, when she captured another privateer of Nantz, of 18 guns, which is the only success we have had since the Anson parted company; but we have had very severe weather. I have the honour to be, &c.

GEORGE COUNTESS.

*Extract of a Letter from Admiral Sir Hyde Parker, Knt. Commander in Chief of his Majesty's Ships and Vessels at Jamaica, to Evan Nepean, Esq. dated the 11th February 1799.*

I enclose a list of the armed vessels taken or destroyed, with the number of merchant vessels taken or destroyed, by his Majesty's ships and vessels under my command, since the last report; and I have the pleasure to state, for their lordships' information, that from the activity of the cruisers, few privateers are at sea.

*Ships and Vessels captured or destroyed by the Squadron under my command, between the 4th of June 1798, and the 10th of Feb. 1799.*

Thirteen privateers and armed vessels, carrying 72 guns, with 580 men, and 120 merchant vessels.

MONTHLY REGISTER  
OF  
**Naval Events.**  
(FROM APRIL 20 TO MAY 25.)

HISTORICAL MEMOIR.

A DUEL some time since took place in France, between Achard, a French lieutenant in the battle off the Nile, who had published some letters on the subject of that engagement, in which he attached blame to Rear-Admiral Lelarge, and the son of the Rear Admiral. On the arrival of Achard at Rochfort, the young Lelarge challenged him, and received a wound, of which he died within two days.

On the 21st ult. his Majesty, the Emperor of Russia, signed the following edict, which was published a few days after :

"Whereas we have remarked for some time past, in the government of Ham-  
burgh, a disposition for the principles of anarchy, and an attachment to the  
forms of the French government, which are destructive of all legitimate power,  
We order that an embargo shall be laid upon all the Hamburgh vessels in our  
ports, and which belong to Hamburgh subjects, and we also order that a return  
shall be made to us of the number of the said vessels which are in each of our  
ports.

"Given at St. Petersburg, March the 21st, 1799,

(Signed) "PAUL."

This edict is certainly a very extraordinary one, and is said to have originated  
in its being understood by His Imperial Majesty that the Hamburghese supplied  
the French with warlike stores and clothing.

The great Commercial Measure of granting permission to the East India built  
ships, to carry the produce of that country to the English market, was officially  
announced towards the end of last year in a Calcutta Gazette Extraordinary.  
This judicious measure is calculated to throw the whole of the export trade  
from India to Europe into the English market, and to render The Port of London  
the emporium of the Commerce of Asia.

Letters have been received by the Sphynx, arrived from the Cape of Good  
Hope, dated in January, by which it appears that the troops at that settlement  
were then constantly on duty. Advice had been communicated from the Go-  
vernor of St. Helena, by the Georgiana packet, that two French squadrons had  
been observed by the Alvarez, of Góa, the one consisting of three large ships and  
two small ones, in latitude 11 S. steering to the eastward, and the other of two  
large ships having a convoy, in nearly the same latitude. The Alvarez continued  
in sight of them for some days, and observed that they repeatedly threw out their  
signals, which they often enforced with a gun. It was supposed at the Cape that  
these squadrons would form a junction, and look into Table Bay, or that they  
meditated an attack; in either of which cases the Government of the Cape had  
ordered the British ships there to moor further in, under cover of the forts.  
From the fine condition of the troops at the Cape, and the great additions to  
the fortifications, little alarm was excited by the above communication. Capt.  
Losack, of his Majesty's ship Jupiter, at the Cape, had ordered a sloop of ob-  
servation to cruise to the eastward, and give information of the course of the  
French squadron.

A copy of the following letter had been circulated in private circles, for  
nearly two months, before its appearance in the public prints; it was shown us  
in confidence, but we could not obtain leave to print it.

*Copy of a Letter from Admiral Nelson to the Governor of Bombay.*

SIR, *Vanguard, Mouth of the Nile, 9th Aug. 1798.*

"Although I hope the consuls who are, or ought to be resident in Egypt have  
sent you an express of the situation of affairs here, yet, as I know Mr. Baldwin  
has some months left Alexandria, it is possible you may not be regularly in-  
formed; I shall therefore relate to you briefly that a French army of 40,000  
men in 300 transports, with 13 sail of the line, 11 frigates, bomb-vessels, gun-

boats, &c. &c. arrived at Alexandria on the 1st of July; on the 7th they left it for Cairo, where they arrived on the 22d. During their march they had some actions with the Mamelukes, which the French call great victories. As I have Buonaparte's dispatches now before me, which I took yesterday, I speak positively: he says, "I am now going to send off to take Suez and Damietta;" he does not speak favourably of either country or people; but there is such bombast in his letters that it is difficult to get at the truth, but you may be sure he is only master of what his army covers. From all the enquiries which I have been able to make, I cannot learn that any French vessels are at Suez to carry any part of his army to India. Bombay (if they can get there) I know is the first object; but I trust the Almighty God in Egypt will overthrow these pests of the human race. It has been in my power to prevent 12,000 men from leaving Genoa, and also to take eleven sail of the line, and two frigates; two sail of the line and two frigates have escaped me. This glorious battle was fought at the mouth of the Nile, at anchor; it began at sun set, and was not finished at three the next morning; it has been severe, but God favoured our endeavours with a great victory. I am now at anchor between Alexandria and Rosetta, to prevent their communication by water, and nothing under a regiment can pass by land. But I should have informed you, that the French have 4000 men posted at Rosetta to keep open the Mouth of the Nile. Alexandria, both town and shipping, are so distressed for provisions, that they can only get them from the Nile by water; therefore I cannot guess the good which may attend my holding our present position, for Buonaparte writes his distress for stores, artillery, and things for their hospital, &c. All useful communication is at end between Alexandria and Cairo; you may be sure I shall remain here as long as possible. Buonaparte had never yet to contend with an English officer, and I shall endeavour to make him respect us.

"This is all I have to communicate, I am confident every precaution will be taken to prevent in future any vessels going to Suez which may be able to carry troops to India. If my letter is not so correct as might be expected, I trust your excuse, when I tell you my brain is so shook with the wound in my head, that I am sensible I am not always as clear as could be wished; but whilst a ray of reason remains, my heart and hand shall ever be exerted for the benefit of our King and Country.

"I have the honour to be, &c. &c.

(Signed)

"HORATIO NELSON."

May 6. Lieutenant Alt, commanding one of his Majesty's schooners, arrived at Portsmouth with an account of the sailing of the Brest fleet, consisting of the following ships:

| Ships.            | Guns. | Commanders.                   |
|-------------------|-------|-------------------------------|
| L'Océan           | 120   | Bruillet, cap. de vaisseau.   |
| Le Republicain    | 110   | Berrenger, idem.              |
| Le Terrible       | 110   | Lecourt, idem.                |
| L'Invincible      | 110   | L'Heritier, chef de division. |
| L'Indomptable     | 80    | Chambon, cap. de vaisseau.    |
| Le Formidable     | 80    | Threhouard, chef de division. |
| Le Zele           | 74    | Dusay, idem.                  |
| La Constitution   | 74    | Derray, idem.                 |
| Le Cisalpin       | 74    | Bergevin, cap. de vaisseau.   |
| Le Watigny        | 74    | Gourdon, idem.                |
| Le Batave         | 74    | Daugier, chef de division.    |
| Le Gaulois        | 74    | Simeon, cap. de vaisseau.     |
| Le Mont Blanc     | 74    | Maistral, chef de division.   |
| Le Redoubtable    | 74    | Monconse, idem.               |
| Le Gemmapes       | 74    | Cosmas, idem.                 |
| Le Duquene        | 74    | Ksranal, idem.                |
| Le Tourville      | 74    | Henry, capitaine de vaisseau. |
| Le J. J. Rousseau | 74    | Bigot, idem.                  |
| Le Dix-Aout       | 74    | Bergeret, idem.               |
| Le Jean Bart      | 74    | Meynu, idem.                  |
| La Revolution     | 74    | Rollant, idem.                |
| La Convention     | 74    | Leborce, idem.                |
| Le Tyrannicide    | 74    | Allemand, chef de division.   |

| Ships                             | Cannons | Commanders.     |
|-----------------------------------|---------|-----------------|
| 1 <sup>e</sup> Censeur            | 74      | Faye, idem      |
| Le Fougueux                       | 74      | Bescou, idem.   |
| Premier commandant, contre-amiral |         | Delmotte.       |
| Deuxieme, idem.                   |         | Idem, Bedoux.   |
| Troisieme, idem                   |         | Idem, Courant   |
| Quatrieme, idem                   |         | Idem, Dordelin. |

Chief de L'Etat-Major, Contre-Amiral Linois.  
Adjudant-General, Chef de division Pailliere.

1<sup>e</sup> Ministre, Lafond, capitaine de vaisseaux; More, capitaine de fregate, adjoints au Ministre

Names of the frigates: la Vengeance, la Cornelié, (yet at Nantz), la Romaine, la Creole, la Bravoure, la Fidelle, la Precieuse, la Scmillante, la Charente, la Fraternité, la Cocarde.

#### CORRESPONDENCE RELATIVE TO THE BREST FLEET.

*Extract of a Letter from an Officer on board the Phaeton at Sea, (May 11) Lat. 49° 58' Long 8° 10' relative to the sailing of the Brest Fleet*

"We are under a press of sail for Ireland, to join Lord Bridport, though we have at present received no new intelligence of either him, or the French. Our squadron is the Stag, Meimart, and Clyde. Upon the first tidings we received of the French fleet being out, we made sail for Ushant, to look for Lord Bridport, but not falling in with him, made the best of our way to Ireland, which we hope to reach to-morrow. A general action will most probably take place. We spoke Rear-Admiral Whithead on the night of the 7th, in the lat. of Ushant. He had four men of war with him."

#### *Extract from the Letter of another Correspondent.*

"The northerly wind which at present prevails is a fortunate event, as it will enable the succours going to Earl St Vincent to cross the Bay of Biscay, and make a quick passage, although the French Fleet have the start of them. If I recollect right, there is a sandy bay near Marthra, to the northward of the rock of Lisbon, and another sandy bay to the southward of the rock, where the French may land their army. Of this I am apprehensive, for if this is effected, Lisbon is but 35 miles distant, the country open, without sufficient troops to defend it. It was the opinion of an officer of high rank in the navy many years ago, that should a war break out with France and Spain, and an alliance take place with Russia and Portugal, to garrison Portugal with 40,000 Russians, that the British fleet might be enabled to keep their station off Cadiz; for without the Tagus being open, he considered it not practicable for our fleet to keep the sea. He had also an idea of attacking Cadiz, and destroying the Spanish arsenal. Lord St Vincent will have a fine field to exert his talents, if the French fleet join the Spanish, after capturing Lisbon, by landing their army near the rock of Lisbon. But should the French fleet boldly push into the Tagus, land their army between Fort St Julian's, and Belum Castle, and then recapture Lord Nelson's prizes, I think it very possible for our fleet to follow them afterwards into the Tagus, and complete their destruction, provided Fort St. Julian's, Belum Castle, and the Bongie Fort, at the entrance, on the South Katchop, hold out. The tide runs so strong in the Tagus, that a ship cannot bring her broadside to bear with a spring, so that the headmost ships of the French may be beat in detail. The Spaniards never will venture out of Cadiz alone, and not until they see the French in the offing from Cadiz, trusting to the tardiness of the Spaniards in venturing out."

#### MR. EDITOR,

Much has been said respecting the extraordinary escape of the French fleet from Brest harbour; and some random insinuations have been thrown out, with a view of attaching censure where none is imputable. The plain fact is this: as soon as the enemy had cleared the mouth of Brest harbour, they were discovered by one of our frigates, La Nymphé. the weather coming on very hazy, the Nymphé's people imagined they saw them bring to under the land, and made a signal to Lord Bridport's fleet accordingly, in consequence of which (a thick



fog immediately succeeding), the two fleets unfortunately passed unperceived on both sides, within half a league of each other. I beg it to be understood, that the mistake on board *La Nympe* was, from the weather, unavoidable.

Yours, &c.

*Plymouth Dock, May 26.*

A REAR-ADMIRAL.

The following correspondence between Commodore Trowbridge, and General Macdonald, is a most curious naval paper, and forcibly shews the haughty temper, and unexampled impudence of the enemy. We have been careful to insert the whole correctly. Commodore Trowbridge, with the humanity and modesty of a British tar, thus addressed his adversary :

“ SIR, *Galloden, April 5.*  
 Having learnt that the French privateer the *Championnet*, a prize belonging to one of his Majesty's vessels under my command, has been driven by bad weather into the port of Castellamare, and having within a little more than a month, released nearly 4000 French prisoners, I hope that your Excellency will set at liberty the midshipman and seven English seamen, now in your power. It is necessary for me further to inform your Excellency, that on the 13th ult. I sent a cartel from Palermo to Nice with 300 French prisoners.

“ It is with real concern I hear, that the effects of our minister, Sir W. Hamilton, are detained in his house at Naples. You, Sir, both as an officer and soldier, ought to know that the property of ambassadors has never been considered as falling within the right of conquest; and I am convinced that what has taken place in that respect has happened without your knowledge. An ambassador is obliged to follow the court to which he has been sent. I beg you to reflect on our conduct towards your consul and merchants at Leghorn, when we took possession of that port.

“ I am also to acquaint you, that I captured, at the Heights of Alexandria, a Monsieur Beauchamp, dressed in the Turkish fashion, on his way to Constantinople as a spy, with secret instructions, and about 600*l.* concealed about him, which I restored to him, from the conviction that it is the duty of all officers to alleviate the miseries of war, which should as little as possible affect individuals, and to treat prisoners with every proper attention. I wish I had it in my power to say, that our officers, soldiers, or sailors, have been treated in that way by the Directory.

“ I trust, Sir, after this explanation, that you will make no difficulty of giving up the above-mentioned midshipman and seamen to my officer, who is charged with the delivery of this letter, and that you will also put into his hands all the English whom you may have in your power. I shall take care to have their names registered, and the officer will give you a receipt for the men whom you shall send back to me.

“ I have the honour to be, with great respect,

“ Your very humble and obedient servant,

“ T. TROWBRIDGE.”

“ SIR,  
 The crew of the small vessel which was forced into Castellamare by bad weather, are still performing quarantine; but as soon as the officer for health shall declare there is no danger in opening the communication with them, I shall give the necessary orders for sending them on board your squadron.

“ Your officer, who brought your letter, has been enabled to satisfy himself that your minister has left nothing here but the walls of his house; at least it was found in that state on the conquest of Naples.—You, Sir, who are so well versed in the rights of nations, should put the *Ex-King* of Naples in mind of them, who now keeps in chains, without any reason or motive, the vice-consul of the French Republic.

“ I beg, Sir, you will be satisfied that your prisoners are treated with all the attention and care which misfortune and humanity prescribe. I wish I had it in my power to say as much in favour of the agents of your government, and of you in particular.

“ I am, Sir, with respect, &c.

“ MACDONALD.”



A court martial was held at Portsmouth, May 14, on board his Majesty's ship *Gladiator*, for the trial of the Right Hon. Lord. Augustus Fitzroy, captain of his Majesty's ship *Sphinx*, for disobedience of orders and misconduct, in not bringing home, under his convoy, the East Indiamen and other trade belonging to the East India Company lying at St. Helena. The Court was composed of Sir Roger Curtis, Bart. Captains Pickmore, Sir Thomas Williams, Legge, King, Larcom, Rogers, Payne, Western, Lukin, Hardy, Lawrie, and Paget; and, after having heard read Commodore Losack's orders, and a long correspondence between his Lordship, Governor Brooke, and the captains of the several Indiamen, the Court, after a most animated defence from his Lordship, sat in deliberation upwards of three hours, and ordered that he should be dismissed from his present ship.

May 18, was launched at Woolwich, the *Amazon*, a fine frigate of 38 guns, This ship was named after the one lost on the coast of France.

Southampton, May 25. We are sorry to state the loss of his Majesty's schooner *Les Deux Amis*, of 16 guns, Wilson, master, bound from Jersey to Portsmouth. The weather being hazy and thick, she struck in the night of 23d on a sunken rock at Grange Chine, back of the Isle of Wight, at which place the General Goddard Indiaman was lost a few years ago. Her masts were cut away, and every means were used to get her off; but the gale increasing, all endeavours proved in vain.

Messrs. D'Auvergne and Lempriere, and Matthew Gosset, Esq. (Viscount of the Island of Jersey), together with the captain and crew, with difficulty saved their lives; the sea running very high, and they being exposed in a very small boat. The peasantry, on their reaching the shore, began plundering whatever they could get hold of: and had it not been for Capt. Green, and the officers of the North Hants, who, on the first intimation being given them of the plundering inhabitants, immediately lined the coast with a strong detachment, nothing would have escaped from the hands of these inhuman wretches.

May 26. We have been favoured with the following extract of a letter from an officer on board the *Dedalus*, of 32 guns, relative to the capture of *La Prudente* French frigate, on the 3d of January last in the East Indies:

"We had been in sight of the French ship for three days; nor did it appear she meant to avoid us, as her force was much superior. We brought her to action at half past eleven, P. M. on the 3d of January. She had many soldiers on board, and their musketry was very annoying; she seemed so determined to dispute the contest, and her metal was so heavy, that though we were close on board for twenty-five minutes, she did not seem inclined to wear: at a quarter past twelve we succeeded by a judicious manœuvre; we let her run a cable ahead, and fell on her starboard quarter. This succeeded: we drove in her counter, and boarded her at the same time with such promptness, that she hauled down her colours."

Last week about fifty French prisoners in Porchester Castle were detected in an attempt to escape, by undermining the walls.

The Duke of Northumberland last week sent a donation of 20*l.* to be distributed among the widows and children of such of the seamen belonging to the parish of Tynemouth as perished in the late tremendous storm on the coast of Durham and Newfoundland.

Captain Joseph Huddart, formerly of the Royal Admiral East-Indiaman, has invented a machine, for the purpose of constructing cordage upon a plan highly approved of, by which the different *strands* are capable of resisting additional strains in the proportion of three to two.

Last Monday a melancholy accident happened on board the *Melceager* frigate, of 32 guns, lying in Portsmouth harbour: as two seamen were employed in cleaning out the magazine, their light by some accident communicated to the powder, which instantly exploded and blew them to atoms. Fortunately the quantity of powder was but small, otherwise the whole ship must have been blown up.

# PLYMOUTH REPORT, FROM APR                      MAY 21.

23. WIND N. W. Cloudy. Arrived *La Nymphé*, 36 guns, Captain Frazer. Also the *Nymphé*, American letter of marque, of 14 guns, captured after a very gallant action by a French corvette of 16 guns, and re-captured by the Fish-guard, 48 guns, Captain T. B. Martin. Arrived the *Echo*, of Poole, for Newfoundland, with coals, salt, &c. taken by a French privateer, and retaken by the mate and a boy of twelve years old, who seized the helmsman, forced him below with two French seamen, battened them down, and brought them safe into this port. Two of the Commissioners of his Majesty's Victualling Office, Somerset Place, arrived here this day to inspect the Victualling Office cooperage and South Down brewhouse.

24. Wind N. W. Fair. Went down into Cawsand Bay the *Ramilies*, 74 guns, Captain Grindall. The *Fiorenzo*, 44 guns, Sir H. B. Neale, in her late cruise, fell in with two heavy razees; having made the private signal, which was not answered, Sir H. Neale luffed up, gave them his whole broadside with effect, and bore away, the astonished Frenchmen never attempting to follow him.

25. Wind N. Fair. Went into Cawsand Bay the *Robuste*, 74 guns, Captain G. Countess. Also into the Sound, the *Nile*, 20 guns, Lieutenant Argles; she goes to the eastward soon. Letters from Lord Bridport, dated the 20th instant, off Ushant, state that the fleet was all well, but had met with blowing weather. Passed by to the westward a large fleet. Arrived from Spithead, the *Phoenix*, 44 guns, Captain Halshed.

26. Wind N. Fair. Arrived from a cruise the *Danae*, 24 guns, Lieutenant Proby. Went into the Sound the *Telegraph*, 18 guns, Lieutenant Corsellis.

27. Wind N. Fair. This day Admiral Sir T. Paisley, Bart. gave a grand dinner to General Grenville, the field officer, and the captains of the fleet at this port, at Cowley's, Crown Hotel, Dock.

28. Wind N. Fair. Passed by a large fleet to the westward. Came in the *Havock*, 18 guns, Captain Bartholomew, with two French brigs, and a Danish Indiaman, the *Zealand*, from Tranquebar for Copenhagen. Sailed for Guernsey *La Railleux*, 18 guns, Captain Rayner.

29. Wind S. S. E. Fair. Orders came down for the *Fiorenzo*, 44 guns, Sir H. B. Neale, to set up her rigging in the Sound. She began stripping this day. Went up the harbour, *La Pomone*, 40 guns, Captain Reynolds, to refit. Arrived from Rotterdam for St. Andero, the *Zum Gutten Ensbrick*, Wevers, detained by the Constitution cutter; also the *Spitfire*, 20 guns, Captain Seymour, from Isle Bas for orders, and a convoy from the eastward. Sailed for Falmouth the *Telegraph*, 18 guns, Lieutenant Corsellis, with a convoy. *Megara*, 18 guns, Captain White, on a cruise.

30. Wind S. S. E. Fair. Last night late arrived the *Dolly* cutter, Lieutenant Watson, with dispatches from Lord Bridport to Admiral Sir T. Paisley, containing an account of the French fleet having in a thick fog put to sea, and eluded the vigilance of Lord Bridport. On her arrival Admiral Paisley, with his usual vigilance, sent for all captains, and the utmost activity pervaded every naval department. The women were all sent on shore at two o'clock, A. M. The officers visited all the houses at North Corner, called out of their beds all the seamen and marines on shore on liberty. At three A. M. they were sent off in boats in high spirits, on hearing the French fleet was out; cheering and huzzaing till they got on board their respective ships. Arrived the *Fowey* cutter, Lieutenant Danby, from Lord Bridport, with dispatches antecedent to the *Dolly's*. The *Fowey* sprung her boom. This morning the crew of the *Bellona*, 74 guns, Captain S. T. Thompson, sitting in Hamoaze, got on board all her guns and powder, the crew having worked all night to get her ready: an astonishing proof of the activity of British Seamen. Lord Bridport's orders

are for all ships to rendezvous off Cape Clear. The signal for the enemy's fleet being out in force has been flying at the Telegraph Post, Maker Heights, since day-break, to alarm the different signal posts on the coast.

*May 1.* Wind S. W. Showery. Passed up with a frigate a convoy for the eastward. Mr. Whitford took an inquest on Mr. Monday, surgeon's mate of the *Bellona*, 74 guns, Sir T. Thompson, who in a fit of despondency cut his throat so dreadfully, that though every assistance was rendered him, he expired at the Royal Naval Hospital yesterday. Verdict, lunacy. By the unparralleled exertions of Sir T. Thompson, and the officers and crew of the *Bellona*, 74 guns, fitting in Hamoaze, she was got ready for sea, and this afternoon went into Cawsand Bay. Arrived the *Spitfire*, 20 guns, Captain Seymour. She lay to for orders, which having received, she went down Channel.

2. Wind variable. Arrived the *Telegraph*, 18 guns, Lieutenant Corsellis, from a cruise. She brought in a Danish dogger, supposed to have French property. Sailed the *Ramilies*, 74 guns, Captain Grindall, and *Robuste*, 74, Captain Countess, to join Lord Bridport. Arrived the *Fishguard*, 48 guns, Captain Martin, from a cruise.

3. Wind S. E. Cloudy. Mr. Winchester, Admiralty messenger, arrived with an answer to Lord Bridport's dispatches, on horseback from London, in only twenty two hours and an half. He rode in a chaise only two stages. Arrived from the Westward the *Nile*, 20 guns, Lieutenant Argles, and *Adventure*, from Guernsey. Also Chapman armed ship, with a convoy from Milford.

4. Wind E. Sailed with dispatches for the fleet, the *Telegraph*, 18 guns, Lieutenant Corsellis. Arrived *Dans Heuffnung Brunck*, from Morlaix, detained by the Hind cutter, Lieutenant Bray.

5. Wind S. E. Blows a gale. Arrived in Cawsand Bay from Spithead, the *Royal Sovereign*, 110 guns, Admiral Gardner, Captain Bedford; the *Canada*, 74, Sir J. Saumarez, Bart. and *Repulse*, 64, Captain Alm. The *Canada*, 74 guns, Honourable De Courcy, in the gale this morning, dragged her anchors; but spare anchors and cables being sent from the dock yard, she soon resumed her former station.

6. Wind E. N. E. Fair and moderate. Arrived at two P. M. off the Sound, and lay to, the *Queen Charlotte*, 110 guns, Rear-Admiral Whitshed, Captain Irwin. She made a signal for several ships in Cawsand Bay, and fired a gun. On which the following men of war got under weigh and joined her at seven o'clock, P. M.—*Bellona* 74, Captain 74, *Defiance*, 74, *Repulse* 64, *Phoenix* 38, and *Ethalion* 38. At eight P. M. the whole stood down Channel with a fine blowing wind at E. N. E. The *Henry Stewart*, 14 guns, is now fitting here for Leith, for a yacht to take on board eight persons of fashion of Scotland, who are going to make a voyage to explore the Orkneys, the Hebrides, the Isles of Shetland, Iceland, and Greenland, and the Baltic. The vessel is completely fitted up with all kind of accommodation, and has a letter of marque.

7. Wind E. N. E. Calm. Sailed the *Fowey* cutter, for Cawsand Bay, to be under the command of Admiral Gardner. Remain in Cawsand Bay the *Royal Sovereign*, 110 guns, Admiral Gardner; *Formidable*, 98; *Atlas*, 98; *Canada*, 74; *Saturn*, 74; *Triumph*, 74.

In the Sound—*Magnanime*, 44 guns; *St. Fiorenzo*, 40; *Fishguard*, 48; *Uranie*, 44; *Danac*, 24; *Triton*, 32.

In Hamoaze—*Cambridge*, 84 guns; *La Loire*, 50; *Amelia*, 44; *Pomona*, 40; *La Nereide*, 36; *Unicorn*, 32; *Proselyte*, 32; *Thisbe*, 28; *La Voltiguer*, 18; *L'Atalante*, 16; *Sylph*, 18 guns; *Sea Gull*, 18; *Volcano* bomb; *Conquest* and *Attack* gun brigs; *Nimble* cutter; *Spider* and *Speedwell* schooners, *Cock-chaffer* lugger.

Between Island and main—*Speedwell* lugger.

In dock—*Windsor Castle*, 98 guns; *L'Immortalite*, 44; *La Decade*, 32; *La Constance*, 24; and eight prison ships.

8. Wind E. N. E. Rain. Arrived the *Black Joke* lugger, with a *chasse marée* advice boat, with dispatches for the French fleet, which were saved and sent on to Lord Bridport, but it is feared it is a decoy to deceive his Lordship with respect to the real destination of the French fleet. Arrived the *Hind*

cutter, with a *chasse marée*, laden with salt. Arrived from off Corunna the *Indefatigable*, 44 guns, Captain Curzon. She fell in with, and dodged two days, five Spanish ships of the line and two frigates. On her return she spake the *Childers*, 14 guns, Captain Crawford, dispatched by Lord Bridport to Earl St. Vincent, with the account of the sailing of the French fleet. Captain C. communicated the above information to Captain Crawford. Sailed the *Iriton* 32 guns, Captain Gore, for the fleet, and the *Howey* cutter, Lieutenant J. Deiby, with dispatches for Lord Bridport.

9. Wind S. W. Cloudy. Orders came down for the *Formidable*, 98 guns; *Canada*, 74; *Triumph*, 74; and *Saturn*, 74, to victual six months for foreign service. Arrived the *Spitfire*, 20 guns, Captain Seymour, with a smuggling lugger called the *Providence*, having a cargo of 900 ankers of spirits, and twenty-six bales of tobacco. The *Spitfire* last Sunday spake a *Dane*, the master of which says, on the 30th ult. he was brought to by the French fleet in lat 46. long 9 steering the southerly course. There were 16 of the line and 10 frigates and corvettes full of troops. On the next day he saw a line of battle ship, and a corvette full of troops, steering the same course.

10. Wind S. W. Sailed last night the *Royal Sovereign*, 110 guns, Admiral Gardner, and the *Atlas*, 98, Captain Jones for the fleet; and this morning the *Atlas*, 98 guns, returned, having carried away her main top-mast, close to the cap of the cross trees.

11. Wind S. Cloudy. A lurking, lingering, kind of fever has broke out in the *Saturn*, 74 guns, Captain Totty, fitting for sea in Cawsand Bay. The first lieutenant, boatswain, and 140 seamen and marines, are now in the Royal Hospital for cure. As very exaggerated accounts are in circulation respecting the fever, it is necessary to state facts. The ship's company, under the direction of Captain Totty and his officers, have been very active in getting the ship ready for sea at this critical period. Some of the water, it appears, has been found bad. The symptoms are, pain in the head, nausea, and violent pains in the back, but there are not at present any cases particularly dangerous, therefore it is to be hoped this ship's company will be soon restored to its usual vigour and health.

#### NAVAL MONUMENT.

*In Stoke Church Yard, near Plymouth Dock,*

Erected by the ship's company of the *Mars*, 74 guns, Captain Hood, in memory of two of their comrades who died of their wounds in the glorious action betwixt the *Mars* and *L'Hercule* in April 1798, in the Royal Naval Hospital, Plymouth.

"This monument,

"To the memory of James Hinde, aged 30, and John Fitter, aged 24, seamen, who died of the wounds they received in the glorious action between the *Mars* 74, and *L'Hercule* 74, French man of war, 21st of April 1798, in defence of their King and Country, is erected at the sole expence of the ship's company, as a tribute of regard for their deceased companions in arms."

12. Wind S. W. Fair. Sailed last night the *Atlas*, 98 guns, Captain Jones, *Formidable*, 98, Captain Thoinborough; *Canada*, 74, Honourable Captain de Courcy, *Triumph*, 74, Captain Secombe; the *Spitfire*, 20, Captain Seymour, and the *Lady Duncan* lugger, to join Lord Bridport's fleet. Arrived under a press of sail from sea, the *Iriton* frigate, Captain Gore. She lay to the whole day, with her three topsails sheeted home to the mast, and at single anchor and hove short. It was supposed she brought some news, but it appears Captain Gore had looked into *Arctur* harbour, and saw only a guardship and a corvette.

13. Wind N. N. W. Fair. Sailed a cartel for Morlaix, escorted off the *Edystone* by the *Betsey* gun boat, with 150 French prisoners; also the Chapman armed ship, with a convoy for Milford. Hove in sight from the S. W. quarter of the sound, three line of battle ships. They stood on and off the whole day, but at two P. M. they cleared *Perlie Point*, and stood large to the southward.

14. Wind N. N. W. Cloudy. Sailed on a cruise to the westward, the *Indefatigable*, 44 guns, Honourable Captain Curzon.

15. Wind N. Cloudy. Arrived a cutter from Lord Bridport's fleet, which she left on Friday last, all well off Cape Clear. The following French officers are now in the French fleet lately sailed from Brest, viz. Contre Admiral Lannoi, taken the 1st of June, 1795, and the 23d of June, 1795; Capt. L'Arretion, taken in L'Hercule, 74, by the Mars, 74, commanded by the lamented Capt. Hood, who gloriously fell in that gallant action; and Capt. Bergenet, of La Virginie, 44, captured by the Indefatigable, 44, Capt. Sir E. Fellow, Bart. This latter officer was buried under the much lamented Admiral du Bailli's coffin, in the East Indies last war.

16. Wind S. W. Cloudy. Sailed with a convoy, for Cork, the Havick, 18 guns, Capt. Bartholomew. Arrived a Danish ship, the Copenhagen, for Altona, stopped and sent in by the Clyde, 44 guns, Capt. Cunningham. She beat to windward through the Bay of Biscay, but saw nothing of the French fleet, though directly in their track. Remains in Cawsand Bay, the Saturn, 74 guns, Capt. Lotty, the only line of battle ship in the port, except the Cambridge flagship, a circumstance scarcely ever remembered before. In the Sound, Fishguard, 48 guns; Fiorenzo, 40; Triton, 32. Arrived from Bourdeaux, Lieut. Clarke, late of the Argus lugger, captured and burnt by La Vandemaigne French privateer, on her passage from Jamaica, at his father's house at Cawsand; his sudden arrival so affected his mother, an aged lady of 75, that she literally died in a few hours of excessive joy.

17. Wind S. W. Cloudy. An Admiralty messenger arrived in only twenty-one hours, with dispatches to the care of Vice Admiral Sir T. Paisley, Bart. which were put on board the Triton, 32 guns, Captain Gore, and she sailed directly, supposed for the Straits.

18. Wind S. W. Rain. Arrived from a short cruise, the Urania, Captain Towry. Went down into the Sound, the Atalanta, 16 guns—Arrived, the Hind Revenue cutter, Lieutenant Gray, with the Lottery Smuggler, having on board 400 ankers of spirits. She threw overboard 200 ankers in the chase.

19. Wind S. W. Hard rain.

20. Wind S. W. Rain. Sailed the Atalanta, 16 guns, on a cruise.—Arrived from town, Captain Sir H. B. Neale, as the Fiorenzo is fitted for sea, as soon as the Amelia, 44 guns, Hon. C. Herbert, is ready. The Fiorenzo, 44 guns, Fishguard, 48 guns, and Amelia, 44 guns, sailed on a cruise to the westward.

21. Wind S. W. Rain. This morning the Lady Duncan lugger arrived from a cruise.—Arrived the Princess Royal, of Cork, for this place, with provisions from the Victualling Office. The remainder of the convoy passed up; also a frigate under a press of sail.

#### NORTH AMERICA.

The Constellation and Insurgente frigates captured a French privateer, of 18 guns, and 150 men, by the following manoeuvre:—The frigates approached each other off Guadaloupe in opposite directions, and commenced an apparently furious combat, the Constellation under American, and the Insurgente under French colours. The people on shore, anxious for the fate of their countrymen, dispatched the privateer to their assistance; she soon discovered the *ruse de guerre*, and struck without contest.

About the middle of March last, General Desforneaux's secretary arrived at St. Kitt's for the purpose of inducing Captain Truxton to restore the Insurgente. He told him that if she was not delivered up immediately, the general would give orders to the French cruisers to capture all American vessels without discrimination. Captain Truxton coolly answered, that he had acted in perfect obedience to the orders of his government, and that no threats would induce him to disobey them. The Frenchman used promises, intreaties, and imprecations, but in vain; when finding Captain Truxton inexorable, he left him muttering as customary—*Vengeance! and the Great Nation.*

On the 2d of March, President Adams communicated to the American Congress a list of the private armed vessels of the United States, for which com-

missions have been issued since July last : they amount to 365, carrying in all 2783 guns.

*New-York, April 1.* An engagement has unfortunately taken place between an American ship and a British privateer. It arose from a supposition that she was French; both from her captain being an Italian, as well as from the mixture of the crew. The vessels were of equal force; and had it not been for the discovery of their being English, a longer and more decisive contest would probably have ensued. The privateer lost three men. When the ship was boarded they appeared much exasperated, from being treated so harshly by those they esteemed their friends. Captain Decatur's interference has placed this action in a proper point of view; after two days detention, the *Cygnets* was restored to the captain, who safely arrived at New-York on Saturday.

The Tribunal of Commerce of Dieppe has ordered the restitution of the American ship the *Elizabeth*, Capt. Chandler, coming from Lisbon; the captors also are to pay damages and interest. This shews how anxious the French at this moment are to conciliate the Americans.

An American armed sloop brought up opposite Greenwich on the 12th, and displaying her colours, saluted the Royal Hospital with 21 guns.

The trade of Philadelphia is rapidly on the decline. In 1796 the number of clearances from that port were 1692; in 1792 they decreased to 1293; and in 1798 were under a thousand.

The American Naval Force at present in the West Indies comprises twenty frigates and sloops.

#### PRESENTATIONS.

(FROM APRIL 20 TO MAY 29.)

CAPTAIN Murray, on his promotion, by Sir James Pulteney.

Admiral Calmady, on his promotion in the navy.

Captain Frazer, of the navy, on promotion, by Lord Hugh Seymour.

Admiral Lord Duncan, previous to his taking the command of the North Sea squadron.

Captain Duval, an officer sent by Lord Nelson to India with the news of the victory, was presented, by Lord Hood, on his promotion.

Admiral Thomas and Captain Lambert, on their promotions.

#### APPOINTMENTS.

MR. CHERRY has retired from the Victualling Board, and Mr. Harrison, Lord Spencer's private Secretary, succeeds to his situation.

Lord Augustus Fitzroy, who commanded the *Imperieuse* frigate, came home passenger in the *Sphinx* from the Cape. Captain Rowley has succeeded him.

Lieutenant Duval, arrived from Bombay, to which place he was sent by Lord Nelson with an account of his victory, is appointed to the rank of Master and Commander.

Captain John Cooke (first) is appointed by the Lords of the Admiralty to the command of the *Amethyst* frigate, lately launched at Deptford.

Lord Hugh Seymour is appointed to the chief command of his Majesty's ships on the Leeward Island station, in the room of Admiral Harvey.

#### MARRIAGES.

Captain John Bull, of the *Grantham Packet*, to Miss P. Powell, of Truro.

At Walcot Church Bath, N. P. Prothery, Esq. of the Royal Navy, to Miss Lea, daughter of J. Lea, Esq. of Upper East Hayes.

On the 27th of April, at St. George's Hanover Square, Lieut. G. H. Guyon, of the Marines, to Miss Lucinda Langford, second daughter of the late Rev. C. Langford, of Great Massingham, Suffolk.

# THE Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM APRIL 19 TO MAY 24.

THE Lyon, late Brown, from Figuiera to Newfoundland, has been taken by a Privateer, retaken the 12th March, by the Thamez Frigate, and arrived at Dartmouth.

The Alce, Nicholas, from London to Trinidad, is on shore on Marine Sands, and full of water.

The Brive Armed Luggie was run down off Beachy Head, on 22d instant, by the Echipe Trinidad, of Shields People saved.

The Three Friends, Wilson, from Barnf to London, is taken and carried into France.

The William, Rowell, from Newry to London, has been taken by a Privateer, by the Attack Gun Vessel, and brought into the Downs.

The Fortitude, Cowey, with sails, for Inverness, and the Eagle, Allen, with sails, bound to London, have been captured by a Privateer, since retaken and arrived at Yarmouth.

The Jong Jarmut, Vanderpluis, from Rotterdam to Scotland, is brought into Shields by a Privateer.

The Peace, Concious, from Lathmore to Leghorn, is taken and carried into Algaziras.

The Prince of Wales, Hendy, from Galway to Cork, founded Crew saved in the Penguin Sloop of War.

The Humility, Waters, from Cornwall to Leghorn, is taken by the French off Leghorn.

The Success, —, from Plymouth to Liverpool, is lost in Mount's Bay.

The Bacchus, Halbins, from Shields to Hambro', is taken by a Privateer and since lost.

The Vow Atti bell-pur, Alberts, from Dart to Newcastle, is sent in to Yarmouth by the North Sea Fleet.

The Caroline, Ellis, from St Michael's to London, founded at Seely Crew saved.

The Amelia, Marquis, fled from Charleston about the 20th December last, for Clyde, and has not since been heard of.

The Saratoga, Lindsay, failed from Charleston in November last for London, and has not since been heard of.

The Expedition, Fitzpatrick, from Dublin and Cork to Jamaica, was taken the 14th of February, near Barbadoes, by the Courageux Privateer, and carried into Guadaloupe.

The Flora, —, from London to Newfoundland, and the William from Martinique to Liverpool, taken by L'Eole Privateer and sent into Rochelle.

The Peggy, from Lisbon to Dublin, taken by Le Cerbere Privateer and sent into Camarua.

The Trusty, Proule, from Poole to Newfoundland, has been taken by a French Privateer, and retaken by a Jersey Privateer.

The Charles and Henry, Bully, from Plymouth to Hambro', is lost on the coast of Holland.

The Neptune, Perry, from London to Stockton, is taken and carried into Bergen.

The Jonge Berend, Claafon, Ocken, from Newcastle to Norden, is carried into Ostend, and condemned there.

The Vow Clazina, Blom, from Dover to Lisbon, is lost on Figuiera Bar, after being captured by a Privateer.

The Friends Goodwill, Bulwools, from Albro to London, is taken off Harwich, by a Luggie Privateer.

The Hope, Melimby, from London to Fayal and New York, was taken the 14th January, by a French Privateer.

The Caroline, Cook, from London to Charleston, is taken and carried into Tenerife.

The Betty, Wilson, from Liverpool to London, and the Four Sisters, Po-afon, from Chichester, were captured off the South Foreland, on the 11th instant, by a Privateer of 14 G. retaken by the Eugene Ship, and brought into the Downs.

The Grimaldi, Branford, from Lisbon to London, is captured and taken into Vigo.

The Peggy, Davidson, from Virginia to Falmouth, and a Market, is captured by Le Grande Decide Privateer, and carried into Gujo.

The Harriot, Ryndols, from London to St Michael's, was captured the 15th March, by Le Fole Privateer, and burnt.

The Doves, Haywood, from Lisbon to Halifax founded 9th November Crew saved, and carried to Baltimore.

The Amazon, Ba non, from Charleston to Surinam, is taken by a Privateer, after an engagement of five glasses.

The Ranger, —, from Shetland to Bergen, is taken by the Dragon Privateer, and carried into Bergen.

The Fame (American) from Honduras to England, and a Market, is taken and carried into Bayonne.

The Lydia, Kellert, from Lancaster to Hambro', is taken near Beachy Head, and carried to Calais.

The Carolina, Malcolm, from Savannah to London, is taken by a Privateer, and carried into Bourdeaux.

The Penelope Nicholas, from Falmouth to Lisbon, has been taken by a Privateer, near the Rock of Lisbon, retaken by the Fio a Frigate, and arrived at Lisbon.

The Hibernia, Smithwick, from St. Ube's to Baltimore, is lost on the Coast of America.

The Mary Campbell, of Glasgow, is captured by Le Determination Privateer of Bourdeaux.

The Lark, —, from Poole to New Foundland, is taken by the Mais Privateer, and burnt.

The Neutrality, Dawson, from Liverpool to Savannah, is taken by the French, and carried into Bourdeaux.

The Triton, Liburn, from London to Sierra Leone, is captured by Le Cultra French Privateer, and carried into Vigo.

The Apollo, Lee, from Lynn to Oporto, is taken by the Mars Privateer, and carried into Corunna.

The Lord Hawke Privateer, Captain Neale, is taken by a Privateer of 18 G. and 180 men, and carried into Falage.

The Chesterfield Facker Jones, from New York to Falmouth, is captured near the Channel, by Le Mars Privateer, of 16 G. and 240 men, and carried into Cotunna.

The Admiral Kingmill, Burk, from Jamaica to London; the Recovery Phillips, from Al to Liverpool, the Mary, Perkins, from —, to Charleston, and Fanny, Hackett, of Whitehaven, are captured by La Courageux Privateer, of 28 G. 214 men, and sent into Falage, the captains are arrived at Poole.

The Foll Carey, —, from Virginia to London, is taken by the Hereafe Speculator Privateer, and carried into Grenville.

The Active, Ford, from England to Newfoundland, is taken by a French Privateer. Some of the crew landed at Torbay.

The Lion, Artwood, from Martinique to New London, is put into Bermuda damaged. The Adventure, Nesbit, from Philadelphia to Sligo, put into Bermuda leaky. The Henry and Eliza, Wells, from North Carolina to Jamaica, is put into Bermuda with loss of fore mast, and other damage. The two former ship, condemned.

The Alcehus, trigate, with the last India Fleet, were well off Madeira 15th April.

The Hygea, Pawlon, from St. Thomas's to Lancaster, the Goodintent, Boog, and Margaret, killock, from Greenock to New Providence, the Goodintent, Northcott, from Greenock to Quebec, and Caroline, —, from Liverpool to Newfoundland, are captured by the Bourdelais Privateer, of 22 G. 10 lat 52 $\frac{1}{2}$ , long 19.

The Jeanne, Watt, from Jamaica to Clyde, is taken and carried into Falage.

The Eleonora, Boye, from Hambro' to Philadelphia, is taken and carried into Rochelle.

The Jean, Norris, of Dundee, with barley, for Dublin, the Elizabeth, Macdon, of Aberdeen, and the Jane and Mary, Watt, of ditto, are captured by La Delle Schooner Privateer, of Du Kirk, and carried into Arigen.

The Admir Nelson, Young, from London to Dominica, is captured in the West Indies.

The Swan, Wachen, from Yarmouth to Plymouth, is taken and carried into Calais.

The Madona Calamotri, —, from Constantinople to Talamock, founded at sea.

The Delight, Berme, from London to Peterhead, is taken and carried into Sogendahl in Norway.

The Mary Hunter, from Clyde to Charleston, and the Mary Campbell, from Clyde for New Providence, are captured and carried into Falage.

The Martha and Ann, Gailand, from Lynn to Emfworth, was stranded on the Kentish Knock 21st inst. Crew lived. Also a Collis Erie, name unknown.

The Fox, —, from Charleston to Buboos, was captured on the 7th April, by La Courgeux French Privateer.



# APPENDIX.

NO. VI.

## ADDITIONS AND CORRECTIONS. \*

NO. I.

**PAGE 1**, add, "eldest daughter to the Baron Kilmanseck," and afterwards "Sophia Charlotte, the Baroness Kilmanseck, of the house of Offlen, was sister to the celebrated Countess of Platen, of the German Empire. On the death of her husband in 1721, she was created Countess of Leinster, in the kingdom of Ireland," &c.

**Page 3**, line 10, for "by Adm. Sir C. Ogle," read, "from Admiral Sir Chaloner Ogle's fleet."

**Page 4**, line 7, add, "since I have been brought down, I have received," &c.

**Page 6**, line 10, for "Admiral Holburne," read "Captain."

**Page 21**, note, dele, "and struck to the Russel." We have been informed by an officer, who was in the action of the 1st of June 1794, that the Revolutionaire did not strike to the Russel, or any other ship, on the 28th of May, nor was Captain Parker detached from the fleet with that ship. We state this as is our duty, yet still differ in opinion from this officer; the Revolutionaire certainly came under the Russel's stern. There is no point in which sea officers are more liable to be deceived, than in what passes on board different ships, during an action, or in what relates to their manœuvres. Owing to the smoke, and their respective situations, and various other causes, difference in opinion will generally arise. We shall however always respectfully attend to this difference, whenever it is communicated to us.

In the dimensions given of the French ships, the comma between the feet and inches is omitted; it should have been inserted thus:

| Ships Names.      | Guns. | Length of | Length of | Breadth.  | Depth in Hold. | Tons. |
|-------------------|-------|-----------|-----------|-----------|----------------|-------|
|                   |       | Gun Deck  | Keel.     |           |                |       |
|                   |       | Feet. In. | Feet. In. | Feet. In. | Feet. In.      |       |
| Sans Pareille -   | 84    | 193,7     | 159,0     | 57,6      | 23,4           | 2247  |
| Le Juste -        | 84    | 193,7     | 159,6     | 50,3      | 22,6           | 2144  |
| L'Amerique -      | 84    | 182,0     | 149,0     | 48,7      | 21,7           | 1884  |
| L'Impétueux -     | 84    | 182,0     | 149,1     | 48,8      | 21,8           | 1878  |
| Le Northumberland | 74    | 178,3     | 145,4     | 48,3      | 2,1            | 1801  |
| L'Achille -       | 74    | 178,0     | 145,6     | 48,2      | 21,2           | 1799  |

**Page 68**, after "OBSERVATIONS ON THE MONSOONS," insert, "From the Bombay Calendar."

**Page 86**, for "Colussus," read "Colossus; and add in the last line, after "with a pilot on board" as follows, "for some time was supposed to have foundered, but at length arrived safe at Plymouth."

**Page 87**, for "Captain Plampin is appointed," read, "re-appointed."

**Page 88**, dele the account of Captain Brown's death, one more correct being in the 2d number. The Yarmouth Hulk, from whose side Lieut. Branstons fell, was lying in Hamoaze. For "Capt. G. Cockburne," read "Lieut. George Cockburne." For "Thomas Watkinson Payler, Esq." read "Watkinson."

Captain Waller (page 88) was stated, according to the account published in the Public Prints, to have died walking the quarter deck.—His Correspondent assures us, is an error. "This officer was taken in a fit, during dinner; on the third day he was set on shore at Cove, and died on the second day after landing."

### STATE OF THE ROYAL NAVY, NO. I.

ROYAL SOVEREIGN—for "Capt. Bedford," read "Bedford."

IMPREGNABLE, 90 G.—for "commanded by Captain Westcott on the 1st of August 1798," read "on the 1st of June 1794."

Ships in the action of the 1st of June 1794, not mentioned, as such, in the above Statement:—Cæsar, Gibraltar, Brunswick, and Tremendous.

\* Some of these additions have been inserted since the first impression of our work.



The Irresistible, stated to have been in that action, is a mistake. The Ramillies also was not commanded on that day by Capt. J. Harvey. The Agincourt was in the action of October 11, 1797.

MONARCH, 74 G.—A correspondent has sent us the following anecdote respecting this ship:—"The Monarch, commanded by Captain F. Reynolds, now Lord Ducie, was ordered in the evening on which St. Eustatia was captured (1781) with the Panther and Cybele, to proceed after a Dutch convoy which had sailed three days. On the following morning he had the pleasure to see the convoy at day-break; and after a short action, the Dutch Admiral's flag struck to the Monarch, Captain Reynolds being the senior officer. Admiral Lucas at the Cape also struck his flag to the Monarch in 1796, as did the Vice Admiral of the Dutch fleet on the glorious 11th of October 1797, so that the Monarch has had the honour of capturing three Dutch Admirals.—the first was killed in action, and the last died in London of his wounds."

## NO. II.

Page 89, second paragraph, add, "Sir Charles Knowles was the natural son of Charles Knowles, Earl of Banbury, great grandfather to the present Earl, by a French lady of rank, and uncommon beauty, whom he seduced. Circumstances made her case to be pitied, and she was much noticed by Lord and Lady Wallingford. Admiral Knowles was a most dutiful and affectionate son; as soon as success enabled him, he established an house, and kept a carriage for his mother."

Page 90, line 1, add, "having dissipated in France and Italy about 20,000l. a-year."

Page 96, as a note to the last line, "Miss Rebecca Alleyne, who married the Earl of Adnor, was under the protection of Admiral Knowles, from an early age. After the death of his wife, she was placed under the care of his mother."

Page 119, line 3 from the bottom, "The present Sir Charles Henry Knowles accompanied his father in this expedition," and read, "The present Admiral Vandempt accompanied him in this expedition."

Page 121, note at the bottom, "The Lady Knowles there mentioned was not of the same family. Admiral Knowles's wife never had the honour of being lady of the bedchamber to the Princess Amelia."

Page 121, line 27, "The model which Admiral Knowles carried to Russia was constructed on his own principles of ship building."

Page 145, delete at the bottom, "See plate 4."

Page 154, in description of plate 4, delete, "the Isle of Wight is represented in distant perspective."

Page 167, Plymouth Report, line 46, for "Nercid," read "Nereide."

Page 166, line 26, for "Pickerton," read "Bickerton."

Page 167, Portsmouth Report, line 31, for "Lamur" read "Tamer;" and in the list of ships at Spithead, ready for sea delete The Phaeton.

Page 168, line 10, for "Irvin," read "Erwin;" and for "Holliday," read "Holloway." Line 11, same page, for "Sans Pareil," read "Sans Pareille."

Page 170, Letter to the Editor, line 1, for seemed to have considered; read "seem to have considered."

Page 174, the Hon. Captain Capel is stated from a mistake, to have brought over the dispatches from Commodore Duckworth, with the particulars of the taking of Minorca.

Page 174, instead of "Captain Thomas Secombe," mentioned as appointed to the Triumph, read "Captain Secombe."

Page 175 and 176, delete in the Obituary the account of the deaths of Mr. Robert Paylis, Mr. William Southee, and Mr. Banston of the marines, which had been inserted in No. 1.

## STATE OF THE ROYAL NAVY, NO. II.

EXPERIMENT, 44 G. for "this ship was very active," read the old ship of this name.

Page 193, 3d line from the bottom, for "Carthage," read "Carthage."

Page 194, 4th line from the bottom, read, "but the British Navy."

Page 197, note the 3d, for "have since that date," read "has."

Page 221, 1st note, for "Whitby," read "Whidbey."

Page 244, in the Appointments, *dele* "Lieutenant Moricourt to the Neptune, and Lieutenant Wells. Captain Lockart is also stated, by mistake, to be Lieutenant Governor of Greenwich Hospital. Captain Locker, as was afterwards mentioned (page 347) has that appointment, and was passed over in consequence, in the April promotion, 1794. At the bottom of page 244, in the Presentations, for "Admiral Rowle," read "Rowley."

Page 259, line 21, for "Larkam," read "Larkan."

Page 260, in the account of Lieutenant Moricourt's Court Martial, the following, which certainly at that time was improper, owing to the hurry of the press, was inserted, "is a very genteel man, and excellent officer."

Page 263. A Correspondent has favoured us with the following correction in our account of the late Captain Gamble of the marines:—"Captain Gamble's serving on board the Bellerophon on the 1st of June 1794, is a mistake: the captain of marines then on board was Walter Smith, who assisted Admiral Paisley when he was wounded, and afterwards received a wound himself. In the same account, Captain *Vasour* is printed for Captain Vashon."

#### NO. IV.

Though we stated in our Memoir of Lord Bridport (page 266), on the authority of Mr. Beatson, a writer of the first repute, that Captain *Alexander* Hood had the command of the Antelope, we find it was an error, and that his brother then Captain Samuel Hood, was captain of her. This error, like many others, had crept into naval history, from the neglect of inserting the *Christian* name of every officer mentioned in the Public Prints.

Page 347, OBITUARY. Captain Anthony Hunt, line 7, for "and soon after sailed," read, "*which soon after sailed*:"—in the next line, for "in one of the frigates," read "as one of the frigates."

#### NO. V.

Page 356, line 4, "proceeded to a small port one hundred leagues to the westward of Ushant," read, "*proceeded to a port to the southward of Ushant*."

Page 389, line 2 from the bottom, "Sir George Rodney, in the Formidable, followed by his seconds the Namur and Duke," read instead "Sir George Rodney, in the Formidable, penetrated the line two ships astern of the Ville de Paris, followed by his second astern the Namur, and the rest of the centre division; his second ahead, the Duke, of 98, had followed The Van to leeward of the French line."

Page 416, Song on Earl Howe's Victory, line 3, for "*her last adieu*," read "our last adieu."

Page 428, for "Lieut. Israel Pellew," read "Captain Israel Pellew."

Page 443, April 20, line 3, for "Captain Raynon," read "Raynor."

Page 445, Promotions, &c. for "Admiral Whitshead," read "Whitshed." The same error in page 446.

#### NO. VI.

Page 477, reference wrong to the Marine Scenery, in No. 3, for page, "257," read "211."

[In a Work which embraces so much as THE NAVAL CHRONICLE, and is pledged to make its regular appearance without any interruption, some Errata will unavoidably occur. We shall endeavour to render them as few as possible; and shall always reserve the remarks and additions of our friends, except where they demand immediate notice, for the APPENDIX, in the last Number of each Volume. We hope by this means to correct not only our own errors, but also many which have inadvertently been received into history.]

END OF VOLUME I.

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# STATE

OF

## THE ROYAL NAVY

OF

### Great Britain,

AT THE COMMENCEMENT OF THE YEAR 1799;

*Arranged according to their Rates.*

### No. I.

EXTENDING TO ALL SHIPS WITH TWO DECKS.

ABBREVIATIONS — G. Guns B. when built. T.F. T.S. T.D taken from the *French, Spaniards, or Dutch.*

#### First Rates.

**LE COMMERCE DE MARSEILLES**, 120 G. commanded by Lieutenant H. H. Searle. T.F. This Ship was brought away from Toulon, December 1793, by Lord Hood, her dimensions are so large, that she was obliged to sail round from Portsmouth to Plymouth, the docks at the former yard not being large enough to receive her. She is at present fitted in Hamoaze for a Prison Ship. As this is the largest Ship in his Majesty's service, we have given the following dimensions, which were taken on board her in 1794, and sent us by a friend.

|                                                                                              | Feet. | Inches.       |                                                                             |   | Feet.                                        | Inches. |
|----------------------------------------------------------------------------------------------|-------|---------------|-----------------------------------------------------------------------------|---|----------------------------------------------|---------|
| Length, from the fore-part of the stern, to the after-part of the poop, at the wing transom, | 211   | 7             | Ports out of the water                                                      | { | afore, 7 10<br>amidships, 6 10<br>abaft, 6 9 |         |
| Length of the gun-deck, from rabbet to rabbet, on the range of the deck,                     | 208   | 8             | Distance between the gun deck ports,                                        |   | 8                                            |         |
| Length of the keel, for tonnage,                                                             | 171   | 11            | Height from the plank of the orlop, to the upper part of the gun-deck beam, | { | 6 11 and a half                              |         |
| Extreme breadth,                                                                             | 54    | 9 and a half  | From the gun-deck to                                                        | { | afore, 7<br>amidships, 7<br>abaft, 6         |         |
| Moulded,                                                                                     | 53    | 11 and a half | the middle deck,                                                            |   | 6 11                                         |         |
| At the upper line,                                                                           | 39    | 4             | From the middle deck to                                                     | { | afore, 7<br>amidships, 7<br>abaft, 6 11      |         |
| Height of the wing transom,                                                                  | 34    | 5             | the upper deck,                                                             |   | 6 11                                         |         |
| Depth in the hold,                                                                           | 25    |               |                                                                             |   |                                              |         |
| Draught of water                                                                             | {     |               |                                                                             |   |                                              |         |
| afore,                                                                                       | 23    | 10 and a half |                                                                             |   |                                              |         |
| abaft,                                                                                       | 26    | 5 and a half  |                                                                             |   |                                              |         |
| Her tonnage is 2816 tons.                                                                    |       |               |                                                                             |   |                                              |         |

**SAN JOSEF**, 112 G. T.S. by Sir J. Jervis off Cape St. Vincent, February 14, 1797. Now repairing at Plymouth.

**SALVADOR DEL MUNDO**, 112 G. T.S. by Sir J. Jervis, do. do. employed as a Prison Ship at Plymouth.

**VILLE DE PARIS**, 110 G. Admiral, Right Hon. Earl St. Vincent, K. B. Capt. —, Capt. G. Grey. Built at Chatham in 1795, and launched on the 17th of July. Her length from head to stern is 230 feet, and her width 53 feet. 2332 tons.

**CALEDONIA**, 110 G. Building in the King's Dock-Yard at Plymouth.

**HIBERNIA**, 110 G. Building at the same yard.

**BRITANNIA**, 100 G. Built in 1762 at Portsmouth. Length of her gun-deck, 178 feet. Tons, 2091. Admiral Hotham's Flag Ship in the Mediterranean, on the 14th of March, 1795, and Admiral Thompson's on the 14th of February 1797. Never was at sea until last war, when she was Admiral Darby's Flag Ship.

**QUEEN CHARLOTTE**, 100 G. Vice-Admiral Sir Charles Thompson. Capt. J. Irwin. Launched at Chatham, April 15, 1790. Earl Howe's Flag Ship in 1794. Was commanded by the late Sir A. S. Douglas, on 23d June 1797.

**ROYAL GEORGE**, 100 G. Admiral Lord Bridport. Rear-Admiral C. M. Pole. Capt. W. Donnet. Built at Chatham in 1786, and launched September 15. In the action of the 18th of June, 1794, she bore the flag of Sir Alexander Hood, was also his Flag Ship on the 23d of June, 1795, and has continued such ever since. The length of her gun-deck is 190 feet, her breadth 52 feet, 5 inches and a half. Tons, 2286.

**ROYAL SOVEREIGN**, 100 G. Built at Plymouth in 1786, was Admiral Graves's Flag Ship on the 18th of June, 1794, and Admiral Cornwallis's on the 17th of June, 1795. She is at present in the Western Squadron, Vice-Admiral Sir A. Gardner, Bart. Capt. W. Bedford. Length of her gun-deck, 183 feet, 10 inches and a half. Tons, 2175.

**VICTORY**, 100 G. Built at Chatham in 1765. She was Admiral Keppel's Flag Ship in the action with the French, on the 27th of July, 1778. Rear Admiral Campbell acting as first Captain, and Capt. Faulkner as second. Was Sir J. Jervis's Flag Ship on the 14th of February, 1797. She measures in length, from the head to the stern, 222 feet, 6 inches. The length of her keel is 141 feet, 3 inches, and five-eighths, 11 ft of her gun-deck, 186 feet. Her extreme breadth, 52 feet. Her depth in the hold, 21 feet, 6 inches. Tons, 2162. Her poop reaches 6 feet before the main mast. She is now serving as an Hospital Ship at Chatham.

## Second Rates.

- ATLAS**, 98 G. Capt. Matthew Squire. Built at Chatham in 1782. When she was fitting there, the following anecdote took place—By a mistake of the Carver, the globe which Atlas supported, was placed so high, that it became necessary to cut part of it away, before the bowprit could be properly got in. This part happened to be North America, and what was remarkable, the workman who took the hatchet to frize it off was an American. Length of gun-deck, 177 feet; 7 inches of keel, 145 feet, 8 inches and three quarters. Tons, 1950.
- BARFLEUR**, 98 G. Built at Chatham in 1768. The first visitation the King made to Portsmouth to the Fleet was, we believe, in the year 1773, on board this Ship, where he kept his table for some time. This was the first time the King had seen his Fleet together. The French Ambassador, M. de Guine, who accompanied him, said, "I have now seen two of the most glorious fights in the world, the *King of Prussia* at the head of his Army, and the *King of England* at the head of his Fleet." Capt. James Richard Dacres. Was Sir Samuel Hood's Flag Ship in his action with Count de Grailhe, on Fort Royal, Martinico. She bore the Flag of Rear-Admiral Bowyer, on the 18 of June, 1794, and was also in the action of the 23d of June, 1795, commanded by Capt. Dacres. She had Vice-Admiral Waldegrave's Flag on the 14th of February, 1797. Length of gun-deck, 177 feet, 8 inches of the keel, 144 feet, half an inch. Tons, 1947.
- DREADNOUGHT**, 98 G. Building in the King's Dock-Yard, Portsmouth. Length of gun-deck, 185 feet of the keel, 152 feet, 6 inches, and five eighths. Tons, 2111.
- DUKE**, 98 G. Built in 1777 at Plymouth. She formed one of the center division in Lord Rodney's Fleet, on the 12th of April, 1782, and was then commanded by Capt. Alan Gardiner. She is at present refitting at Portsmouth. She belonged to the Western Squadron in 1797. Capt. J. Holloway, and during her last cruise off Ushant, though in a very bad state, for want of repair, failed better than ever. Her poop had been cut down. Length of gun-deck, 177 feet, 6 inches. Keel, 145 feet, 2 inches. Tons, 1943.
- EUROPE**, 98 G. Building in the King's Yard at Chatham.
- FORMIDABLE**, 98 G. Capt. J. H. Whithed. Built at Chatham in 1777. This Ship bore Sir H. Palliser's Flag in the action of July 27, 1778. She was also Lord Rodney's Flag Ship on the 12th of April, 1782. Length of gun-deck, 177 feet, 6 inches, and three quarters. Tons, 1945.
- GLORY**, 98 G. Capt. James Bruce. Built at Plymouth in 1778. Was commanded by Capt. J. Elphinstone, in the action on the 1st of June, 1794. Length of gun-deck, 177 feet, 5 inches. Tons, 1944.
- LONDON**, 98 G. Capt. J. Purvis. Was in the action of the 23d of June, 1795, commanded by Capt. Griffith. She has since served a great deal in the Western Squadron. Her figure head, representing the City of London, is finely imagined. Length of gun-deck, 176 feet, 6 inches of keel, 144 feet, 1 inch, and one eighth. Tons, 1894. She was built at Chatham in 1766.
- NEPTUNE**, 98 G. Sir Erasmus Gower. This beautiful Ship was built at Deptford in 1797, she joined the Fleet cruising off Ushant, in October, and was much admired. The figure-head, as it is termed, or bullet head, had but a bad effect. It appears strangely out of character in great ships. The Neptune was the first of that size and rate of which it was tried. Length of gun-deck, 185 feet of the keel, 152 feet, 6 inches, and five eighths. Tons, 2111. The same as the Dreadnought and Temeraire.
- OCEAN**, 98 G. Building in the King's Yard at Woolwich. The old Ocean, from which this takes its name, was built at Chatham in 1761. Length of her gun-deck, 176 feet, 2 inches and a half of keel, 143 feet, 2 inches. Tons, 1833. The new one has her gun-deck 185 feet keel, 152 feet, 6 inches and five eighths. Tons, 2111.
- PRINCE**, 98 G. Rear-Admiral Sir Roger Curtis. Capt. T. Larcom. Built at Woolwich in 1798. This Ship we believe, was the first on which the experiment of fawing a runner was tried, in order to lengthen her 17 feet. She was in the action of the 23d of June, 1795, commanded by Capt. Hamilton. Length of her gun-deck, 177 feet, 6 inches. Tons, 1871.
- PRINCE GEORGE**, 98 G. Rear-Admiral Sir W. Parker, and Capt. W. Bowen, was built in 1772 at Chatham. Commanded by Sir J. Lindvis, in the action between Admiral Keppel and the French, on the 27th of July, 1778. Was in Rodney's action in 1782, then commanded by Capt. Williams. Was in the action of the 23d of June, 1795, commanded by Capt. Edge. She also bore the Flag of Rear-Admiral Parker, in the action of the 14th of February, 1797. Length of the gun-deck, 177 feet, 6 inches. Keel, 143 feet, 10 inches and five eighths. Tons, 1955.
- PRINCESS ROYAL**, 98 G. Rear Admiral T. L. Frederick, and Capt. J. Draper. Was built at Portsmouth in 1773. She was in the engagement of the 14th of March, 1795, commanded by Capt. Purvis. Length of the gun-deck, 177 feet, 6 inches of keel, 145 feet, 5 inches. Tons, 1905.
- PRINCE OF WALES**, 98 G. Rear-Admiral H. Harvey. Capt. R. Brown. Built at Portsmouth in 1794. She bore the Flag of Admiral Harvey, in Lord Bridport's action with the French Fleet off L. Orient, June 23, 1795. Is now in the West Indies. Length of gun-deck, 182 feet of keel, 145 feet, 8 inches. Tons, 2010.
- QUEEN**, 98 G. Vice-Admiral Sir Hyde Parker, Knt. and Capt. Man Doldon. Built in 1769 at Woolwich. She bore the Flag of Rear-Admiral Gardner on the 18 of June, 1794, and also on the 23d of June, 1795. She is at present at Jamaica. In the last war she bore the Flag of Sir Robert Harland, in the action of July 27th, 1778. Length of gun-deck, 177 feet, 6 inches of the keel, 144 feet. Tons, 1876.
- ST GEORGE**, 98 G. J. Holloway. Built in 1785 at Portsmouth. Was in the action of the 14th of February, 1797. Length of gun-deck, 177 feet, 6 inches. Length of keel, 145 feet, 2 inches. Tons, 1950. In the Channel.
- SANDWICH**, 98 G. B. Douglas. Built at Chatham in 1759. Now serving as a Prison Ship at Chatham. Length of gun-deck, 176 feet, 1 inch of keel, 145 feet, 8 inches. Breadth, 49 feet, 1 inch and a half. Depth, 20 feet, 11 inches and a half. Tons, 1869. The Sandwich turned part of Admiral Keppel's Fleet, which failed from St. Helen's, June 9th, 1778. On the 8th of September, 1780, the King of Sweden dined on board the old Sandwich of 90 Guns, at Stockholm. Admiral Sir John Norris had his Flag then on board her, and commanded an English Squadron in the Baltic. This is an old name in the Navy. The sandwich at Chatham was among the second rates in 1688.
- TEMERAIRE**, 98 G. Built at Chatham in 1768, not yet commissioned. Length of gun-deck, 185 feet of keel, 152 feet, 6 inches and five eighths. Breadth, 51 feet. Tons, 2111. No supposition could fairly be made appropriate to a ship than this. The Temeraire was one of the Ships taken from the French in the action between Admiral Boscawen and M. de la Cille, in 1759. She was captured by Capt. Bentley.
- WINDSOR CASTLE**, 98 G. Built at Deptford in 1790, and launched on the 30th of May. She was commanded by Capt. Gore on the 14th of February, 1797. Is now repairing at Plymouth. Length of gun-deck, 177 feet, 6 inches of keel, 145 feet, 8 inches and seven eighths. Breadth, 49 feet, 2 inches. Depth, 21 feet. Tons, 1874.
- BLENNHEIM**, 98 G. Built at Woolwich in 1761. Was in the action of the 14th of February, 1797, and commanded by Capt. now Admiral Frederick. Length of gun-deck, 176 feet, 1 inch of keel, 142 feet, 7 inches. Tons, 1827. Now at Chatham.

# PRESENT STATE OF THE ROYAL NAVY.

**IMPREGNABLE**, 90 G. Built in 1786 at Deptford. Was commanded by Capt. Westcott on the 1st of August, 1798. Bore Admiral Caldwell's Flag on the 1st of June, 1794. Length of gun-deck, 177 feet, 7 inches: of keel, 145 feet, 11 inches and one eighth. Tons, 1887.

**NAMUR**, 90 G. W. Luke. Built at Chatham in 1756. Was in Rodney's action on the 12th of April, 1782. Capt. Whithread commanded her on the 14th of February, 1797. Length of gun-deck, 174 feet, 11 inches and a half: of keel, 144 feet, 4 inches. Tons, 1813. Now at Lisbon.

**UNION**, 90 G. Built in 1756 at Chatham, at present an Hospital Ship at Sheerness. Lieut. W. Quarrie. Length of gun-deck, 171 feet, 2 inches of keel, 141 feet, 5 inches. Tons, 1781. This Ship was in Admiral Hawke's action with M. de Coudane in 1759.

**ROYAL WILLIAM**, 84 G. Admiral Sir Peter Parker, and Capt. F. Pickmore. The Guard Ship at Portsmouth. Built at Portsmouth in 1719, 100 G. Reduced to a second rate in 1757. Length of gun-deck, 175 feet, 4 inches: of keel, 142 feet, 7 inches. Breadth, 50 feet, 3 inches and a half. Depth, 25 feet, 1 inch. Tons, 1918. This venerable Ship would have been broke up long since, but to the particular request of the King. Its timbers are so hard, as almost to resist the impression of any tool. It has long been known among the sailors by the term of *The Old Billy*.

## Third Rates.

**AJAX**, 80 G. J. Pakenham. Built at Randa's Yard, Rotherhithe, in 1798. Now at Portsmouth.

**CAMBRIDGE**, 80 G. Admiral Sir R. King, and Capt. R. Bager. Serving as a Guard Ship at Plymouth. Built at Deptford in 1755. Length of gun-deck, 166 feet of keel, 137 feet, 6 inches. Breadth, 47 feet. Depth, 20 feet. Tons, 1615.

**CAESAR**, 80 G. Roddam Home. Built at Plymouth in 1793. Length of gun-deck, 181 feet of keel, 148 feet, 3 inches and a half. Tons, 1902. This Ship was constructed on a new plan, after a French model, which has been since followed, of building Ships of 80 Guns, with only two decks. Cruising off Ireland.

**FOUDROYANT**, 90 G. Vice-Admiral Lord Keith, K. B. and Capt. Elphinstone. Built at Plymouth in 1798. This is the last new Ship launched there. A model of the old Foudroyant was carried by the late Sir C. Knowles to Russia, as a present from our Government. Length of gun-deck, 184 feet of keel, 151 feet, 5 inches and five eighths. Breadth, 50 feet, 6 inches. Depth, 22 feet, 6 inches. Tons, 2055. The Mediterranean.

**GIERALTAR**, 90 G. W. H. Kelly. T. S. in 1780, by Lou Rodney, off Cape St. Vincent's. She was formerly *El Phoenix*, and reckoned the most perfect model of Ship building Spain ever had produced. Length of gun-deck, 178 feet, 10 inches and three quarters of the keel, 144 feet, 6 inches. Breadth, 53 feet, 3 inches and three quarters. Depth, 22 feet, 4 inches. Tons, 2185. Her depth was so great, that the docks at Portsmouth could not receive her when she wanted repairing, and she was in consequence sent round to Plymouth. Now at Lisbon.

**LE JUSTE**, 80 G. Taken by Lord Howe from the French in 1794. This is an old name in the French Navy. In the year 1759, the *Juste* was one of the Ships in M. de Coudane's Fleet, defeated by Sir E. Hawke, and was lost in the Mouth of the Loire. Portsmouth.

**SANS PAREILLE**, 80 G. Rear Admiral Lord H. Seymour, and Capt. V. Browell. Now at Portsmouth.

**IMPETUEUX**, 80 G. J. W. Payne. Commanded at present by Capt. J. Edwards. She is now in the Channel.

**LA POMPEE**, 80 G. Now in the Channel.

The two first Ships were among those taken by Lord Howe in 1794, and the last by Lord Hood, at Toulon, in December 1793. They may be considered as the three maine rivals. The item of the *Impetueux* is extremely beautiful, it is received by the French in the best manner. Before she came out of dock, in 1796, the Prince's crest was added to it. She was originally *L'Amerique*, and was named after the *Impetueux* that was burnt in Portsmouth Harbour. The lower masts of this beautiful Ship are four feet higher than of 98 Guns. Her top-gallant-masts are also higher than usual. Her lower and top-mast yards are very square.

**SAN NICOLAS**, 80 G. Lieut. W. Styles. Taken by Sir J. Jervis. Employed as a Prison Ship at Plymouth.

**LE TIGRE**, 80 G. Sir Sydney Smith. Taken by Admiral Lord Bridport, in his action off L'Orient, in 1795. In the Mediterranean.

**ACHILLES**, 74 G. H. E. Stanhope. Built at Cleverley's Yard, Gravesend, in 1798. Now at Spithead.

**ALCIDE**, 74 G. Built in 1779 at Deptford. Length of gun-deck, 168 feet. of keel, 139 feet, one inch and a quarter. Tons, 1625. Repairing at Portsmouth.

**ALEXANDER**, 74 G. A. J. Bail. Built in 1778 at Deptford. Was captured off Scilly, November 6, 1794, by a French Squadron, and retaken by Lord Bridport on the 23d of June, 1795. She was one of the Ships in Sir H. Nelson's action. Length of gun-deck, 169 feet of keel, 138 feet, 5 inches and one eighth. Tons, 1621.

**ALFRED**, 74 G. Built at Chatham in 1778. Was in the action of the 29th of April, 1781, commanded by Capt. Bayne, of the 12th of April, 1782, and the 1st of June, 1794. Length of gun-deck, 169 feet. of keel, 138 feet, 5 inches and a half. Tons, 1638.

**ARROGANT**, 74 G. E. O. Osburn. Built in 1761 at Harwich. Length of gun-deck, 168 feet, 3 inches of keel, 138 feet. Tons, 1644. At present in the East Indies.

**AUDACIOUS**, 74 G. G. Gould. Built on the River Thames in 1785. Was in the action of the 1st of August, 1798. Length of gun-deck, 168 feet, 2 inches of keel, 137 feet, 9 inches. Tons, 1624. One of the Ships in Sir H. Nelson's action.

**BEDFORD**, 74 G. Built at Woolwich in 1775. All her timbers and planks were ordered to be hardened by Mr. Jackson's preparation, in the same manner as had been done with the *Invincible*, which ship, in consequence, is allowed to be the driest in the Navy, inasmuch, that she requires 30 tons more ballast than any Ship of her burthen, on account of her timbers. Being so thoroughly fastened by the above preparation. Was in the action off Camperdown. Length of gun-deck, 168 feet, 6 inches of keel, 138 feet, 3 inches. Tons, 1606.

**BELLESI F.** 74 G. T. F. Late the *Formidable*. Taken by Lord Bridport in the action of the 23d of June, 1795. Now repairing at Plymouth.

**BELLEROPHON**, 74 G. H. D'Enferre Derby. Built at Frimbury in 1786. Was in the 1st of June, 1794, with Admiral Cornwallis, July 17, 1795, and with Lord Nelson on the 1st of August, 1798. Length of gun-deck, 168 feet of keel, 136 feet. Breadth, 46 feet, 19 inches and a half. Depth, 19 feet, 9 inches. Tons, 1613.

**BELLONA**, 74 G. G. Wilson. Built at Chatham in 1760. Length of gun-deck, 168 feet of keel, 138 feet. Tons, 1625.

**BRUNSWICK**, 74 G. Rear Admiral R. R. Bligh, and Capt. W. G. Rutherford. Built in 1790, at Deptford, and named by the Duke of Clarence. Although the *Brunswick* is larger than any other Ship of the same rate, and is capable of carrying the weight of metal of a Ship of 90 Guns, her draught of water is very easy. Length of gun-deck, 174 feet, 2 inches and a half of keel, 145 feet, 3 inches. Breadth, 48 feet, 9 inches. Depth, 19 feet, 6 inches. Tons, 1836. Now at Jamaica.

# PRESENT STATE OF THE ROYAL NAVY.

- CAMPERDOWN**, 74 G. T.D. Lieut. F. M'Gie. Late the Jupiter. Taken by Admiral Duncan, October 11, 1797. Serving as a Prison Ship at Chatham.
- CANADA**, 74 G. Sir J. B. Warren. Built at Woolwich in 1765. This Ship was commanded by its present Captain in the action off the Coast of Ireland, November 12, 1798. Length of gun-deck, 170 feet: of keel, 138 feet, 1 inch. Breadth, 46 feet, 9 inches. Depth, 20 feet, 6 inches. Tons, 1605. She is reckoned to sail extremely well. At Plymouth, refitting.
- CAPTAIN**, 74 G. J. Aymmer. Built in 1787, on the River Thames. This is a very old name in the Navy. The Captain appears among the 80 new Ships in Peyre's List in 1688. Dimensions of the present Ship are—length of gun-deck, 170 feet: of keel, 140 feet, 5 inches and a half. Breadth, 46 feet, 10 inches. Depth, 20 feet, 6 inches. Tons, 1639.
- CARNATIC**, 74. Built on the River Thames in 1783. Length of gun-deck, 172 feet, 4 inches and a half: of keel, 140 feet, 3 inches and a half. Breadth, 46 feet, 9 inches and a half. Tons, 1720. We believe this to be among the new names introduced; and could have wished rather for the Turbay, the Royal Oak, or the Hampton Court—Names that have been conferred in the service. Now at Jamaica.
- CENTAUR**, 74 G. J. Markham. Built at Woolwich in 1797. Length of gun-deck, 176 feet: of keel, 144 feet, 3 inches. Tons, 1842. At Lisbon.
- CHICHESTER**, 74 G. Built at Portsmouth in 1753. Now serving as a Receiving Ship at Plymouth. Length of gun-deck, 160 feet: of keel, 131 feet, 6 inches and a half. Breadth, 44 feet, 9 inches. Depth, 19 feet, 6 inches. Tons, 1401.
- CONQUEROR**, 74 G. Building at Graham's Yard, Harwich. The old Conqueror was built at Plymouth in 1773: her dimensions were—length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 2 inches. Breadth, 46 feet, 9 inches. Depth, 20 feet. Tons, 1606.
- COURAGEUX**, 74 G. Building in the King's Yard, at Deptford. The old Courageux was taken from the French in 1761. Her dimensions were—length of gun-deck, 172 feet, 3 inches: of keel, 140 feet, 1 inch and one eighth. Breadth, 48 feet, and three quarters of an inch. Depth, 20 feet, 10 inches and a half. Tons, 1721.
- CULLODEN**, 74 G. T. Troubridge. Built on the River Thames in 1783. Was in the action of the 1st of June, 1794, and that of August 7, 1798. Length of gun-deck, 170 feet: of keel, 138 feet, 11 inches. Breadth, 47 feet, 8 inches and three quarters. Depth, 20 feet, 3 inches and one eighth. Tons, 1683. Mediterranean.
- CUMBERLAND**, 74 G. Built at Deptford in 1774. Was commanded by Capt. Peyton, in Admiral Keppel's action, July 27, 1778. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 3 inches and three eighths. Tons, 1612.
- DEFENCE**, 74 G. J. Peyton. Built at Plymouth in 1763. Was in the action of June 1, 1794; and that of August 1, 1798. Length of gun-deck, 168 feet: of keel, 138 feet. Tons, 1603. In the Mediterranean.
- DEFIANCE**, 74 G. T. Jones. Built on the River Thames in 1783. Length of gun-deck, 169 feet: of keel, 138 feet. Tons, 1645. At Portsmouth.
- DRAGON**, 74 G. G. Campbell. Built at Wells's Yard, Rotherhithe. Now on the Mediterranean Station.
- EDGAR**, 74 G. J. M. Dougall. Built at Woolwich in 1779. Length of gun-deck, 168 feet: of keel, 138 feet. Tons, 1610. Now at Lisbon.
- EGMONT**, 74 G. Built at Deptford in 1768. Commanded by Capt. Allen, in the action of July 27, 1778. One of Admiral Rotham's Fleet, 14th of March, 1795. With Sir J. Jervis on the 14th of February, 1797. Length of gun-deck, 168 feet, 6 inches: of keel, 140 feet, and three eighths of an inch. Tons, 1643. At Chatham.
- ELEPHANT**, 74 G. Built at Burflesda in 1786. Length of gun-deck, 168 feet: of keel, 138 feet, 9 inches and seven eighths. Tons, 1617. At Portsmouth to repair.
- EXCELLENT**, 74 G. C. Collingswood. Built at Harwich in 1767. Length of gun-deck, 168 feet: of keel, 138 feet. Tons, 1614. At Portsmouth.
- FAME**, 74 G. Lieut. J. Wetherstone. Built on the River Thames in 1759. Commanded by Capt. Barbor in Rodney's action, 1782. Paid off at Spithead, February 9, 1797, being the oldest 74 in the service, and wanting very considerable repairs. Now a Prison Ship at Portsmouth. Length of gun-deck, 165 feet, 6 inches: of keel, 135 feet, 8 inches. Tons, 1565.
- FORTITUDE**, 74 G. Lieut. J. Gourley. Built on the River Thames in 1780. Length of gun-deck, 168 feet, 6 inches: of keel, 138 feet, 6 inches and three eighths. Tons, 1645. Serving as a Prison Ship at Portsmouth.
- GANGES**, 74 G. F. McDouall. Built on the River Thames in 1782. Length of gun-deck, 166 feet, 5 inches: of keel, 138 feet, 7 inches and three fourths. Breadth, 47 feet, 8 inches and a half. Depth, 20 feet, 3 inches. Tons, 1679. On the North Sea Station.
- GOLIATH**, 74 G. T. Foley. Built at Deptford in 1781. In the action of February 14, commanded by Sir C. Knowles; and also in the action of August 1, 1798, commanded by its present Captain. Length of gun-deck, 168 feet: of keel, 138 feet. Breadth, 46 feet, 9 inches. Depth, 19 feet, 9 inches. Tons, 1604. In the Mediterranean.
- GRAFTON**, 74 G. Built at Deptford in 1771. Since made a Receiving Ship at Portsmouth. Tons, 1650.
- HANNIBAL**, 74 G. E. T. Smith. Built on the River Thames in 1786. Length of gun-deck, 170 feet, 10 inches: of keel, 140 feet. Tons, 1685. At Jamaica.
- HECTOR**, 74 G. P. Apin. Built on the River Thames in 1774. In the action of July 27, 1778, commanded by Sir C. Hamilton. Length of gun-deck, 168 feet, 7 inches: of keel, 138 feet, 1 inch. Tons, 1622. At Lisbon.
- L'HERCULE**, 74 G. T.F. by the Mars, Capt. A. Hood, off Brest, April 21, 1798. At Plymouth.
- HERO**, 74 G. Lieut. J. Thompson. Built at Plymouth in 1759. Now serving in the River Medway as a Receiving Ship. Tons, 1574.
- INVINCIBLE**, 74 G. W. Cayley. Built on the River Thames in 1765. In Lord Hood's action, April 29, 1781, commanded by the late Sir R. Bickerton. In the action of June 1, 1794; and that of February 14, 1797. Length of gun-deck, 168 feet, 6 inches: of keel, 137 feet, 3 inches and three quarters. Tons, 1631. West Indies.
- IRRESISTIBLE**, 74 G. Built at Harwich in 1782. Length of gun-deck, 168 feet: of keel, 138 feet, 10 inches. Tons, 1643. Was in the 1st of June, 1794. At Chatham.
- KENT**, 74 G. Admiral Lord Viscount Duncan and Capt. J. W. Hope. Built at Perry's Yard, Blackwall, in 1798. Lord Rodney was Captain of the Old Kent in 1753, when she served as Guard Ship at Portsmouth. In 1688 we find the Kent in the Channel, commanded by Sir F. Wheeler. North Seas.
- LEVIATHAN**, 74 G. J. T. Duckworth. Built 1790 at Chatham, and, as is reported, on a plan of Lord Mulgrave's. In the action of June 1, 1794. Length of gun-deck, 172 feet, 3 inches: of keel, 140 feet, 4 inches. Breadth, 47 feet, 16 inches. Depth, 20 feet, 9 inches. Tons, 1707. Now at Lisbon.



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- MAGNIFICENT**, 74 G. T. Bower. Built at Deptford in 1766. In the action of April 12, 1782. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 2 inches and three quarters. Tons, 1612. Now in the Channel.
- MAJESTIC**, 74 G. R. Cutbert. Built on the River Thames in 1785. Was in the action of April 12, 1782, and June 1, 1794. Commanded by Capt. Westcott in the action of August 1, 1798. Length of gun-deck, 170 feet, 6 inches; of keel, 141 feet. Breadth, 46 feet, 9 inches and a half. Depth, 20 feet, 6 inches. Tons, 1642. In the Mediterranean.
- MARLBOROUGH**, 74 G. T. Sotheby. In the action of April 12, 1782; also in that of June 1, commanded by Capt. Berkeley. Built in 1767 at Deptford. Length of gun-deck, 168 feet, 8 inches and a half; of keel, 140 feet, 3 inches and one eighth. Tons, 1642. She is now at Lisbon.
- MARS**, 74 G. J. Manley. Built at Deptford in 1794. The Ship in which Capt. Hood fought the *Hercule* so gallantly, and captured it; but with the loss of his life. Length of gun-deck, 176 feet. of keel, 144 feet, 3 inches. Breadth, 49 feet. Depth, 20 feet. Tons, 1842. In the Channel.
- MINOTAU**, 74 G. T. Louis. Built at Woolwich in 1793. Was in the action of August 1, 1798. Length of gun-deck, 172 feet, 3 inches; of keel, 140 feet, 5 inches and a quarter. Tons, 1703. In the Mediterranean.
- MONARCH**, 74 G. Vice-Admiral Sir R. Onslow and Capt. S. Sutton. Built at Deptford in 1765. This Ship led the Van in Admiral Keppel's action, July 27, 1780, commanded by Captain Rowley. She was also Admiral Elphinstone's Flag Ship at Saladna Bay, and Vice-Admiral Onslow's, in the action of the 11th of October, 1797. Length of gun-deck, 168 feet, 5 inches; of keel, 138 feet, 2 inches and three quarters. Breadth, 46 feet, 10 inches. Depth, 19 feet, 9 inches. Tons, 1612. On the North Sea Station.
- MONTAGUE**, 74 G. J. Knight. Built at Chatham in 1779. Was commanded by Captain Bowen, in Lord Rodney's action, April 12, 1782; 1 was in Lord Howe's, June 1; and in Lord Duncan's, October 11, 1797. Length of gun-deck, 169 feet; of keel, 138 feet, 4 inches. Breadth, 47 feet, 1 inch. Depth, 19 feet, 11 inches and a half. Tons, 1631. The Montague, in 1688, was commanded by Rear-Admiral Berkeley, and Lieutenants Conway and Every. At Lisbon.
- MILFORD**, 74 G. Building at Jacob's Yard at Milford.
- NORTHUMBERLAND**, 74 G. G. Martyn. Built in Barnard's Yard, Deptford, in 1798. Now at Lisbon.
- ORION**, 74 G. Sir J. Saumarez. Built on the River Thames in 1787. Was in the action of June 1, 1794; and of the 1st of August, 1798. Length of gun-deck, 170 feet, 5 inches; of keel, 140 feet, 9 inches and a half. Breadth, 46 feet, 10 inches and a half. Depth, 20 feet, 6 inches and a half. Tons, 1645. Portsmouth.
- PRINCESS AMELIA**, 74 G. Building in the King's Dock-Yard at Chatham. The Princess Amelia, of 80 Guns, in 1741, was in Admiral Vernon's Fleet, commanded by Capt. Hemington, and led with the starboard tack on board, when she failed from Jamaica.
- LE PEGASE**, 74 G. Lieut. G. Morey. T.F. in 1782, by the Old Foudroyant, off Brest, then commanded by Sir J. Jervis. Length of gun-deck, 178 feet, 1 inch and three quarters. of keel, 145 feet. Tons, 1778. Portsmouth.
- PUISSANT**, 74 G. A. Allen. T.F. by Lord Hood, at Toulon, December, 1793. Serving as a Receiving Hulk at Portsmouth.
- PLANTAGENET**, 74 G. Building in the King's Dock-Yard at Woolwich.
- POWERFUL**, 74 G. W. O'Brien. Built on the River Thames in 1783. Was in Admiral Duncan's action, October 11, 1797. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 1 inch. Tons, 1627. Now at Lisbon.
- RAMILLES**, 74 G. H. Imman. Commanded by Capt. J. Harvey, June 1, 1794. Built on the River Thames in 1785. Length of gun-deck, 170 feet, 4 inches; of keel, 139 feet, 9 inches. Tons, 1677. Cruising.
- RESOLUTION**, 74 G. W. Lechmere. Built at Deptford in 1770. This Ship was commanded by the late Lord Robert Manners, in the action of the 29th of April, 1781; was also in Lord Rodney's action, 12th of April, 1782. Length of gun-deck, 168 feet, 6 inches; of keel, 147 feet, 7 inches and three quarters. Breadth, 46 feet, 11 inches. Depth, 19 feet, 9 inches. Tons, 1612. Is now at Portsmouth.
- ROBUST**, 74 G. E. Thornborough. Built at Harwich in 1764. Was commanded by Capt. Hood, in the action of July 27, 1778. Length of gun-deck, 168 feet, 8 inches and a half; of keel, 138 feet, 3 inches. Breadth, 47 feet. Depth, 19 feet, 9 inches and a quarter. Tons, 1625. Ireland.
- ROYAL OAK**, 74 G. T. Rowe. Built at Plymouth in 1763. Commanded by Capt. Burnett, in Lord Rodney's action, 1782. Now serves as a Prison Ship at Portsmouth. Length of gun-deck, 168 feet, 6 inches; of keel, 138 feet, 2 inches. Breadth, 46 feet, 9 inches. Depth, 20 feet. Tons, 1606.
- RENOUN**, 74 G. A. Bertie. Built in 1798 at Dudman's Yard, Deptford. Fitting at Woolwich.
- REVENGE**, 74 G. Building in the King's Yard at Chatham.
- RUSSELL**, 74 G. Sir H. Trollope. Built in 1764 on the River Thames. Was commanded by Capt. Sutherland, in the action of April 9, 1781, between Sir S. Hood and Count de Grasse. Afterwards by Sir J. Saumarez. Capt. Payne commanded her on the 1st of June, 1795. Admiral Pringle and Macbride succeeded him. She was one of the Ships in Lord Bridport's action, June 23, 1795. On the 11th of October, in the same year, she was nearly lost in a dreadful fire in the fore-cabin, her First Lieutenant was struck dead whilst conversing with the Officers in the Ward-Room. Capt. Grindall succeeded Capt. Larcom, who was Admiral Macbride's Captain, and after him Sir H. Trollope has continued the command of her. The *Russell* brought the news to Admiral Duncan of the Dutch fleet being out, and was particularly distinguished in the action. Length of gun-deck, 168 feet, 6 inches; of keel, 136 feet, 11 inches and eleven-eighths. Breadth, 47 feet, 5 inches and three quarters. Depth, 19 feet, 9 inches. Tons, 1642. Cruising.
- SAN DAMASO**, 74 G. Lieut. J. Love. T.S. by Admiral Harvey, at Shagaramus Bay, in the West Indies, Feb. 17, 1797. Now serving as a Prison Ship at Portsmouth.
- SAN YSIDRO**, 74 G. Lieut. R. Williams. T. S. by Sir John Jervis, off Cape St. Vincent, February 14, 1797. Now serving as a Prison Ship at Plymouth.
- SATURN**, 74 G. Thomas Tobey. Built at Northam in 1786. Length of gun-deck, 168 feet, 2 inches. of keel, 138 feet, 1 inch and a quarter. Tons, 1616. Spithead.
- SUFFOLK**, 74 G. Rear-Admiral P. Rainier, and Capt. R. Lambert. Built on the River Thames in 1765. Length of gun-deck, 168 feet, 1 inch and a half; of keel, 138 feet, 9 inches. Tons, 1616. At present in the East Indies.
- SULTAN**, 74 G. Lieut. C. Woodger. Built at Harwich in 1775. Length of gun-deck, 168 feet, 6 inches; of keel, 137 feet, 11 inches. Tons, 1614. Serving as a Prison Ship at Portsmouth.
- SWIFTSURE**, 74 G. B. Halliwell. Built on the River Thames in 1787. The *Swiftsure*, 74 G. was in Admiral Boscawen's action with M. de la Clue, August 17, 1759, and in the action of August 1, 1798. Length of gun-deck, 168 feet, 9 inches and a half; of keel, 137 feet, 11 inches. Breadth, 47 feet. Depth, 19 feet, 9 inches. Tons, 1621. Mediterranean.
- SPENCER**, 74 G. Building in Adams's Yard at Bucklebury.

# PRESENT STATE OF THE ROYAL NAVY.

- SUPERB**, 74 G J. Sutton Built in 1798, at Pitcher's Yard, Northfleet. Above two hundred persons stood under her bottom at the time the Dog Sholes were knocked away. It was allowed to be one of the most regular and well-conducted Luncheons ever remembered. Tons, 1919, which is nearly the burthen a 90 Gun Ship used to be. The King's Arms form the only ornament at her head, there being no carved figure. The Superb was commended in 1781 by Captain Harvey, and by Captain Faulkner in 1783, when she was nearly lost on a rock in coming into Cork Harbour, owing to the ignorance of a Pilot. She was afterwards driven on shore, and lost off Tellicherry, in the East Indies, November 9, 1783. She had at that time Vice-Admiral Sir E. Hughes's Flag on board, and was commanded by Capt H. Newcome. At Port Louis.
- Two armed Row-Boats have been built at Mr Pitcher's Yard, on a new construction, measuring 7 feet wide, 18 feet deep, and 60 feet in keel. They carry one cannon on the prow, two short canonades in the stern, and carry 65 men. Their great utility is to go in every direction against wind and tide.
- TERRIBLE**, 74 G Sir R. Bickerton Built on the River Thames in 1785. Length of gun-deck, 170 feet, 7 inches; of keel, 139 feet, 11 inches. Tons, 1679. The Old Terrible, Ho: C. Finch, was burnt off the Cheapside, in 1781, being so much damaged in the action between Rear-Admiral Graves and Monsieur du Baras, off Cape Henry, on the 6th of September, that it was found necessary to destroy her. The Terrible was taken from the French by Admiral Hawke, October 14, 1747. Iceland.
- THESLUS**, 74 G. R. W. Mallet Built on the River Thames in 1785. Was in the action of August 1, 1798. Length of gun-deck, 170 feet, 8 inches. Of keel, 140 feet. Breadth, 47 feet, 6 inches. Depth, 20 feet. Tons, 1680. Lisbon.
- THUNDERER**, 74 G J. Cocket Built on the River Thames in 1783. Was in the action of June 1, 1794. Length of gun-deck, 170 feet, 8 inches. Of keel, 139 feet, 5 inches. Tons, 1679. The Old Thunderer was lost on the Jamaica Station, in a hurricane, in 1780. She was commanded by Commodore Walsingham, and Capt R. B. Nicholas. The crew perished. Jamaica.
- TREMBENDOUS**, 74 G Rear-Admiral Sir H. C. Chidlian, and Capt J. C. Scarle Built on the River Thames in 1784. Was the Flag Ship of Admiral Pringle, second in command at the Cape, August 17, 1796. Length of gun-deck, 170 feet, 4 inches. Of keel, 139 feet, 3 inches and a quarter. Tons, 1680. Cape of Good Hope.
- TRIUMPH**, 74 G W. H. Effington Built at Woolwich in 1764. Was in the action of the 11th of October, 1799. Length of gun-deck, 171 feet, 3 inches. Of keel, 138 feet, 8 inches. Tons, 1625. Portsmouth.
- VALIANT**, 74 G J. Crawley Built at Chatham in 1759. Was commanded by the Hon. Levison Gower, in Adm. Keppel's action, July 27, 1778, by Cap. an Goodall, in Rodney's action, in 1782, and during the present war has been in the actions of the 1st of June 1794, and the 23d of June 1795. Length of gun-deck, 171 feet, 2 inches and three quarters. Of keel, 139 feet. Breadth, 49 feet, 4 inches. Depth, 21 feet, 2 inches and three quarters. Tons, 1799. At Jamaica.
- VANGUARD**, 74 G Rear Admiral Right Hon Lord Nelson, Capt — Bore Lord Nelson's Flag in the action off the Nile, August 1, 1798. Built at Deptford in 1787. Length of gun-deck, 168 feet 1 of keel, 137 feet, 8 inches and a half. Breadth, 46 feet, 10 inches and a half. Depth, 19 feet, 9 inches. Tons, 1609. The Vanguard is an old name in the British Navy, and appears in Pepys's List, in 1688. She was, in Admiral Ruffel's action, off Cape La Hague, May, 1694, in the Blue Squadron, and was then a second rate, 50 guns, and 660 men. Mediterranean.
- VENRABLE**, 74 G Built on the River Thames in 1784. Was Admiral Duncan's Flag Ship in the action off Camperdown, October 11, 1797. Length of gun-deck, 170 feet, 6 inches. Of keel, 139 feet, 10 inches. Breadth, 47 feet, 4 inches and three eighths. Depth, 19 feet, 11 inches. Tons, 1669. At Chatham, fitting.
- VENGANCE**, 74 G T. M. Ruffell Built on the River Thames in 1774. Was commanded by Capt Clements, in the action of July 27, 1778. Length of gun-deck, 168 feet, 10 inches. Of keel, 138 feet, 5 inches. Tons, 1627. In the West Indies.
- VICTORIOUS**, 74 C William Clarke Built on the River Thames in 1785. Length of gun-deck, 170 feet, 6 inches. Of keel, 139 feet, 10 inches. Tons, 1683. East Indies.
- VRYHEID**, 74 G. Lieut J. Maillon T. D. by Admiral Duncan, October 11, 1797. Now serving as a Prison Ship at Chatham.
- WARRIOR**, 74 G. H. Savage Built at Portsmouth in 1781. Length of gun-deck, 169 feet. Of keel, 138 feet, 2 inches and three quarters. Tons, 164. Was in Rodney's action, 1782, commanded by Sir James Wallace. At Lisbon.
- WARSPIGHT**, 74 G. Built on the River Thames in 1758. This is one of the old names in the Navy, she appears to have belonged to it in 1694, and was with the Vanguard in Admiral Ruffel's Squadron, off La Hague, in 1692. Her complement of men at that time was 470, with 70 guns. The Warspight was in Admiral Boscawen's action, August 17, 1759, with M. de la Clue, and in 1759, was one of Admiral Hawke's Fleet, in his action on the 20th of November, with M. de Conflans. Length of gun-deck of the present Warspight, 165 feet, 9 inches and a half. Of keel, 134 feet, 11 inches and a quarter. Breadth, 46 feet, 11 inches. Depth, 19 feet, 9 inches and a half. Tons, 1580. Receiving Ship at Portsmouth.
- ZEALOUS**, 74 G S. Hood Built on the River Thames in 1785. Length of gun-deck, 168 feet, 4 inches. Of keel, 138 feet. Tons, 1637. Mediterranean.
- ADMIRAL DEVRIES**, 68 G T. D. by Admiral Duncan in 1797. Graveyard, in the Transport Service.
- GELYAHEID**, 68 G. T. D. in 1797, by Admiral Duncan. Prison Ship at Chatham.
- HAARLEM**, 68 G Built on T. D. by Admiral Duncan, in 1797. At Sheerness.
- AFRICA**, 64 G Built on the River Thames in 1781. Length of gun-deck, 160 feet, 10 inches. Of keel, 131 feet, 9 inches. Tons, 1415. Now an Hospital Ship at Sheerness.
- AGAMEMNON**, 64 G R. D. Farcourt Built at Bucklebury in 1781. Was in Admiral Hotham's engagement, March 14, 1795. She also rendered much service when Admiral Nelson was her Captain, in August, 1795. Length of gun-deck, 160 feet, 2 inches. Of keel, 131 feet, 10 inches and a quarter. Tons, 1384. At present in the North Seas.
- AGINCOURT**, 64 G Vice Admiral Hon W. Waldegrave, and Capt J. Eligh. Built at Perry's Dock, Blackwall, in 1796. At Portsmouth.
- AMERICA**, 64 G J. Smith Built at Deptford in 1777. Was in the action of the 12th of April, 1782, commanded by Capt S. Thompson. Was with Admiral Elphinstone at the taking of the Dutch Fleet, in Saldanha Bay, August 17, 1796. Length of gun-deck, 159 feet, 6 inches. Of keel, 131 feet. Tons, 1370. At Sheerness.
- ARDENT**, 64 G T. Berte Built at Bursledon in 1782. Capt Keppel commanded the Ardent in 1778, being part of Lord Howe's Fleet, in America. Was in the action of the 11th of October, commanded by Capt Burget, who was killed. Length of gun-deck, 160 feet, 8 inches. Of keel, 131 feet, 11 inches and three quarters. Breadth, 44 feet, 7 inches and a half. Depth, 19 feet, 4 inches and a half. Tons, 1397. North Seas.
- ARGONAUT**, 64 G Lieut P. H. T. F. Was captured in the Mona Passage, West Indies, by Rear-Admiral Lord Hood's Squadron, on the 19th of April, 1794. Was named the Jason, when in the French Service. Now serving as an Hospital Ship in the River Medway.

# PRESENT STATE OF THE ROYAL NAVY.

- ASIA**, 64 G. The *Agua*, 64 Guns, was one of the Spanish Ships at the Havannah, when attacked in 1762 by the Earl of Albemarle, and Commodore Keppel. Vice Admiral G. Vindeput, and Capt R. Murray. Built at Portsmouth in 1764. Length of gun-deck, 158 feet of keel, 129 feet, 6 inches and a half. Breadth, 44 feet, 6 inches. Depth, 18 feet, 10 inches. On the Halifax Station.
- BELLIQUEUX**, 64 G. J. Ingis. Built on the River Thames in 1780. Was in the following actions—20th of April, 1781, 12th of April, 1782, and 11th of October, 1797. Length of gun-deck, 160 feet of keel, 131 feet, 6 inches and seven eighths. Tons, 1379. North Sea.
- BIENFAISANT**, 64 G. Lieut. E. Collingwood. T. F. in 1758, and towed triumphantly out of the Harbour of Louisbourg, by a detachment of Seamen under the command of Captains Laforey and Balfour, who were also in possession of the *Prudent*, but finding her aground, they were obliged to let her on fire. Commanded by Capt. J. Macbride, when she captured the Count D'Artois, of 64 Guns, off Cape Clear, in 1780. Length of gun-deck, 158 feet, 9 inches of keel, 129 feet, 1 inch and a half. Breadth, 44 feet, 6 inches. Depth, 19 feet, 4 inches and a quarter. Tons, 1360. Now a Prison Ship at Plymouth.
- CAPTIVITY**, 64 G. Lieut. S. Blow. Late the *Monmouth*. Built at Plymouth in 1772. Length of gun-deck, 159 feet, 6 inches of keel, 131 feet. Tons, 1370. Prison Ship at Portsmouth.
- LE CATON**, 64 G. Lieut. R. Brown. T. F. in 1782, by Rear Admiral Lord Hood, April 19. Length of gun-deck, 166 feet of keel, 136 feet, 4 inches and three quarters. Breadth, 44 feet, and half an inch. Depth, 19 feet, 4 inches. Tons, 1407. Served as an Hospital Ship at Plymouth.
- CROWN**, 64 G. Lieut. Baker. Built on the River Thames in 1782. The *Crown* was among the Fourth Rates, in 1680, 50 Guns, 250 Men. Was commanded by Capt. C. Robinson, on the 18th of December, 1688, in the Channel Service. Dimensions of the present Ship are—length of gun deck, 160 feet, 5 inches. Keel, 131 feet, 5 inches. Tons, 1405. A Prison Ship at Portsmouth.
- DIADEM**, 64 G. G. H. Towry. Built at Chatham in 1782. Was in Admiral Hotham's action, March 14, 1795; and Sir J. Jervis's, February 14, 1797. Length of gun-deck, 159 feet, 10 inches of keel, 131 feet, 11 inches. Tons, 1370. Portsmouth.
- DICTATOR**, 64 G. J. Hardy. Built on the River Thames in 1733. Length of gun-deck, 159 feet, 4 inches of keel, 130 feet, 8 inches. Tons, 1338. At Spithead.
- DIRECTOR**, 64 G. William Bligh. Built at Gravesend in 1782. Was in the action of October 11, 1797. Length of gun-deck, 159 feet, 1 inch of keel, 130 feet, 4 inches and three quarters. Tons, 1388. North Sea.
- DORDRECHT**, 64 G. D. Atkins. T. D. by Admiral Elphinstone, in Saldanha Bay, August 17, 1796. At the *Nore*.
- EAGLE**, 64 G. Lieut. J. James. Built in 1774 on the River Thames. Lord Rodney was Captain of the *Old Eagle*, on the Irish Station, in 1746, and in Rear Admiral Hawke's action with the French, October 14, 1747. Capt. Palliser commanded the *Eagle*, of 60 Guns, in 1755. Vice Admiral Lord Howe had his Flag on board the present *Eagle* in 1778, in America, Captains Duncan and Cutler. Dimensions of the present—length of gun-deck, 159 feet, 8 inches and a half of keel, 131 feet, 3 inches. Breadth, 44 feet, 4 inches. Depth, 19 feet. Tons, 1372. Prison Ship at Gullingham.
- ESSEX**, 64 G. Built in 1760, on the River Thames. The *Essex*, in 1741, was commanded by Capt. Robinson, 70 Guns. It was in the Ship that Sir Hugh Palliser fitted out as a Lieutenant in 1742, when commanded by Capt. R. Norris. The *Essex* was one of Admiral H. Ke's Fleet, in his action, November 20, 1759, with *McDonnell's*, and was lost in the *Lefebvre* Sail Race. The *Essex*, in 1762, 64 Guns, was one of Sir E. Hawke's Squadron, sent to fight the *Portici*. Dimensions of the present—length of gun-deck, 158 feet, 1 inch and a quarter of keel, 129 feet, 6 inches and seven eighths. Tons, 1379. Receiving Ship at Portsmouth.
- EUROPE**, 64 G. Lieut. J. Gardner. Built in 1765, at *Leap*. Length of gun-deck, 159 feet of keel, 130 feet, 9 inches. Tons, 1369. Prison Ship at Plymouth.
- HERCULES**, 64 G. T. D. by Admiral Duncan, off Camperdown, in 1797. At Chatham.
- INFLEXIBLE**, 64 G. S. Ferris. Built at Harwich in 1780. Length of gun-deck, 159 feet, 8 inches. Breadth, 44 feet, 7 inches. Tons, 1386. The Downs.
- INTREPID**, 64 G. W. Hargood. Built at Woolwich in 1770. Length of gun-deck, 159 feet, 6 inches. Breadth, 44 feet, 5 inches. Tons, 1374. East Indies dett.
- LION**, 64 G. Manley Dixon. Gallant action with the Spanish Frigates, in July, 1798. Built at Portsmouth in 1777. Length of gun-deck, 159 feet of keel, 130 feet, 4 inches. Breadth, 43 feet, 5 inches. Depth, 19 feet. Tons, 1338. Mediterranean.
- LANCASTER**, 64 G. J. Wells. Built in Randall's Yard, Rotherhithe, in 1797. Was in Admiral Duncan's action, 11th of October. The *Lancaster*, 68 Guns, was, in 1756, in Admiral Byng's Fleet. At Plymouth.
- MODESTE**, 64 G. Taken in 1759 from the French. Length of gun-deck, 158 feet, 6 inches. of keel, 129 feet. Breadth, 44 feet, 5 inches and a half. Depth, 19 feet, 8 inches. Tons, 1357. Receiving Ship at Portsmouth.
- MONMOUTH**, 64 G. P. Deane. Built at Deptford in 1796. Was in the action of October 11, 1797. The *Monmouth*, in 1758, was commanded by the gallant Capt. Gardiner, who, in the month of April, in that year, lost his life in the engagement with the *Poudoyant*, greater by his superior boat in Guns and Men. He brought his ship within pistol shot of his antagonist. Capt. Gardiner was killed but nine o'clock, A. M. The *Poudoyant* struck a little after one, P. M. Before his death, he first Lieutenant, at Capt. Gardiner's request, raised the Flag to the English Staff. *Nor h Sea*.
- NASSAU**, 64 G. G. Tripp. Built at Bristol in 1785. The *Nassau*, of 70 Guns, in 1741, was commanded by Capt. Mordaunt. In 1762, the *Nassau*, 64 G. was in the Squadron sent to Lisbon under Sir E. Hawke. June 25th. Dimensions of the present—length of gun-deck, 160 feet, 1 inch of keel, 131 feet, 8 inches. Breadth, 44 feet, 5 inches. Depth, 19 feet, 1 inch. Tons, 1384. At the *Nore*.
- NONSUCH**, 64 G. J. Wolley. Built at Plymouth in 1774. This Ship was commanded by Sir James Wallace, when he captured the *Belle Poule*, in the Bay, 1779. Capt. Truett commanded her in Admiral Rodney's action, 1782. Length of gun-deck, 159 feet, 5 inches. Breadth, 44 feet, 4 inches and five eighths. Tons, 1373. Guard Ship in the *Hamble*.
- OVERYSSEL**, 64 G. J. Barely. T. D. Captured by the *Polypemus*, at Cork, October 22, 1795. A Guard Ship at *Sheerness*.
- POLYPHEMUS**, 64 G. G. I. unidaine. Built at *Sheerness*, in 1781. Length of gun-deck, 160 feet. Breadth, 44 feet, 7 inches. Tons, 1409. Ireland.
- PRINCE FREDERIC**, 64 G. T. D. Late the *Pewell*, taken by Admiral Elphinstone, in Saldanha Bay, August 17, 1796. The *Prince Frederic* in 1758 was in Admiral Boscawen's Fleet, in the action from St. Helen's on February 19, to assist in the reduction of Louisbourg. She was then commanded by Capt. Man. At Chatham.
- PROTHEE**, 64 G. Lt. McLenzie. T. F. in 1780, by Rear Admiral Digby's Squadron, off *Brest*. Was commanded by Capt. Bunker, in the action of April 12, 1777. Length of gun-deck, 164 feet, 1 inch of keel, 140 feet, and seven eighths of an inch. Breadth, 44 feet, 7 inches. Depth, 19 feet. Tons, 1415. Prison Ship at Portsmouth.

# PRESENT STATE OF THE ROYAL NAVY.

- PRUDENT**, 64 G. C. H. Lane Built at Woolwich in 1758. Length of gun-deck, 159 feet. Breadth, 44 feet, 4 inches. Tons, 1357. Prison Ship at Plymouth.
- RAISONABLE**, 64 G. C. Boyles Built at Chatham in 1768. Length of gun-deck, 160 feet, 1 inch. Breadth, 44 feet, 6 inches. Tons, 1386. Cape of Good Hope.
- REPULSE**, 64 G. J. Alms Built at East Cowes in 1780. Length of gun-deck, 159 feet, 6 inches: of keel, 130 feet, 11 inches. Tons, 1387. Portsmouth.
- RUBY**, 64 G. Built at Woolwich in 1776. The Ruby, in 1702, commanded by Capt George Walton, was one of Admiral Benbow's Squadron in the West Indies. Was in company with the *Eolus* and *Jamaica*, when they captured *La Prudente* Frigate, in 1779. One of Admiral Elphinstone's Fleet, at the capture of the Dutch Ships, in Saldanha Bay, 1776. Length of gun-deck, 159 feet, 6 inches of keel, 131 feet, Tons, 1370. At Chatham.
- ST. ALBANS**, 64 G. F. Pender. Built on the River Thames in 1764. In 1759, the *St. Albans* was in Admiral Boscawen's action with *M. de la Clue*, August 17. Commanded by Capt Inglis, in Admiral Sir S. Hood's Fleet, off Balleterre Road, St. Christopher's, January, 1788. In December, 1688, the *St. Albans* was a fourth rate, 50 Guns, commanded by C. Comtable, and was in Admiral Ruffell's Fleet, off La Hogue, in 1692. In 1741, it was commanded by Capt Vincent. Dimensions of the present—length of gun-deck, 159 feet, 3 inches and three quarters of keel, 130 feet, 9 inches and a half. Tons, 1380. On the Halifax Station.
- SAMPSON**, 64 G. Lieut W. Bevians. Built at Woolwich in 1781. Length of gun-deck, 159 feet, 5 inches and a half of keel, 131 feet, 2 inches and a quarter. Tons, 1381. Prison Ship at Plymouth.
- SCEPTRE**, 64 G. V. Edwards Built on the River Thames in 1781. One of Admiral Elphinstone's Squadron, at Saldanha Bay, in 1796. Length of gun-deck, 159 feet, 9 inches. Breadth, 44 feet, 9 inches. Tons, 1398. Cape of Good Hope.
- STANDARD**, 64 G. Built at Deptford in 1782. Length of gun-deck, 159 feet, 6 inches of keel, 131 feet. Depth, 19 feet. Tons, 1370. At Chatham.
- STATELY**, 64 G. J. W. Spanger. Built at Northam in 1784. One of Admiral Elphinstone's Fleet in 1796. Length of gun-deck, 160 feet and half an inch of keel, 131 feet, 7 inches. Tons, 1398, and forty-three ninety-fourths. Cape of Good Hope.
- TRIDENT**, 64 G. Built at Plymouth in 1768. The *Trident*, 64 Guns, was in Admiral Byng's Fleet in 1756, and was also in the Fleet commanded by Admirals Saunders and Holmes, that failed in 1759 for America. The *Trident* was taken from the French by Admiral Hawke, in 1747. In the Van Division of Admiral Byron's Fleet, in the action off Grenada, July 6, 1779, commanded by Capt Molloy. One of Admiral Elphinstone's Squadron in 1796. Length of gun-deck, 159 feet of keel, 130 feet, 9 inches. Breadth, 44 feet, 4 inches. Depth, 16 feet, 4 inches. Tons, 1366. East Indies.
- VETERAN**, 64 G. J. R. Moise Built at East Cowes in 1797. In Admiral Duncan's action, 1797. Length of gun-deck, 150 feet, 4 inches and a quarter of keel, 131 feet, 3 inches and seven eighths. Tons, 1396, and seventy-eight ninety-fourths. North Sea.
- VIGILANT**, 64 G. Lieut Hewitt. Commanded by Capt Kingmill, in the action of the 27th of July, 1778. In Admiral Byron's action, off Grenada, July 6, 1779, commanded by Sir Digby Dent. Built at Bucklerhard in 1774. Length of gun-deck, 159 feet, 6 inches and a half of keel, 130 feet, 3 inches and three eighths. Tons, 1347. Prison Ship at Portsmouth.
- WASSENAER**, 64 G. Admiral Joseph Peyton, and Capt C. Craven T.D. by Admiral Duncan, in 1797. The Downs.
- YARMOUTH**, 64 G. Built in 1745 at Deptford. Commanded by Capt Bret, in Lord Anson's action with *Monsieur de la Jonquiere*, May 3, 1747. The *Yarmouth* was in Admiral Pocock's action with *M. D'Ache*, in 1758, off Pondicherry. She was also in the Rear Division of Admiral Byron's Fleet, off Grenada, in 1779, commanded by Capt. Bateman. Length of gun-deck, 160 feet of keel, 130 feet, 5 inches and a quarter. Breadth, 44 feet, 3 inches. Depth, 19 feet. Tons, 1359. Receiving Ship at Plymouth.
- YORK**, 64 G. J. Fernier. Built at Barnard's Yard, Deptford, in 1796. The *York* is mentioned in *Pepys's List* for 1688, commanded by C. Delavall, 340 Men. In 1741, the *York*, a fourth rate, 60 Guns, was commanded by Capt. Cotes. At present on the Jamaica Station.
- ZEALAND**, 64 G. Vice-Admiral S. Lutwidge, and Capt. T. Farr. T.D. in *Hamozze*, March, 1796, by Admiral Onslow, and the Ships of War at Plymouth. At the Nore.

(To be concluded in our next)

It is our Intention to give this LIST on the commencement of every Year, whilst our Labours are approved, in order to form An ANNUAL CHRONICLE of the BRITISH NAVAL FORCE, with a short History of each Ship. We are, however, fearful, lest our Readers should think some have been neglected, but we request Indulgence on so extensive a Subject, and hope to receive considerable Additions from them. Whatever is sent us, either for this, or any other Article in our Work, will be respectfully attended to.

# THE ROYAL NAVY OF GREAT BRITAIN,

AT THE COMMENCEMENT OF THE YEAR 1799,

*Arranged according to their Rates.*

## No. II.

CONCLUDED FROM OUR LAST.

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ABBREVIATIONS—G Guns. B when built. T.F T.S. T.D taken from the *French, Spaniards, or Dutch.*

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[The First Part of this LIST was intended to include all Ships with two decks, but we found ourselves obliged, although it was printed in a small type, to omit the following Ships of 50 Guns, which are now in consequence added.]

### Fourth Rates.

SHIPS WITH TWO DECKS OMITTED IN OUR FIRST NUMBER FOR WANT OF ROOM.

- MEDWAY**, 60 G. Built at Deptford in 1755. Receiving Ship at Plymouth. Length of gun-deck, 143 feet, 4 inches; of keel, 123 feet, and half an inch. Tons, 1104. The Medway formed one of the Fleet, under Admirals Saunders and Holmes, that sailed from England in 1759 to assist the British Army in America, under the command of General Wolfe.
- PRINCE EDWARD**, 60 G. Late Mars. Taken from the Dutch in 1731 by the Squadron under Lord Rodney in the West Indies. Length of gun-deck, 143 feet, 8 inches and three quarters; of keel, 116 feet, 3 inches and five eighths. Breadth, 41 feet, 8 inches and a half. Depth, 16 feet. Tons, 1075. Received Ship at Chatham.
- RIPPON**, 60 G. Built at Woolwich in 1758. The second Ship Earl Howe commanded when made Post. Length of gun-deck, 155 feet, 5 inches; of keel, 118 feet. Breadth, 41 feet, 6 inches. Depth, 18 feet, 7 inches. Tons, 1219. Now a Receiving Ship at Plymouth.
- ALKMAAR**, 56 G. G. Burdon. Taken by Admiral Duncan, October 11, 1797. The Alkmaar, in 1702, belonged to the Dutch Squadron with Sir G. Rooke. Guard Ship at Portfmouth.
- ABERGAVENNY**, 54 G. S. P. Forster. Purchased by Government in 1795. Built for the India service. Now at Jamaica.
- BRAAKEL**, 54 G. J. Walker. T.D. Taken possession of in Hamoze, March 1796, by Vice-Admiral Onflow and the Ships of War at Plymouth. Now in the North Seas.
- GLATTON**, 54 G. C. Cobb. Built for the India service, but purchased by Government in 1795. Captain Trollope entirely fitted her with Carronade, the only Ship we believe in which it was ever used to the exclusion of long Guns. He fought the gallant action in her, when he attacked a French Squadron consisting of a 50 Gun Ship, five Frigates, a Brig, and Cutter, and drove them into Flushing, July 16, 1796. In the North Seas.
- GRAMPUS**, 54 G. G. Hall. Built for the India service, but purchased by Government in 1795. The old Grampus was built at Liverpool in 1732. Her dimensions were as follows—Length of gun-deck, 148 feet, 1 inch; of keel, 121 feet, 8 inches. Breadth, 40 feet, 8 inches. Depth, 17 feet, 9 inches and a half. Tons, 1070. Sunk Ship at Sheerness.
- HINDOSTAN**, 54 G. J. Mulock. Built for the India service, but purchased by Government in 1795. At Cork.
- MADRASS**, 54 G. J. Dukes. Built for the India service, and purchased by Government in 1795. Now at the Nore.
- VAN TROMP**, 54 G. P. Hill. Taken by Admiral Elphinstone in Sallanha Bay, August 17, 1796. Ireland.
- ADAMANT**, 50 G. W. Hotham. Was put into the line of battle by Admiral Duncan, October 11, 1797. Built at Liverpool in 1780. Length of gun-deck, 146 feet, 3 inches; of keel, 120 feet. Breadth, 40 feet, 9 inches. Depth, 17 feet, 7 inches and a half. Tons, 1060. The East Indies.
- ANTELOPE**, 50 G. Length of gun-deck, 150 feet; of the keel, 123 feet 8 inches and an half. Breadth, 41 feet. Depth, 17 feet, 8 inches. Tons, 1106. The Antelope, in 1704, of 50 Guns, was in Sir G. Rooke's Fleet in the Mediterranean, commanded by Capt. Legge, 280 men. At present building in the King's Yard at Sheerness.
- ASSISTANCE**, 50 G. J. O. Hardy. Built at Liverpool in 1781. Length of gun-deck, 146 feet, 1 inch; of keel, 119 feet, 9 inches. Tons, 1053. At Halifax.
- BRISTOL**, 50 G. Built in 1775 at Sheerness. Length of gun-deck, 146 feet; of keel, 119 feet, 9 inches. Breadth, 40 feet, 7 inches. Depth, 17 feet, 7 inches. Tons, 1049. This is an old name in the British Navy. In Pepys's List for 1688, we find the Bristol serving in the Channel, commanded by Capt. C. Leighton. At present a Prison Ship at Chatham.
- CENTURION**, 50 G. J. S. Rainer. Built at Harwich in 1774. This is among the select names in the Navy. The Centurion, in 1608, served in the Channel, commanded by Capt. Elliot. Was in the Red Squadron in Admiral Russell's action, off La Hogue, in 1692. The Centurion, of 60 Guns, was Lt. Anson's Ship in his memorable voyage the head of which was for a long time prelerbed by the Duke of Richmond at Goodwood. Dimensions of the present Centurion are—Length of gun-deck, 146 feet; of the keel, 120 feet, 2 inches. Breadth, 40 feet, 5 inches. Depth, 17 feet, 3 inches and an half. Tons, 1044. The East Indies.

# PRESENT STATE OF THE ROYAL NAVY.

- CHATHAM**, 50 G. Lieut. Hill Built at Portsmouth in 1758. Length of gun-deck, 147 feet: of the keel, 122 feet, 2 inches. Breadth, 40 feet, 3 inches. Depth, 17 feet, 8 inches. Tons, 1052. Hospital Ship at Falmouth.
- DIOMEDE**, 50 G. Hon. C. Elphinstone. Built at Deptford in 1798. Now at Portsmouth.
- EUROPE**, 50 G. J. Stevenson. Built at Woolwich in 1783. Length of gun-deck, 145 feet, 11 inches: of the keel, 119 feet, 4 inches and five eighths. Breadth, 40 feet, 7 inches and a quarter. Depth, 17 feet, 5 inches and a half. Tons, 1047. Cruising.
- ISIS**, 50 G. W. Mitchell. Built on the River Medway in 1774. This Ship was put into the line of battle off Camperdown. Length of gun-deck, 146 feet of the keel, 119 feet, 8 inches and a quarter. Breadth, 40 feet, 7 inches and a half. Depth, 17 feet, 6 inches. Tons, 1051. At Sheerness.
- JUPITER**, 50 G. G. Lofack. Built on the River Thames in 1778. This Ship brought her Royal Highness the Prince of Wales to England in April, 1795. J. W. Payne, Esq. Commodore. J. Lechmere, Captain. J. B. Munwring, Full Lieutenant. G. Hermer, Master. Thomas Landier, Purser. F. Mafon, Secretary. Length of gun-deck, 146 feet, 1 inch and a half of the keel, 119 feet, 8 inches. Breadth, 40 feet, 10 inches. Depth, 17 feet, 6 inches. Tons, 1061. At the Cape of Good Hope.
- LEOPARD**, 50 G. Commodore J. Plunkett. Captain T. Surridge. Built at Sheerness in 1790. Length of gun-deck, 146 feet, 5 inches of the keel, 120 feet, and three quarters of an inch. Breadth, 40 feet, 8 inches. Depth, 17 feet, 6 inches. Tons, 1056. The Leopard appears in Sir G. Rooke's Fleet in 1794, commanded by Capt. Cullford. Convey to the East Indies.
- PORTLAND**, 50 G. Lieut. J. Munster. Built at Sheerness in 1790. Length of gun-deck, 146 feet: of the keel, 119 feet, 9 inches. Tons, 1054. At Portsmouth to repair. The Portland belonged to the Navy in 1688, and served in the Channel, commanded by Capt. G. Ajlesmoir.
- PRINCESS CAROLINE**, 50 G. Late the Rotterdam. Taken in 1781 by the Warwick, Hon. G. Keith Elphinstone, in the Channel, from the Dutch. Length of gun-deck, 134 feet, 4 inches. of the keel, 111 feet, 4 inches. Breadth, 38 feet, 6 inches. Depth, 15 feet, 3 inches and a half. Tons, 878. Now at Sheerness.
- ROMNEY**, 50 G. J. Lawford. Built at Woolwich in 1762. This Ship was commanded in 1793 by the Hon. W. Paget, and was stationed for some time in the Bay of Naples, during which the King and many of the Nobility came on board. She was also commanded by Capt. R. Home, when the captured L'Artois, of 40 Guns, off the Coast of Portugal, in 1780. Length of gun-deck, 146 feet of the keel, 120 feet, 8 inches and a half. Breadth, 40 feet, 4 inches and a half. Depth, 17 feet, 2 inches. Tons, 1048. The Romney, of 44 Guns, appears in the Navy in 1756, at the declaration of war with France. Now in the North Sea.
- TIGER**, 50 G. Built in the King's Dock-Yard at Portsmouth. The Tiger, in 1688, of the same rate, was commanded in the Channel by Capt. Tennant, 230 men. In 1701, the Tiger, 50 G. 280 men, was in Sir G. Rooke's Fleet in the Mediterranean, commanded by Capt. Cavenish. In 1756 it appears in the Navy, of 64 Guns. Dimensions of the present.—Length of gun-deck, 151 feet of the keel, 124 feet, 7 inches and a half. Breadth, 41 feet. Depth, 17 feet, 8 inches. Tons, 1114.
- TRUSTY**, 50 G. A. Todd. Built at Bristol in 1782. Length of gun-deck, 153 feet, 6 inches and three quarters of the keel, 124 feet and three quarters of an inch. Breadth, 40 feet, 7 inches and three eighths. Depth, 17 feet, 9 inches and three quarters. Tons, 1088. At Sheerness.
- WARWICK**, 50 G. Receiving Ship at Chatham. Built at Portsmouth in 1767. Length of gun-deck, 151 feet of the keel, 124 feet, 7 inches and a quarter. Breadth, 40 feet, 3 inches. Depth, 18 feet, 3 inches. Tons, 1073. This ship was commanded by the Hon. Capt. G. Keith Elphinstone, now Lord Keith, in 1782, when the captured L'Alage, 42 G. in North America. She also captured in the same year the Sophie, a French frigate. In 1781, the same active commander captured in her the Rotterdam.

## Fifth Rates.

- ACTEON**, 44 G. J. Uzoult. Built on the River Thames in 1799. Length of gun-deck, 140 feet, 1 inch and a half: of the keel, 115 feet, 10 inches and a half. Breadth, 37 feet, 11 inches and a quarter. Depth, 16 feet, 4 inches. Tons, 887. Command Ship at Liverpool.
- ADVENTURER**, 44 G. J. Chidcott. Built on the River Thames in 1784. Was commanded in 1790 by Capt. Incefield. The Adventure appears among the Fourth Rates in Admiral Ruffel's Fleet, 1692, but occurs as a Fifth Rate in 1756. Dimensions of the present.—Length of gun-deck, 140 feet, 4 inches of the keel, 115 feet, 5 inches. Breadth, 38 feet, 6 inches. Depth, 16 feet, 11 inches. Tons, 910. Store Ship at Jamaica.
- AMELIA**, 44 G. Hon. C. Heibert. Late Protespine. Taken from the French by the Dryad, off Ireland, June 1, 1796. Refitting at Plymouth.
- ANSON**, 44 G. P. C. Durham. Built at Plymouth in 1781. Reduced in 1794 from a 64 Gun Ship. Was in company with the Phaeton when she captured La Florie French Frigate in the Channel, Sept. 8, 1798. She also took the Daphne of 20 Guns in the Bay of Biscay, December 28, 1797. Refitting at Plymouth.
- ARGO**, 44 G. J. Bowen. Built at Howden Pans in 1781. Commanded in the late war by Capt. Butchart, when on her passage to the W. Indies, she captured the Dauphin of 64 Guns. This Ship was in Commodore Duckworth's Squadron at the taking of Minorca, 1798. Length of gun-deck, 140 feet, 8 inches of the keel, 115 feet, 9 inches and three eighths. Breadth, 38 feet and three quarters of an inch. Depth, 16 feet, 4 inches and a half. Tons, 892. In the Mediterranean.
- CAMBRIAN**, 44 G. Hon. A. K. Legge. This beautiful Ship was built at Portsmouth in 1797. Cruising.
- CHARON**, 44 G. Right Hon. Lord Camelford. Store Ship, now at Spithead, under orders for the Mediterranean. Built at Bristol in 1781. Length of gun-deck, 140 feet, 1 inch and a half of the keel, 115 feet, 3 inches and three eighths. Breadth, 38 feet, 1 inch. Depth, 16 feet, 4 inches and a half. Tons, 889.
- CRICHESTER**, 44 G. J. Stevens. Built at Hitchenor in 1785. This Ship is exactly of the same dimensions with the Guardian, Lieut. Riou, that was lost. Length of gun-deck, 140 feet of the keel, 115 feet and a quarter of an inch. Breadth, 38 feet, 4 inches and a half. Depth, 16 feet, 10 inches. Tons, 901. At Spithead.
- DOLPHIN**, 44 G. J. Nisbet. Built at Chatham in 1781. Length of gun-deck, 139 feet, 11 inches of the keel, 115 feet, 6 inches and a quarter. Breadth, 37 feet, 10 inches and a quarter. Depth, 16 feet, 4 inches. Tons, 880. Hospital Ship at Lisbon.
- DOVER**, 44 G. Lieut. H. Keit. Built in 1786 at Burfledon. Length of gun-deck, 140 feet of the keel, 114 feet, 9 inches and five eighths. Tons, 905. The Dover, a Fifth Rate, was in the Navy in 1756. At Portsmouth, as an armed Transport.
- LA DECADE**, 44 G. Taken from the French by the Naiad, off Finisferro, Aug. 24, 1798. Now at Plymouth.

# PRESENT STATE OF THE ROYAL NAVY.

- EXPERIMENT**, 44 G J. G Saville Built at East Cowes in 1784 This Ship was very active in the last war, under the command of Sir James Wallace, when, in 1798, she captured the *Raueigh* and the *Fortmouth frigates*, both in North America In 1799 she also captured *La Danae* of 32 G Length of gun deck, 140 feet, 3 inches and a half of the keel, 115 feet, 3 inches and a half Breadth, 38 feet and half an inch Depth, 16 feet 4 inches Tons, 892 and twenty five ninety fourths Store Ship at Spithead
- EXPEDITION**, 44 G Sir T Livingstone, Bart Built on the River Thames in 1784 Length of gun deck, 140 feet, 3 inches and a half of the keel, 115 feet, 3 inches and a half Breadth, 38 feet, 6 inches and a half Depth, 16 feet, 10 inches and a half Ton, 910 and thirty ninety fourth Store Ship at Portsmouth
- ENDYMION**, 44 G Sir T Williams, Knt The old Endymion, that was lost, was built on the River Thames in 1779, and had the following dimensions—Length of gun deck, 140 feet of the keel, 115 feet, 7 inches, Breadth, 38 feet, 1 inch and a half Depth, 16 feet, 4 inches Tons, 894 The present Endymion was built in Randall's Yard, Rotherhithe, in 1797 She captured the *St Antonio* off Ireland, 11 May, 1798 She sailed as Convoy to Lisbon, November 20, 1798
- GLADIATOR**, 44 G Lieut E Hungerford Built at Bucklehard in 1783 Length of gun deck, 140 feet of the keel, 115 feet, 1 inch Breadth, 37 feet, 11 inches and a half Depth, 16 feet, 5 inches Tons, 882 Consistent Ship at Portsmouth
- GORGON**, 44 G P Williams Built on the River Thames in 1785 Length of gun deck, 140 feet, 2 inches, Breadth, 38 feet, 5 inches, and a half Tons, 911 At the Nile
- INDEFATIGABLE**, 44 G Sir Edw Pellew, Bart Built at Bucklehard in 1784, and reduced from 64 Guns in 1795 Under her present active Commander she has proved worthy of her name, and rendered very essential services to her country The *Indefatigable*, April 22, 1796, captured *La Virginie*, 44 Guns, and in the same year, *Les Trois Couleuvres*, and *La Blonde* On the 14th of October, 1797, while off Teakr's, Sir Edw Pellew recaptured the *Rose*, which had been taken by the French she was after this recaptured by them, and then again recaptured by Capt G, on 18, in the *Galatée*, Nov 6, 1797 In 1798, Sir Edw Pellew captured *La Vaillante*, Cruising
- LAVINIA**, 4, G Building at Jacob's Yard, Milford—The future success of a Ship that bears the name of the Countess of Spencer will be contemplated with anxiety—*Si qua fata sinant, jam tum Inditque, fovetque*
- MAGNANIMITY**, 44 G Hon M de Courcy Built at Deptford in 1780, and reduced from a 64 Gun Ship in September, 1794 The old *Magnanimité*, as we have a ready means to find in our Memoir of Earl Howe, was taken from the French by Lord Hawke, in 1748 Now refitted at Plymouth
- MELPOMENE**, 44 G Sir C Hamilton Taken from the French, at Corfica, Aug 10, 1794 This and the *Sybilie* are reckoned two of the finest Frigates ever built by France Now refitting at Plymouth
- LA MINERVE**, 44 G G Cockburn Taken by the *Lowestoffe* and *Dido*, in the Mediterranean, June 24, 1795 At Portsmouth
- LA POMONE**, 44 G R C Reynolds Taken from the French, April 23, 1794, by the *Flora*, *Melampus*, and *Arethusa*, off the Isle of Bas Since one of Sir J B Warren's Squadron This Ship has rendered very essential service, having captured, when commanded by Sir J B Warren, *Le Jean Bart*, 26 G off Rochfort, *Le Rhodé*, 30 G near the Raz de Fouesny, *Le Rebuté*, 2, *Le Andromache*, 44 G on shore, and burnt, *La Calliope*, 36 G, *La Caravelle*, 22 G taken at Dunk, the same day a Br g of 12 G, *Le Ephraïm*, *Le Petit Diable*, 18 G and others When commanded by R C Reynolds, she captured *La Chère*, 26 G in the Bay of Biscay, Now at Lisbon
- RAINBOW**, 44 G Receiving Ship at Woolwich Built on the River Thames in 1747 Length of gun-deck, 133 feet, 3 inches Breadth, 37 feet, 10 inches and three quarters Tons, 831 This Ship, under the command of Sir G Collier, captured the first frigate taken from the American last war, 1777, the 16<sup>th</sup> of 32 Guns
- REGULUS**, 44 G G Eyre Built in 1785 at Northern Length of gun deck, 140 feet, 1 inch of the keel, 115 feet, 8 inches and five eighths Breadth, 38 feet Depth, 16 feet, 4 inches Tons, 888 Commanded by Cap Bouater at the beginning of the war Jamaica
- RENOMMÉE**, 44 G Robert Rolles Taken from the French by the *Alfred*, off St Domingo, July 20, 1796 At Jamaica
- RESISTANCE**, 44 G Built on the River Thames in 1782 Length of gun deck, 140 feet, 2 inches of the keel, 116 feet Breadth, 38 feet, 1 inch Depth, 16 feet, 4 inches and a half Tons, 895 This Ship, when under the command of Capt E Pakenham, captured *La Reveche* Frigate in the Straits of Sunday, 1794 Now in the East Indies
- REVOLUTIONAIRE**, 44 G T Twyden Taken in 1794 from the French, by the *Albatros*, *Althusa*, *Diamond*, and *Gala*, off Brest One of Sir E Pellew's Squadron
- SERAPIS**, 44 G Store Ship at Woolwich Built at Bristol in 1782 Length of gun deck, 140 feet, 2 inches and a half of the keel, 115 feet, 5 inches Breadth, 38 feet, 5 inches Depth, 16 feet, 4 inches and a quarter Tons, 886 The old *Serapis* was taken, after a desperate action, by Paul Jones's Squadron, on Scarborough, 1779 She was built at Mr Randall's Yard, Rotherhithe
- SHEERNESS**, 44 G Late, commanded by Capt J Cornwallis Built at Bucklehard in 1787 Length of gun deck, 140 feet, 3 inches of the keel, 115 feet, 4 inches and a half Breadth, 38 feet, 5 inches Depth, 16 feet, 10 inches Tons, 905 At Jamaica
- SYBILLE**, 44 G E Cooke Built at Toulon in 1791 Length of gun-deck, 157 feet Extreme breadth, 41 feet Length of quarter deck, 82 feet Taken by the *Romulus*, in the Mediterranean, from the French, June 17, 1794 East Indies
- LA SEINE**, 44 G D Milne Taken in 1798 from the French, by the *Jafon* and *La Pique*, off the Saints Fitting at Portsmouth
- SANTA DOROTHEA**, 44 G H Downman Taken by the *Lion*, off Cinthagna, in 1798 At Lisbon
- ULYSSES**, 44 G T Piefand Built at Liverpool in 1779 Length of gun deck, 140 feet Breadth, 38 feet and half an inch Tons, 887 At Gibraltar, on the Transport Service
- LA VIRGINIE**, 44 G A Hunt Taken by the *Indefatigable*, off the Lizard, 1796 She was esteemed the fastest sailer, and next best frigate in the French Navy Her figure head is extremely well executed This Frigate carried Lord Moinington to India At present in the East Indies
- WOOLWICH**, 44 G M Halliday Built at Birsledon in 1785 Length of gun deck, 140 feet Breadth, 38 feet, 6 inches Tons, 907 Serving as a Store Ship, destined for the East Indies
- ACASTA**, 40 G R Lane Built at Well's Yard, Rotherhithe, in 1797 On the Jamaica Station



# PRESENT STATE OF THE ROYAL NAVY.

- BEAULIEU**, 40 G. F. Fayerman. Built in 1751 at Bucklehard. Captured the *Maribou* of 26 G. in the West Indies, 1795. Was in Admiral Duncan's action, October 21, 1797. Length of gun-deck, 147 feet, 3 inches of the keel, 122 feet 10 inches and five eighths. Breadth, 39 feet, 6 inches. Depth, 15 feet, 2 inches and five eighths. Tons, 1020. West Indies.
- BRAAYE**, 40 G. J. Rowley. T.D. by Admiral Elphinstone in Saldanha Bay, Aug. 17, 1796. Cape of Good Hope.
- FORTUNE**, 40 G. Taken from the French in 1779 by Admiral Rowley's Squadron in the West Indies. Serving at present as a Convict Ship at Landed.
- LA GENTILLE**, 40 G. T.F. by the Hannibal, April 13, 1793, in the Channel. Now a Receiving Ship at Portsmouth.
- LA GLOIRE**, 40 G. T.F. by the Africa, April 10, 1795, in the Channel. At Portsmouth repairing.
- IMPERIEUSE**, 40 G. Right Hon. Lord Augustus Fitzroy. T.F. by Admiral Gell in the Mediterranean, 1793. Now at the Cape.
- PREVOYANTE**, 40 G. Charles Wemyss. T.F. by the Thetis and Huffer, off the Chesapeake, May 17, 1795. On the Halifax Station.
- ST. FIORENZO**, 40 G. Sir H. B. Neale, Bart. Late *Minerve*. Sunk at St. Fiorenzo by the English Batteries, Feb. 19, 1794, but was afterwards washed and commissioned. This Frigate, with the *Nymph* in company, captured *La Reliance*, and *La Constance* Frigate, off Breh, in March, 1797. She has been constantly employed by being stationed off Weymouth, during his Majesty's summer residence at that place, who occasionally has made short marine excursions in her. October 8, 1798, the Royal Family and Nobility came on board from Weymouth, when Sir H. B. Neale, her commander, gave a grand public breakfast, in honour of Lord Nelson's victory. The *St. Fiorenzo*, and Ships in the road, were all on this occasion decorated in the colours of different nations. Cruising.
- ACTIVE**, 38 G. Building in the King's Yard at Chatham. The old *Active*, 32 Guns, was built at Northam in 1780. Her dimensions were—Length of gun-deck, 126 feet of the keel, 103 feet, 9 inches and one eighth. Breadth, 35 feet, 7 inches. Depth, 12 feet, 2 inches. Tons, 697.
- AMAZON**, 38 G. Pulling in the King's Yard at Woolwich. The old *Amazon* was lost on the Coast of France, engaging *Les Drais de L'Honneur*, 74 Guns, January 14, 1797. She was built on the River Thames in 1773. Length of gun-deck, 126 feet, 4 inches. of the keel, 104 feet, 6 inches. Breadth, 35 feet, 1 inches. Depth, 12 feet, 2 inches and a half. Tons, 687.
- APOLLO**, 38 G. P. Halkett. Built at Woolwich in 1794.
- ARETHUSA**, 38 G. T. Volley. Built at Bristol in 1781. Commanded by the Hon. Seymour Finch at the commencement of the war. On the 10th of August, 1797, she captured *La Gazette* off Biscaya. Length of gun-deck, 141 feet, 1 inch and a half. of the keel, 116 feet, 10 inches and five eighths. Breadth, 39 feet and half an inch. Depth, 13 feet, 9 inches and a half. Tons, 948.
- AMETHYST**, 38 G. Building in the King's Dock Yard at Deptford.
- BOADICEA**, 38 G. R. G. Keats. Built in 1797 at Adams's Yard, Bucklehard. Cruising.
- CLYDE**, 38 G. C. Cunningham. Built of Fr in the King's Dock Yard at Chatham, in 1796. In the Channel.
- DIAMOND**, 38 G. Sir R. J. Strachan, Bart. Built at Deptford in 1794. The old *Diamond* was the first Ship Admiral Knowles commanded, on being mustered, 1757. This Ship was commanded by Sir Sydney Smith when he was taken prisoner by the French.
- DIANA**, 38 G. J. Faulkner. Built at Deptford in 1794. Now at Milford.
- ETHALION**, 38 G. G. Countess. Built at Gravelin's Yard, Harwich. This Frigate captured *La Bellone*, 40 G. one of the Squadron fitted out by the French against Ireland in 1793. Resting at Plymouth.
- L'ENGAGEANTE**, 38 G. Vice-Admiral R. Kingmill, and Lieut. W. Fry. Hospital Ship at Cork. Taken from the French by the *Concorde*, off the Isle of Bat, April 2, 1794.
- L'ESPION**, 38 G. Late *Aralante*. T.F. by the *Swiftsure*, near Cork, May 7th, 1794. In Ordinary at Woolwich.
- FISHGUARD**, 38 G. T. B. Martin. Late *La Reliance*. Taken by the *St. Fiorenzo* and *Nymph*, off Breh, in March, 1797. One of the Ships that landed the French in Wales. Under her present command she has captured *La Immortalite*, 44 G. off Breh, October 20, 1798, one of the Squadron sent against Ireland. At Plymouth.
- HEBE**, 38 G. W. Burchall. T.F. in 1782, by the *Rainbow*, Capt. H. Trollope, in the Channel. Length of gun-deck, 130 feet, 1 inch and a half of the keel, 125 feet, 4 inches and a half. Breadth, 39 feet, 11 inches. Depth, 12 feet, 9 inches. Tons, 1063. Ireland.
- HYDRA**, 38 G. Sir F. Laforey, Bart. Built at Cleverley's Yard, Graveyard, in 1797. Under orders for the West Indies.
- HUSSAR**, 38 G. Building in the King's Dock Yard at Woolwich. The old *Huffer* was lost near the Isle de Bat, in December, 1796. She was a fifth rate, built at Sandgate in 1784. Her dimensions were—Length of gun-deck, 120 feet, 6 inches of the keel, 99 feet. Breadth, 33 feet, 8 inches. Depth, 11 feet. Tons, 596.
- LATONA**, 38 G. F. Sotheron. Built on the River Thames in 1781. Length of gun-deck, 131 feet, 3 inches. of the keel, 116 feet, 10 inches. Breadth, 38 feet, 11 inches and three quarters. Depth, 13 feet, 6 inches. Tons, 944. One of Commodore Poynter's Squadron in 1795. Sent for her Royal Highness the Princess Caroline of Brunswick, then commanded by the Hon. Capt. A. K. Legge. The *Latona* also in 1797 was a receiving Frigate in Lord Howe's action, June 1, and in 1793 was in company with the *Phaeton* when she captured the *Blonde* frigate. At Portsmouth.
- LEDA**, 38 G. Building in the King's Dock Yard at Chatham. The old *Leda* was built on the River Thames in 1783. Length of gun-deck, 127 feet, 4 inches and a half of the keel, 113 feet, 7 inches and five eighths. Breadth, 38 feet, 2 inches and a quarter. Depth, 13 feet, 3 inches. Tons, 881.
- NAIAD**, 38 G. W. Pierrepont. Built in 1797 in Hill's Yard at Limehouse. Captured *La Decade*, 44 G. Aug. 24, 1798. Resting at Plymouth.
- FALLAC**, 38 G. J. Edmond. Late *Minerva*. Built at Woolwich in 1780. Length of gun-deck, 141 feet of the keel, 117 feet, 3 inches and three eighths. Breadth, 38 feet, 11 inches and three quarters. Depth, 13 feet, 6 inches. Tons, 944. Was one of Admiral Cornwallis's Squadron, June 17, 1795. At Portsmouth.
- PHAEON**, 38 G. Hon. R. Stopford. Built at Liverpool in 1782. Length of gun-deck, 141 feet of the keel 116 feet, 5 inches and a quarter. Breadth, 39 feet and half an inch. Depth, 13 feet, 10 inches and a quarter. Tons, 944. At the beginning of the present war this frigate was commanded by the late Sir Andrew Snape.



# PRESENT STATE OF THE ROYAL NAVY.

- Douglafs, and captured, May 3, 1793, La Prompte, 20 G the first of that size taken this war, and the first that was ever launched by the French Republic. In company with the Latona frigate, off Ushant, she captured the Blonde Frigate. Was a Repeating Frigate in Lord Howe's action, June 1, 1794. Was one of Commodore J. W. Payne's Squadron, to convey her Royal Highness the Princess Caroline to England, in 1795. She has since captured La Bonne Citoyenne, in 1796, La Flore Frigate, in the Channel, L'Hironelle French letter of mai jué, and many other prizes in 1798. Returned to Spithead, January 9th, from a cruise of nine weeks in the Bay of Biscay. At Portsmouth to repair.
- LA PRUDENTE**, 38 G. In ordinary at Portsmouth. Taken from the French in 1779, by the Ruby, Jamaica, and Eolus, in the West Indies. Afterwards, when commanded by the Hon. W. Waldegrave, she captured L'Americaine Frigate, in 1781. Length of gun-deck, 136 feet, 10 inches of the keel, 118 feet, 11 inches. Breadth, 37 feet, 9 inches and three quarters. Depth, 10 feet, 10 inches. Tons, 897.
- PRINCE OF WALES**, 38 G. Armed Transport. Purchased by Government in 1795.
- SEA HORSE**, 38 G. E. J. Foote. Built at Stalkart's Yard, Rotherhithe, in 1794. On the 21st of June, 1798, she captured La Sensible Frigate in the Mediterranean. The colours taken by the French at Malta were on board. Now on the Station.
- SALDANHA**, 38 G. Late Cañon. T.D. by Admiral Elphinstone, in Saldanha Bay, Aug. 17, 1796. Receiving Ship at Plymouth.
- TAMER**, 38 G. T. Wettern. Built of fir at Chatham in 1796. In the West Indies.
- THETIS**, 38 G. Hon. A. F. Cockrane. Built on the River Thames in 1782. Length of gun-deck, 141 feet, 6 inches: of the keel, 117 feet, 1 inch and a half. Breadth, 39 feet, 1 inch and a half. Depth, 13 feet, 8 inches. Tons, 954. At Plymouth.
- LA TOPAZE**, 38 G. J. G. Church. T.F. by Admiral Lord Hood, December, 1793. His Royal Highness Prince Edward came from Halifax in her, 1794. Refitting at Portsmouth.
- L'UNITE**, 38 G. Willm. M. Shield, acting. T.F. by the Indefatigable, off the French Coast, 1796. When commanded by Capt. C. Rowley, she captured La Decouverte in 1797. At Sheerness.
- L'URANIE**, 38 G. C. H. Towry. Late La Tortue. T.F. off Ireland, by the Polyphemus, Jan. 5, 1797. In the Mediterranean.
- BELLE POULE**, 36 G. Receiving Ship at Sheerness. T.F. in 1779, by the Nonfuch, Sir James Wallace.
- CAROLINE**, 36 G. Bowen. Built at Randall's Yard, Rotherhithe, in 1795. She captured the Pandour, of 14 G. in the North Seas, 1795, and a Corvette, of 22 G. near Lisbon, in 1796. At Lisbon.
- CONCORDE**, 36 G. Taken near St. Eustatia by the Magnificent, Prudent, and St. Alban's, from the French, in 1783. Length of gun-deck, 142 feet, 11 inches of the keel, 118 feet, 10 inches. Breadth, 37 feet, 6 inches. Depth, 11 feet, 7 inches. Tons, 889. Was commanded by Sir R. Boscawen in April, 1794, when she captured L'Engageante Frigate, off the Ile de Bas. She was commanded in 1797 by the late Capt. Basset. At present in the West Indies.
- CRESCENT**, 36 G. Repairing at Chatham. This Frigate at the beginning of the war was commanded by Sir J. Saumarez, and captured the Reunion Frigate of Cherbourg. She was also with Admiral Elphinstone at Saldanha Bay, Aug. 17, 1796. Built at Burdett's in 1778. Length of gun-deck, 137 feet, 2 inches and a half. Breadth, 38 feet, 5 inches and a half. Tons, 887 and eighty five ninety fourths.
- DORIS**, 36 G. Lord Ranelagh. Built at Cleverley's Yard, Gravesend, 1795. She captured La Cigne, off Scilly, May 7, 1796, when commanded by the Hon. C. Jones. She was also in company with the Unicorn and Frigid, when they captured the Ville de L'Orient, a French Store Ship, 36 Guns, off Ireland, January 7, 1797. In the West Indies.
- DRYAD**, 36 G. C. J. Mansfield. Built at Bannard's Yard in 1795. She captured L'Abellie, 14 Guns, off the Lizard, May 20, 1796, when commanded by the late Capt. Pulteney. June 1, 1796, when under the command of Lord A. Beaulieu, she captured, off Cape Clear, the Proclasp, 34 Guns, now the Amelia. Ireland.
- EMERALD**, 36 G. T. M. Waller. Built at Pitcher's Yard, Northfleet, in 1795. The old Emerald was built at Hull in 1762. Her dimensions were—Length of gun-deck, 125 feet of the keel, 103 feet, 4 inches, and a quarter. Breadth, 35 feet, 2 inches, and a half. Depth, 12 feet. Tons, 681. Now in the Mediterranean.
- FLORA**, 36 G. R. G. Middleton. Built at Deptford in 1780. Captured in the 1st war La Cañon, Dutch Frigate, in 1781, afterwards taken by some French Frigate. In 1789, under the same name, her commander, Capt. W. Williams, she captured La Nymphe Frigate, of 36 G. and a ship distinguished her kill to much under Sir E. Pellew. What is remarkable, the Nymphe was captured by the Flora in the same manner that she herself afterwards took the Cleopatra, a ship carrying away the wheel of the latter, perfectly unaided, and the ship becoming in consequence ungovernable, fell on board her antagonist, the crew of which were lately boarded and took her. Sir J. B. Warren commanded the Flora at the beginning of the present war. Under his command she captured La Vipere of 18 Guns, also in company with the Melampus, captured L'Arcturion and L'Alerte, and took La Poinsone, 44 G. and La Babet of 20, off the Ile de Bas. Length of gun-deck, 137 feet. Breadth, 38 feet. Tons, 869. Lisbon.
- GLENMORE**, 36 G. G. Duff. Built of fir in 1796. Now refitting at Plymouth.
- INCONSTANT**, 36 G. M. Ponsonby. Built on the River Thames in 1783. Length of gun-deck, 137 feet, 9 inches of the keel, 114 feet, 2 inches. Breadth, 38 feet, 3 inches and a half. Depth, 13 feet, 5 inches. Tons, 890. In the Channel.
- MELAMPUS**, 36 G. G. Moore. Built at Bristol in 1785. Length of gun-deck, 141 feet, 2 inches and a quarter of the keel, 117 feet, 1 inch. Breadth, 39 feet. Depth, 13 feet, 11 inches. Tons, 947. When Capt. Cortis had the command of this ship, in August, 1799, he saved a man's life who had fallen into one of the docks at Liverpool, by jumping in after him. The Melampus captured a French Frigate, 40 Guns, off Ireland, October 12, 1798. Refitting at Plymouth.
- LA MODESTE**, 36 G. In ordinary at Portsmouth, to repair. T.F. by the Beaufort in the Mediterranean, October 7, 1799, dispatched from Lord Hood's Squadron in the Mediterranean.
- LA NERIDE**, 36 G. Rebuilding at Plymouth. T.F. by the Phoebe, off Scilly, December 22, 1797.
- L'OISEAU**, 36 G. S. H. Linzee. Late La Cleopatra. Taken by the Nymphe, off the Start, June 18, 1793. E. Indies.
- PERSEVERANCE**, 36 G. At Portsmouth to repair. Built on the River Thames in 1781. Length of gun-deck, 137 feet of the keel, 113 feet, 4 inches and a quarter. Breadth, 38 feet, 3 inches. Depth, 13 feet, 5 inches. Tons, 882.
- PHOEBE**, 36 G. R. Barlow. Built at Dudman's Yard, Deptford, in 1795. This ship captured L'Atalante, off Scilly, January 10, and La Nereide Frigate, December 22, 1797. Cruising.

# PRESENT STATE OF THE ROYAL NAVY.

- PHOENIX**, 36 G. L. W. Halford Built at Burfledon in 1783 Length of gun-deck, 137 feet, 1 inch of the keel, 113 feet, 2 inches and seven eighths. Breadth, 38 feet, 3 inches and three quarters Depth, 13 feet, 5 inches. Tons, 884.
- PENELOPE**, 36 G. H. Backwood Built at Bucklerhard in 1798 Captured the Geolan, the first French Ship taken this war, in April, 1793. At Spithead.
- ROMULUS**, 36 G. Built on the River Thames in 1785 Length of gun deck, 137 feet, 2 inches of the keel, 113 feet Breadth, 38 feet, 3 inches Depth, 13 feet, 3 inches and a half Tons, 899 Cap used, May 24, 1798, La Nostra Signora del Rosario, a Corvette, off Cadix The old Romulus, when taken in N. America by a French Ship of the Line and two Frigates, in 1781, was commanded by Capt. G. Gregton Now at Plymouth.
- SANTA MARGARITA**, 36 G. G. Parker T. S. in 1780, by the Squaron under Commodore Johnstone, off the Coast of Portugal. This beautiful Frigate, under the command of Capt. T. B. Martin, recaptured the Thames Frigate near Waterford, June 7, 1796 In 1797, when commanded by Capt. G. Parker, she captured the San Francisco, off Ireland, June 11 Length of gun deck, 145 feet, 6 inches of the keel, 123 feet, 6 inches and one eighth. Breadth, 38 feet, 10 inches and a half Depth, 11 feet, 8 inches and a half Tons, 903 Cruising.
- SENSIBLE**, 36 G. J. E. Hy. T. F. by the Sea Horle, in the Mediterranean, 1798, having on board the colours seized by the French at Malta Refitting at Portsmouth.
- SIRIUS**, 36 G. R. King Built at the Dudman's Yard, Deptford, in 1777 Captured the Turry, 36 Guns, and Waakzaamheid, of 26 Guns, two Dutch Frigates, in the North Seas, October 24, 1798 She is now at Spithead.
- THALIA**, 36 G. At Lisbon Built at Burfledon in 1782 Length of gun deck, 137 feet, 1 inch of the keel, 113 feet, 3 inches and a quarter Breadth, 38 feet, 3 inches Depth, 13 feet, 3 inches Tons, 881.
- THULEN**, 36 G. T. D. is a prize, in Humozee, by Vice Admiral Onflow, and the Ships of War at Plymouth, 1796 Receiving Ship at Plymouth.
- TRENT**, 36 G. Built at Spithead in 1796 Now at Jamaica.
- AMPHION**, 32 G. R. H. A. Bennett Built at Belts Yard, Mill's Thorn, in 1798 The old Amphion that blew up at Plymouth, was built at Chatham in 1760 Her dimensions were Length of gun deck, 126 feet, 1 inch of the keel, 104 feet, 5 inches Breadth, 35 feet Depth, 12 feet, 1 inch Tons, 679 She was launched at Chatham, December 2, 1790, and commanded by Capt. Bazeley Now on the African Station.
- AEOLUS**, 32 G. Recruiting Ship at Sheerness Built on the River Thames in 1758 Length of gun deck, 125 feet, 3 inches and a half of the keel, 102 feet, 6 inches and five eighths Breadth, 35 feet, 9 inches Depth, 12 feet. Tons, 704 One of the Ships which captured Le Prudente in the West Indies, 1779.
- L'AIMABLE**, 32 G. H. Raper T. F. in 1782, by Rear Admiral Lord Hood's Squadron, in the Mona Passage, West Indies Length of gun deck, 133 feet, 3 inches of the keel, 109 feet, 5 inches Breadth, 36 feet, 3 inches Depth, 11 feet Tons, 782 Fitting at Deptford.
- ALARM**, 32 G. E. Fellowes Built at Harwich in 1798 Length of gun deck, 125 feet Breadth, 35 feet, 3 inches. Tons, 683 This was the first Frigate on which copper was tried Now at Jamaica.
- ALCMENE**, 32 G. G. Hope Built at Chatham in 1794 In the Mediterranean.
- AMBUSCADE**, 32 G. H. Jenkins As this Frigate was not taken at the beginning of the present year, we have inserted it Built on the River Thames in 1773 Length of gun deck, 126 feet, 3 inches of the keel, 104 feet, 1 inch Breadth, 35 feet, 1 inch and three quarters Depth, 12 feet, 2 inches Tons, 684.
- ANDROMACHE**, 32 G. R. Lawrie Built on the River Thames in 1781 Length of gun deck, 126 feet, 2 inches of the keel, 104 feet Breadth, 35 feet, 2 inches Depth, 12 feet, 2 inches Tons, 683 At Portsmouth.
- ANDROMEDA**, 32 G. W. Taylor Built at Liverpool in 1784 Length of gun deck, 129 feet of the keel, 106 feet, 9 inches and three quarters Breadth, 35 feet, 5 inches and a half Depth, 12 feet, 7 inches Tons, 714 At Sheerness.
- AQUILON**, 32 G. T. Bays Built on the River Thames in 1796 A Repeating Frigate in Lord Howe's action, June 1, 1794 She was also in Lord Braddock's action, June 23, 1795 Length of gun-deck, 119 feet, 2 inches of the keel, 107 feet Breadth, 35 feet, 8 inches Depth, 12 feet, 7 inches and a half Tons, 714 At Jamaica.
- ASTREA**, 32 G. R. Dacres Built at Cowes in 1781 Was in Lord Braddock's action, June 23, 1795 She captured La Gloire, 40 G. in the Channel, April 10, 1795 Length of gun deck, 126 feet Breadth, 35 feet, 9 inches Tons, 703 In the North Sea.
- L'AURORA**, 32 G. R. D. Dunn Taken at Toulon by Admiral Lord Hood in 1793 Stationed as a Prison Ship at Gibraltar The present commander succeeded Capt. G. Clarke, who succeeded Capt. Woodhouse.
- BLANCHE**, 32 G. Repairing at Portsmouth Built at Burfledon in 1786 This Frigate had a very desperate action in the West Indies with the Prince of Superior force, in which the gallant Capt. Faulkner lost his life, but the French Ship was captured. Mr. Milne, the First Lieutenant, was appointed to command the Pique, for his distinguished bravery. She was afterwards wrecked off the Saints, June 29, 1798, when engaging La Seine Frigate, 42 Gun By the timely assistance of the Jason and Mermaid, 14 Sloop was taken, and Capt. Milne succeeded to the command. The Blanche has captured the Venpeur, the Revolutionnaire, 20 G. and the Sans Culotte, 22 G. during the present war Length of gun deck, 119 feet of the keel, 107 feet and three eighths of an inch Breadth, 35 feet, 7 inches and a half Depth, 12 feet, 7 inches Tons, 722.
- BLONDE**, 32 G. D. Dobree Built at Burfledon in 1787 Length of gun-deck, 126 feet, 6 inches Breadth, 35 feet, 1 inch Tons, 682 At Spithead.
- BOSTON**, 32 G. J. E. Douglas Built on the River Thames in 1762 Length of gun deck, 117 feet, 5 inches of the keel, 107 feet, 8 inches Breadth, 34 feet, 4 inches and a quarter Depth, 11 feet and a half Tons, 676 At the beginning of the war this Ship had a severe engagement with L'Ambruscade Frigate, since captured by Sir J. B. Warren In this engagement Mont Bompard commanded L'Ambruscade, and Capt. G. W. A. Courtenay, the Boston, the latter of whom lost his life. Now Cruising.
- CASTOR**, 32 G. E. L. Gower Built at Harwich in 1785 Length of gun deck, 126 feet Breadth, 35 feet, 1 inch. Tons, 680 and seventy seven ninety four This Frigate was taken by the French off Ireland, May 9, 1794, and retaken by the Carysfort off the Lizard, May 29, 1794 Fitting at Plymouth.
- CERBERUS**, 32 G. J. M. Namara Built at Southampton in 1794 Repairing at Portsmouth.
- CERES**, 32 G. R. H. Pearson Built at Liverpool in 1781 Length of gun deck, 129 feet, 4 inches and a half of the keel, 103 feet, 9 inches Breadth, 35 feet, 5 inches Depth, 11 feet, 11 inches and a half Tons, 692 At Jamaica.
- CLEOPATRA**, 32 G. J. Fellow Built at Bristol in 1779 Length of gun deck, 126 feet, 5 inches of the keel, 104 feet, 6 inches and a quarter Breadth, 35 feet, 2 inches and a half Depth, 12 feet, 1 inch and three quarters Tons, 685 America.

# PRESENT STATE OF THE ROYAL NAVY.

- LEDALUS**, 31 G H L Bell Built at Liverpool in 1780 She was commanded in 1793 by Capt Sir C Knowles. Length of gun-deck, 125 feet, 7 inches of the keel, 103 feet, 1 inch Breadth, 35 feet, 8 inches Depth, 11 feet, 10 inches and three quarters Tons, 702 and sixty ninety fourths East Indies
- DANAE**, 31 G Lord H Proby T F in 1779, in Concale Bay by the Experiment Length of gun-deck, 129 feet, 3 inches of the keel 107 feet, 2 inches Breadth, 34 feet, 9 inches Depth, 10 feet, 6 inches and a quarter. Tons, 689. At Woolwich to repair.
- BRUD**, 32 G C Aphorpe Built at Bristol in 1783 Length of gun deck, 129 feet, 1 inch and a quarter of the keel, 107 feet, 1 inch and three eighths Breadth, 35 feet, 5 inches, and seven eighths. Depth, 12 feet, 8 inches. Tons, 717 and fifty seven ninety fourths At Spithead
- EURUS**, 32 G Late Zephyr. T D in the Firth of Forth, by the Andromeda, Ranger, and Kite, March 6, 1796. At Portsmouth
- FOX**, 32 G P Muldim Built at Burfledon in 1780 Length of gun-deck, 126 feet, 2 inches and a quarter Breadth 35 feet, 5 inches and three quarters Tons, 697 East Indies
- GALATEA**, 32 G G Byng. Built at Portsmouth in 1794 Refitting at Plymouth
- GREYHOUND**, 32 G T. Haroy Built at Mitleythorn in 1783 Length of gun-deck, 126 feet of the keel, 103 feet, 11 inches and five eighths Breadth, 35 feet, 1 inch and a half Depth, 12 feet, 2 inches Tons, 682 Jamaica.
- HEROINE**, 32 G In ordinary at Portsmouth Built at Bucklehard in 1783 Length of gun-deck, 130 feet, 11 inches and a half of the keel, 107 feet, 10 inches and three eighths Breadth, 36 feet, 10 inches and a quarter. Depth, 12 feet Tons, 779 Portsmouth
- IPHIGENIA**, 32 G Hopfield Sh at Plymouth Built at Mitleythorn in 1780. Length of gun-deck, 126 feet, 2 inches. Breadth, 35 feet and half an inch Tons, 691 At Plymouth
- IRIS**, 32 G G Brisco Built on the River Thames in 1783 Length of gun deck, 126 feet, 4 inches and a half. Breadth, 35 feet, 3 inches and a half Tons, 688 None
- JANUS**, 32 G Late Argo T D by the Phoenix, Capt Halford, off the Texel, May 17, 1796 In ordinary at Deptford.
- JUNO**, 32 G Geo Dundas Built on the River Thames in 1780 Length of gun deck, 125 feet, 6 inches and a half. Breadth, 35 feet, 2 inches and a quarter Tons, 689
- LOWESTOFFE**, 32 G R Flampin Built on the River Thames in 1761 Length of gun deck, 120 feet, 6 inches of the keel, 108 feet, 1 inch and a half Breadth, 35 feet, 3 inches and three quarter Depth, 12 feet, 6 inches Tons, 717 This Frigate, in company with the Dido, captured La Minerve, 47 G in the Mediterranean, June 24, 1795 Fitting at Plymouth
- LA LUTINE**, 32 G J Monkton T F by Admiral Lord Hood, December, 1793 Nor h Sea
- MAGICIENNE**, 32 G W Ogilvy T F in 1781, in N. America, by the Chatham, when commanded by the late Sir A S Douglas Length of gun deck, 143 feet, 9 inches of the keel, 119 feet, 4 inches and a half Breadth, 39 feet, 2 inches and a half Depth, 12 feet, 4 inches and a half Tons, 968 Jamaica.
- MAIDSTONE**, 32 G R Donelly Built of fir at Deptford in 1796 Jamaica
- MELEAGER**, 32 G C Ogh Built on the River Medway in 1785 Length of gun deck, 126 feet of the keel, 104 feet Breadth, 35 feet, 1 inch and a half Depth, 12 feet, 2 inches and a half Tons, 682 West Indies
- MERMAID**, 32 G J Newman Built at Sheerness in 1784 Length of gun deck, 126 feet Breadth, 35 feet, 5 inches Tons, 693 Refitting at Plymouth
- NARCISSUS**, 32 G Building in the King's Yard at Deptford.
- NIGER**, 32 G At Deptford, to repair This Frigate was in Lord Eridford's action, June 23, 1795 Built at Sheerness in 1793 Length of gun deck, 125 feet Breadth, 35 feet, 2 inches Tons, 679
- ORPHEUS**, 32 G W Mills Built in 1780 on the River Thames This Frigate was 1st war commanded by Capt Colpoys, and, in company with the Roxburgh, Capt Andrew Snape Douglas, captured the Confedercy, 36 G in N America, 1780 Length of gun deck, 126 feet, 4 inches Breadth, 35 feet, 2 inches and a quarter. Tons, 688 East Indies
- PEARL**, 32 G S J Ballard Built at Chatham in 1762 She, 1st war, when commanded by Capt G Montague, captured L'Esperance Frigate, 36 G In 1779 she also took the Santa Monica, 36 G in the Bay of Biscay. Length of gun deck, 125 feet and half an inch Breadth, 35 feet, 3 inches Tons, 683 Africa
- PROSELYTE**, 32 G G Fowke Late Juno Refitting at Plymouth
- QUEBEC**, 32 G Built at Burfledon in 1781 The old Quebec, in which Capt Farne gained such immortal glory, and would never defeat, blew up after her action with the Suvielli Frigate, in 1779 Dimensions of the present—Length of gun deck, 126 feet, 3 inches of the keel, 104 feet, 2 inches Breadth, 35 feet, 6 inches and a half Depth, 12 feet, 1 inch and a half. Tons 699 and eighty one ninety fourths. In ordinary at Portsmouth.
- SHANNON**, 32 G A Frazer Built of fir at Deptford in 1796 Plymouth
- SOLEBAY**, 32 G S Poynter Built on the River Thames in 1785 Length of gun-deck, 126 feet, 3 inches and a half Breadth, 35 feet and three quarters of an inch. Tons, 683 and six ninety fourths West Indies
- SOUTHAMPTON**, 32 G John Harvey Built on the River Thames in 1757 Length of gun deck, 124 feet, 4 inches. Breadth, 35 feet Tons, 671 West Indies
- STAG**, 32 G J S Yorke Built at Chatham in 1794, on a larger scale than Frigates of the same rate generally are. Length of gun deck, 135 feet of the keel, 112 feet, 8 inches and a quarter Breadth, 36 feet Depth, 12 feet, 6 inches Tons, 776 Cruising
- SUCCESS**, 32 G P Wilkinson Built at Liverpool in 1781 Length of gun-deck, 126 feet. Breadth, 35 feet, 2 inches Tons, 683 Channell
- SYREN**, 32 G T Le M Goffelin Built at Mitleythorn in 1782 Length of gun-deck, 126 feet Breadth, 35 feet and three quarters of an inch Tons, 679 West Indies
- THAMES**, 32 G W Lakin Built at Tewley in 1758 Length of gun deck, 127 feet of the keel, 104 feet, 8 inches and a half Breadth, 34 feet, 4 inches Depth, 11 feet, 9 inches Tons, 676 This Frigate was taken by three French ones in 1793, and retaken by Capt Martin, in the San a Margarita, off Waterford, June 7, 1796. Sp head.
- TERPSICORUS**, 32 G W H Gage Built at Mitleythorn in 1795 Was commanded by the gallant Capt Bowen in the expedition against Terivie, when he lost his life Length of gun deck, 126 feet of the keel, 103 feet, 11 inches and five eighths Breadth, 35 feet, 1 inch and a half Depth, 12 feet, 2 inches Tons, 682 At Lisbon.
- TRITON**, 32 G E. Griffith, Vintg Built of fir at Deptford in 1796. Cruising.

# PRESENT STATE OF THE ROYAL NAVY.

UNICORN, 32 G. James Young. Built at Chatham in 1794; launched the 15th of July. The Unicorn is a remarkable fine Frigate. She captured, June 7th, 1795, near Waterford, the Tribune, 44 G. She also took L'Orient, 36 G. in company with the Doris and Druid, off Ireland, January 7, 1797. The Comet, a Dutch Ship of war, was also her prize, Aug. 28, 1795; now the Penguin. Dimensions of the Unicorn are—Length of gun-deck, 133 feet; of the keel, 112 feet, 8 inches and a quarter. Breadth, 36 feet. Depth, 12 feet, 6 inches. Tons, 776. Ireland.

VENUS, 32 G. T. Graves. Built at Liverpool in 1758. Was a Repeating Frigate with Lord Howe, June 1, 1794. Length of gun-deck, 128 feet, 4 inches and a half. of the keel, 106 feet, 3 inches. Breadth, 35 feet, 9 inches. Depth, 12 feet, 4 inches. Tons, 722. Newfoundland.

WINCHELSEA, 32 G. At Portsmouth, to refit. Built at Sheerness in 1764. Length of gun-deck, 125 feet; of the keel, 103 feet, 4 inches. Breadth, 35 feet, 2 inches. Depth, 12 feet. Tons, 699.

## Sixth Rates.

LA TOURTERELLE, 30 G. At Deptford, to repair. T.F. by the Lively, Capt. Burton, off Ushant, March 13, 1795.

ALLIGATOR, 28 G. In ordinary at Portsmouth. Built at Sandgate in 1787. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 5 inches and a half. Depth, 11 feet. Tons, 599 and fifty two ninety fourths. This Ship, in August, 1793, captured a French West Indianman, valued at 40,000l.

AMPHITRITE, 28 G. C. Ekins. Built at Southampton in 1778. Late Pomona. Length of gun-deck, 120 feet, 6 inches. Breadth, 33 feet, 6 inches. Tons, 594. West Indies.

AURORA, 28 G. T. G. Caulfield. Built on the River Thames in 1777. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 4 inches. Tons, 596. Lisbon.

BOREAS, 28 G. 80p Ship. Built at Hull in 1774. Length of gun-deck, 124 feet, 6 inches; of the keel, 103 feet, 11 inches. Breadth, 33 feet, 8 inches. Depth, 10 feet, 11 inches, and a half. Tons, 626.

BRILLIANT, 28 G. Hon. C. Paget. Built at Bucklerhard in 1779. Length of gun-deck, 120 feet, 6 inches and a quarter of the keel, 99 feet, 6 inches. Breadth, 33 feet, 8 inches. Depth, 11 feet, 8 inches. Tons, 600. This Frigate ran foul of, and is kept away the 1st of the masts of the Royal George that remained above water at Spithead, since which time a buoy has been placed over the wreck. Convoy from Newfoundland.

CARYSPORT, 28 G. J. Turner. Built at Sheerness in 1766. When put in commission, in August, 1779, the command of her was given to Capt. Latorcy. Length of gun-deck, 118 feet, 4 inches; of the keel, 97 feet, 3 inches and a half. Breadth, 33 feet, 8 inches. Depth, 10 feet, 6 inches. Tons, 586. East Indies.

CIRCE, 28 G. R. Winthrop. Built at Dover in 1785. Length of gun-deck, 120 feet, 6 inches and five eighths; of the keel, 99 feet, 5 inches. Breadth, 33 feet, 7 inches and three quarters. Depth, 11 feet. Tons, 598. North Sea.

CYCLOPS, 28 G. In ordinary at Portsmouth. Built on the River Thames in 1779. Tons, 603.

DIDO, 28 G. In ordinary at Portsmouth. Built at Sandgate in 1784. Was in company with the Loweoffe, when the Minerve Frigate was captured. Length of gun-deck, 120 feet, 5 inches. Breadth, 33 feet, 7 inches. Tons, 595 and forty nine ninety fourths.

ENTERPRISE, 28 G. Receiving Ship at the Tower. Built at Deptford in 1774. This Frigate was, last war, commanded by Capt. John Willett Payne. Length of gun-deck, 120 feet, 6 inches; of the keel, 99 feet, 6 inches. Breadth, 33 feet, 6 inches. Depth, 11 feet. Tons, 594.

GARLAND, 28 G. Late Sibyl. Built at Bucklerhard in 1779. Length of gun-deck, 120 feet, 7 inches. Tons, 599. Cape of Good Hope.

GRANA, 28 G. Convalescent Ship at Sheerness. T.S. by the Cerberus, Capt. R. Mann, in 1781. Length of gun-deck, 117 feet, 10 inches. of the keel, 97 feet. Breadth, 31 feet, 11 inches and three quarters. Depth, 9 feet, 4 inches. Tons, 527 and sixty ninety fourths.

HIND, 28 G. J. Larcom. Built at Sandgate in 1795. Tons, 592 and fifty nine ninety fourths. Bahama.

LAPWING, 28 G. T. Harvey. Built at Dover in 1785. Length of gun-deck, 120 feet, 6 inches. Tons, 597 and eighty two ninety fourths. West Indies.

LIZARD, 28 G. In ordinary at Portsmouth. Built on the River Thames in 1757. Tons, 595.

MERCURY, 28 G. T. Rogers. Built on the River Thames in 1779. Length of gun-deck, 120 feet, 9 inches and three quarters. Tons, 605. Spithead.

NEMESIS, 28 G. R. D. Oliver. Built at Liverpool in 1780. Taken by three French Frigates at Smyrna, May, 1795. Retaken by the Egmont, Capt. Sutton, near Jumi, March 9th, 1796. Length of gun-deck, 120 feet, 7 inches. Tons, 598. North Sea.

PEGASUS, 28 G. Built at Deptford in 1779. Length of gun-deck, 120 feet, 6 inches. Tons, 594. Portsmouth.

PROSERPINE, 28 G. James Wallis. Built at Harwich in 1777. Length of gun-deck, 120 feet, 6 inches. Tons, 595.

THISBE, 28 G. C. D. Pater. Built at Dover in 1783. Tons, 596. Plymouth.

VESTAL, 28 G. C. White. Built on the River Thames in 1779. Tons, 601. Sheerness.

VINDICTIVE, 28 G. T.D. August 17, 1796. Late Bellona. Sheerness.

DAPHNE, 26 G. T.D. August 17, 1796. Late Sirene. Sheerness.

JAMAICA, 26 G. Samuel Brooking. Late Porcane. T.F. in April, 1796. Jamaica.

MARSOVIN, 26 G. T.F. March, 1795. West Indies.

PRINCESS, 26 G. Guard Ship at Cork. Late Williamstadt. T.D. September 14, 1795.

WEYMOUTH, 26 G. C. Ryder. Purchased by Government for the Transport Service, 1796. Portsmouth.

CALCUTTA, 24 G. R. Foulden. Purchased by Government for the Transport Service 1795. Mediterranean.

GOROMANDEL, 24 G. Purchased by Government for the Transport Service in 1795. Mediterranean.

CHAMPION, 24 G. G. E. Hammond. Built at Ipswich in 1779. Length of gun-deck, 114 feet, 5 inches; of the keel, 94 feet, 3 inches. Breadth, 32 feet, 2 inches. Depth, 10 feet, 4 inches. Tons, 513. North Sea.

LA CONSTANCE, 24 G. T.F. March, 1797. Coasting Convoy.

PROMEDARY, 24 G. T. Leaf. Built in 1779. Store Ship, West Indies.