THE FIRESHIP AND ITS ROLE IN THE ROYAL NAVY

A Thesis

by

JAMES LOWELL COGGESHALL

Submitted to the Office of Graduate Studies of
Texas A&M University
in partial fulfillment of the requirements for the degree of

MASTER OF ARTS

August 1997

Major Subject: Anthropology

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ABSTRACT

The Fireship and Its Role in the Royal Navy.

(August 1997)

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Fireships are vessels intentionally set on fire and launched against an enemy ship in order to burn it. At their prime in the age of cannon-armed sailing warships, they were potentially the most powerful weapon in the hands of the English Admiralty and could wreak havoc like no other vessel. After their use helped the English defeat the Spanish Armada in 1588, fireships became an important element of the Royal Navy and other European fleets and remained so until the Battle of Navarino in 1827.

Incendiary vessels were not the most important vessels in the fleet, but they did have an important role to play. Modern fireships probably emerged in the Royal Navy during the 1630s; the first recorded example is *Andrew and John*, which sailed for the Earl of Warwick in 1643 during the English Civil War. Fireships grew in prominence quickly, and by the Anglo-Dutch wars, were common elements in all major European fleets. They would ebb and flow in importance for the next 150 years until *Thais*, the last English fireship to sail with the Royal Navy, was converted to a ship sloop in 1808.

The story of fireships can be seen in an examination of how they were built, manned, used in times of war and peace, and what contemporaries thought of them. There are numerous contemporary records which discuss fireships including logs and journals of those who served in the Royal Navy, line drawings, ship models, and other written sources.

This thesis will discuss both the specific elements and a general history of modern fireships. Specific aspects consist of fireship construction and design, especially the method of placing incendiaries within the ship, and unique elements, which include devices to spread flames throughout the vessel as quickly as possible. The general history will discuss the size, history, and commanders of each of the over 300 fireships which sailed in the Royal Navy as well as an equivalent for the careers of the over 700 captains who sailed them.

DEDICATION

For James Clendenin Reddig

And the Spirit of the Lord shall rest upon him,
the spirit of wisdom and understanding,
the spirit of counsel and might,
the spirit of knowledge and the fear of the Lord.
-Isaiah 11:2

ACKNOWLEDGEMENTS

My first thanks must go to my committee triumvirate: Fred Hocker, Kevin Crisman, and Jonathan Coopersmith. Dr. Crisman got me going with this topic in the first place and tolerated a constant barrage of inane and confusing questions; he even stayed on the committee after I misspelled his name on my thesis proposal. Dr. Hocker also encouraged me to do this thesis and kindly became my chairmen when I came to him at the last possible moment. How Fred put up with me in four classes and numerous random encounters these last seven years I will never know; I wonder if anyone else has ever waited six years before turning in a degree plan? Poor Dr. Coopersmith was sitting in his office, minding his own business, when this lunatic graduate student bearing plans of incendiary vessels barged in and shanghaied him. All three have been been helpful, heartening, and supportive of my work. Texas A&M is well represented by these professors who are both teachers and friends.

Others from Texas A&M helped me out a great deal along the way. Dr. Donny Hamilton and Dr. Wayne Smith let me use their computers and scanning equipment at the very low rental cost of my dignity. Claudia LeDoux, Becky Jobling, Clyde Reese, and the new guard of Angie Schafer (Queen of all she surveys) and Michelle Chmelar (who is a wiz with an exacto knife) made dealing with the nightmare of Texas A&M beauracracy a lot easier.

The staff of the National Maritime Museum were extremely helpful and professional in all aspects of my research there. The librarians and custodians seemed to enjoy answering my queries, and two members in particular stand out. Without David James Taylor, who was an Administration Officer at the time, I would have never been able to get copies of the fireship plans from the Admiralty Plans Collection. He endured an annoying American continuously popping into the Museum and asking favors these last three years. John Graves also tolerated all my questions about the fireship models both in the NMM and in other museums around England; John never failed to answer

them all quickly and thoroughly. The Museum should be proud to have these two on its staff.

Curators of model ship collections seem to be the most hopeful people from whom to get information. Grant H. Walker, Curator at the U.S. Naval Academy Museum, was generous enough to take time away from work and talk to me about a particular fireship model at the museum. He even sent me unhesitatingly his research notes on the model including pictures, commentaries, and copies of other sources. He and Bob Sumral, also at the Academy Museum, make doing research that much more enjoyable.

The Scandinavians are also a good bunch of eggs. Hans-Lennarth Ohlsson, First Superintendent of the *Sjöhistoriska Museet* in Stockholm sent me a nice report on a fireship model in its collection. Jan Bill of the National Museum of Denmark was considerate enough to translate the Swedish for me when he was visiting our Department of Nautical Archaeology at Texas A&M. Claus Jensen of the Royal Danish Naval Museum also supplied me information on Danish fireships.

When I asked about the *Firebrand* shipwreck site in the Scillies, Martin Read of the Plymouth Marine Laboratory directed me to Richard Larn of Shipwreck and Marine in Cornwall. Mr. Read was kind enough to make a copy of his booklet on Shovell's Disaster of 1707 and answer some questions about the *Firebrand* shipwreck despite his very busy schedule.

The internet is an amazing research device, not so much for what is on the web, but more for instantaneous communication. When I needed information about an odd fireship model, Andy Lane and M.G. Little at the Royal Marines Museum, Jon Adams of the University of Southampton, Stuart Vine of the Mary Rose Trust, and Ian Oxley at the University of St Andrews all went out of their way to e-mail me about what they knew.

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How can I put in a few lines what my parents mean to me? When I started on the ruinous path of Liberal Arts, not once did they tell me to stop. Without their support, I would have never achieved any of my goals. Janice and Richard Coggeshall never really understood what I was studying, but they have always encouraged me to do whatever I was doing as long as I was focused and interested in doing it. I just wish I could have written this thing a bit quicker for them. My parents lead by example and I will always strive to achieve their standard.

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CHAPTER I

INTRODUCTION

There is a stratagem as old as the invention of ships though the common people attribute it to the wit of Sir Francis Drake, at Calais, in 1588, against the Spaniards, to fill old ships and vessels with pitch, tar, train-oil, brimstone, reeds, dry wood, and to join three or four of these ships together in the night, and then turn them adrift with the tide where the enemy's fleet rides, and either burn or disperse them after they are thus put from their anchorage.

-Sir William Monson

When Prometheus carried down from Olympus embers hidden in a hollow log as a gift for man, he brought not only a source of warmth and energy but also a terrible weapon. Fire is one of the most feared dangers at sea and can create as much psychological damage as physical. It is impossible to know when fire was first used as a weapon at sea, but not unreasonable to assume that for as long as man has waged war with wooden ships, his enemy has used fire against him.

European interest in incendiary weapons, especially for naval encounters, began to grow when the crusaders returned from the East having experienced firsthand the awesome power of "Greek Fire." By the end of the medieval period, standard weaponry for most European ships included firepots and other incendiary devices like firerings and firepikes. Historically, the most common incendiary weapons were firepots and other hand-thrown devices, burning arrows, and fireships.

The fireship is a vessel intentionally set on fire and launched against an enemy ship in order to burn it. Before the modern era, these incendiary boats were prepar+ed on the spot for a specific event or battle; such vessels are termed here *ad hoc* fireships. They were quickly-made floating bonfires, simple to make and easy to use, but an enemy could easily elude them since they were typically unmanned when used. *Ad hoc* fireships were at best only adequate and too often more dangerous to friend than foe.

This thesis follows the style and format of *Mariner's Mirror*.

Those who fought at sea wanted a more powerful and reliable incendiary weapon that could enflame and destroy an enemy ship quickly and efficiently. To answer this need, someone devised a ship that would not only burn up an enemy vessel but also sail with the fleet at all times. This new type, more functional and permanent than an *ad hoc* one, is termed here a 'modern' fireship.[1] Unless otherwise noted, throughout the rest of this paper the reader should assume that when the term fireship is used, it refers to a modern fireship. Also, unless described differently, any ship listed by its proper name is a fireship.

The age of cannon-armed sailing warships began with Queen Elizabeth's defeat of the Spanish Armada in 1588 and ended with the English victory over the Turks at Navarino in 1827. The career of the modern fireship roughly parallels this period: the first ones appeared in early seventeenth century among the Dutch and Spanish fleet actions during the Thirty Years War.[2] Though used only sparingly by the Napoleanic wars, fireships were still sailing for the Royal Navy up to 1808; the Battle of Navarino in 1827 was started when a Turkish firevessel was stationed too near an English man-of-war.

English contemporaries used the term fireship for different things. A fireship can be a vessel which carried Greek fire or other flammable material.[3] Bomb vessels and machines/exploding vessels have been called the same, as have lightships, which were floating lighthouses.[4] Some ships which were floating rocket-launchers were labelled the same.[5] Fireship was also a slang term for a prostitute,[6] someone with venereal disease,[7] and someone with a short temper.[8]

Modern fireships were both weapons and sailing vessels. They had no unique shape or rigging pattern and would be impossible to differentiate from any other vessel of the same class size. They often served as tenders, like the all-purpose frigate, but were still equipped and manned for the select purpose of burning the enemy.

Modern fireships emerged in the Royal Navy in the 1630s. Records discussing

them in this early period are scant because they were such minor participants in the fleet. The first recorded modern fireship, *Andrew and John*, sailed for the Earl of Warwick in 1643 during the English Civil War. Fireships grew in prominence quickly and, by the Anglo-Dutch wars in the mid-seventeenth century, were common elements of all major European fleets. They would ebb and flow in importance for the next 150 years and when *Thais*, the last fireship which sailed with the Royal Navy, was converted to a ship sloop in 1808, their time was done.

The Royal Navy developed two ship types similar to fireships: firevessels and machines. From March to May of 1794, probably to save money on the costs of fireships, the Admiralty bought 12 firevessels, which were exactly the same as fireships except that they were much smaller and commanded by lieutenants instead of a captains. This first group accompllished almost nothing, but the Admiralty must have liked the concept because they bought another 18 in 1804. This second batch were just as unproductive as the first, and the Admiralty dropped them from the fleet by the end of 1807; not a single firevessel was expended in combat. Machines, also known as explosion vessels, infernals, and hell-burners, were ships filled with explosives instead of fireworks, and some *ad hoc* ones might have been used at Rhé in 1628.[9] The Royal Navy experimented with machines against fortified coastal cities of France from 1693 to 1695, but after a few years of futile sieges at the ports of Dieppe, Le Havre, and Dunkirk, the English abandoned their use until the nineteenth century.[10]

In this era, the English Royal Navy[11] was continuously one of the most powerful fleets in the world and modern fireships were, for a while, a vital part of its organization. Fireships were not the most important warships in the English Navy, but they did have the distinction of being one of only two specialized vessels designed for attack; the other was the bomb.[12] However, fireships did have an influential and prominent role to play in early-modern fleets.

Few commentators, contemporary or modern, have delved deeply into their

character as members of the Royal Navy.[13] Most writers, both modern and contemporary, are more fascinated by the exciting artillery duels of men like Nelson, and fictional ones like Forester's Lord Hornblower and O'Brien's Captain Aubrey. Fireships, on the other hand, were small and relatively boring vessels that only achieved notice upon destruction; few sailed during the more famous periods of the French and Spanish wars at the end of the eighteenth century. Unfortunately, little credit is given to the importance of incendiaries both as members of the fleet and their direct impact on naval history; the success or failure of fireships determined the outcome of more than one war, let alone battles.

The story of modern fireships can be seen in their construction, crews, and uses in war and peace. This thesis will attempt to clarify, explain, and expound what exactly a fireship was and how it was used. The second chapter is a terse general history of the fireships; the use of modern fireships falls under three main time frames: the pre-modern period up to the early 1620s and 1630s, the Anglo-Dutch and French wars up to the end of the seventeenth century, and the eighteenth and early nineteenth century. Specifics of particular battles and events are included in the ensuing sections.[14] Next is a detailed description of the modern fireship and its crew: how it was built and who sailed it. In combat, the fireship was used offensively to destroy the enemy and defensively to prevent the enemy from doing the same: these sections include various fireship successes and failures and who decided how and when to use them. In a rather undeveloped area, the role of the fireship as a warship and fleet's tender is developed and discussed. Finally, a section on the opinions of contemporary Captains, Admirals, and other Naval figures will on the use of fireships in general will add to a better understanding of this vessel.

CHAPTER II

FIRESHIPS IN ENGLISH NAVAL HISTORY

I had no doubt of success in burning the miscreants
-Troubridge

The defeat of the Spanish Armada began a new era for the Royal Navy and the history of the modern fireship is an integral part of it. The use of *ad hoc* combustible vessels dates back to the Classical and Medieval eras. Their introduction into modern fleets coincided with the successful addition of cannon to warships. Their zenith occurred during the infancy of large-scale naval tactics and their descent followed in the final maturation of wooden-warship design and the efficiency of eighteenth-century cannon.

Incendiary weapons have long been used been used in war both on land and at sea. The Classical period saw many different kinds of these weapons like Greek Fire and *ad hoc* fireships.[15] Western Europe developed a taste for combustibles, including fireships, during the Crusades and various medieval forces used them in war at sea.[16]

Despite their potency, fireships were limited in usefulness before the modern era. Before the seventeenth century war at sea was essentially an extension of land tactics, with men-of-war serving as platforms for soldiers to fight other soldiers. The target was the enemy crew, not their warship, and setting fire to an enemy vessel would be like an army burning the field on which it was fighting.

The period between the defeat of the Spanish Armada and the First Dutch War was a period of transition from the old, medieval mind-set to the emergence of modern naval doctrine. Two important changes occurred that led to the development of the modern fireship: the addition of guns to warships and the development of permanent navies. These changes were not instantaneous, but developed over a long period starting in the fifteenth century.

One factor which had discouraged the use of modern fireships was that navies

themselves were *ad hoc* in nature. Sovereign would only gather together large fleets to fight specific and limited campaigns. Usually the King or State owned only a few men-of-war and the rest of a fleet would be converted merchantmen. Under these conditions, *ad hoc* fireships were more practical and cost-efficient than permanent ones.

As nations became more financially and politically stable, many began to see the value of a permanent fleet. The country with a permanent navy could defend its interests at all times and was much stronger than a nation that relied on gathering together warships only when necessary. Fireships designed to sail at all times were not financially practical to a nation without a continuous fleet. A permanent navy, however, would need smaller vessels to tend to the needs of the large warships, and fireships could be among those tenders.

The successful introduction of cannon to ships changed the complexion of modern naval history. Artillery affected every aspect of warship design and naval tactics. For fireships, the most important change was the tactical evolution from the ship as a platform for troops to fight land battles at sea to the ship as a floating battery to fight the enemy from afar. Cannon introduced a new stratagem, to defeat the enemy by crippling or destroying his ships.

This change in targets from the crews to the warship increased the utility and destructive potential of incendiaries. Fiery weapons grew in popularity in the sixteenth century, and hand-thrown incendiaries, like firepots and firearrows, were regular armaments in most warships. Alonso de Chaves, who wrote a treatise on naval combat in 1520, recommended that when two enemy ships connect, a soldier should hurl fireballs, stinkpots, grenades, and caltrops against his opponent.[17]

As fiery weapons became more common, captains quickly realized that fireships were the largest such weapon at their disposal. Fleets were began to use them more frequently and successfully by the end of the sixteenth and beginning of the seventeenth century. These *ad hoc* fireships eventually led to the development and adoption of

modern ones, especially after the one event that showed Europe the potential of their power: Elizabeth's defeat of the Spanish Armada.

The foundation of the modern fireship was established in 1588 on a warm summer night off the coast of France. On August 8th, the Duke of Medina Sidonia, the commander of the *Armada Invencible*, was anchored near Calais, seven leagues from Dunkirk. Medina Sidonia had been fighting the English along the Channel as soon as he had arrived off the coast of England and they had pushed his Armada eastward along the shores of France and England. Sidonia would have preferred a different anchorage, but he had no choices left. The wind was forcing him to go either east or north; to go any further east would place the Armada at risk of running into the dangerous Flemish shoals and to go north would mean the abandonment of the plan of Philip II, King of Spain, to link up with the Spanish forces which were stationed in the Netherlands under the command of the Duke of Parma.

The English were as frustrated as Sidonia. They had fought the Spanish tooth and nail, and had not sunk a single enemy vessel. The Armada was still mostly intact and the English knew they were out-manned, so boarding the enemy would be suicidal. They felt their only chance of success would be to outperform the Spanish with superior ships, guns, and crews.

On Sunday morning the English commanders gathered together in a war council aboard *White Lion* to discuss how to remove the Spanish Armada from its mooring. They knew that the Armada could sit and wait for Parma's troops because the French were selling them supplies. They had to drive the Armada away from the coast and fight "one bloody battle, which should so weaken the Spanish forces that they would dare not venture on a landing."[18] The English admirals and captains decided that the best method to remove the Spanish from their anchors would be with fireships because the Armada was in an exposed area and the English had both the tide and the wind at their disposal.

The goals of the fiery vessels were threefold. The first was to force the Spanish

to raise anchors and fight.[19] The second was to make them cut away their cables and anchors which would prevent the Spanish fleet from being able to regroup and re-anchor in the same area. The final one, of course, was to actually set fire to the Spanish ships.

Sir William Wynter, a commander in the English fleet, credits himself with the idea for the fireships. He claims to have put a bug in the ear of Lord Charles Howard, one of the most important English commanders, a few weeks earlier, and "his Lordship did like very well of it, and said the next day his Lordship would call a council and put the same in practice."[20] Wynter might well have been the first to suggest the idea, but everyone was familiar with the concept, especially the infamous privateer, explorere, and defender of the English realm, Sir Francis Drake, who saw their use by the Spanish against him at San Juan de Ulua in 1572[21] and Cadiz in 1587.[22]

The war council sent one of its commanders, Sir Henry Palmer, to Dover to collect ships and fireworks, but after he left, the English thought it would take too long for him to return so some of the captains volunteered eight old merchantmen.[23] These vessels, manned by 100 volunteers who were later paid £5 for their service,[24] were not randomly chosen nor were they "the woorst & basest ships which came next to hand."[25] The owners of these ships were either Commanders of the English fleet, like Drake and Sir John Hawkyns, or friends who had served with them. Drake owned *Thomas of Plymouth.* Hawkyns, who had been in command of many English expeditions to the west and currently one of the commanders of the fleet to stop the Spanish, was the owner of *Hope* and co-owner with George Bond, Mayor of Portsmouth, of *Bark Bond.* Four of the vessels were with Drake on his raids in the Caribbean in 1585 and Cadiz in 1587.[26] George Talbot, Earl of Shrewsbury and probably a friend of Drake,[27] owned *Bark Talbot.* Lawrence Prowse, who led the fireship attack along with Thomas Yonge, was captain of *Angel of Hampton.*[28]

The reason Drake and the others so quickly volunteered their ships was that they all saw the opportunity to make a quick profit. The vessels were old, tired merchantmen

which, if sold on the open market, would not have been worth anywhere near what a (hopefully) magnanimous Queen would pay. Drake asked for, and received, an enormous sum of £1000 for his worthless *Thomas of Plymouth*.[29] Thomas Meldrum, owner of *Elizabeth of Lowestoft*, even had the audacity to bill the Crown £416 10s. for not only his ship and tackle, but also for six tons of beer, 15 pounds of biscuit, three barrels of beef, butter, fish, cheese, and 48 candles, all of which he claims were left on his ship when it was expended; the normally frugal Elizabeth actually paid him the full amount.[30] The Queen gave £5111 10s. in all, "perhaps the cheapest national investment that this country as ever made,"[31] to some truly amazing captains who risked all to defend the kingdom but who were still pirates at heart.

The fireships were filled with pitch, tar, hemp, firewood, brimstone, and other inflammables. The cannon were not removed, probably because it would have taken too much time, so they were double primed, which turned out to be a decisive factor. Around midnight, the fireships sailed to a windward position before the Armada and attacked.

The Spanish were prepared for an incendiary attack as they had seen nine new vessels join the English fleet and suspected they were fireships.[32] The Armada carried a large number of incendiary weapons like *alcancías* and *bombas*,[33] and even before it left Spain, included in Medina Sidonia's instructions from Philip were warnings to be wary of the English use of fireworks. The concept of the fireship itself was not new to the Spanish as they themselves had used them at Cadiz and Ulua. Medina Sidonia was wise enough to know just how vulnerable his current position was. As a defensive measure, he sent Captain Serrano, commander of the forecastle of the flagship *San Martin*, out in a pinnace carrying an anchor and cable to divert any fireships they might come upon. At the same time Medina Sidonia ordered "all the ships of the Armada to be on the alert, with rowing boats ready with soldiers"[34] to assist Serrano if necessary. As a contingency plan in case the Spanish were forced to cut their lines and flee, the Duke also ordered his

captains to tie cork or other buoys to their cables to help find them later.

As the eight burning fireships neared the Armada, Serrano and his patrol boats hurried over to meet them. They diverted two of the eight away from the fleet but the other six pierced the outer defense. As the fireships neared Medina Sidonia's fleet, their cannon began to explode. In 1585 at Antwerp, the Dutch had used some machines against Parma which destroyed a bridge and killed a large number of soldiers.[35] Worrying that the nearing ships were explosion vessels, the Duke ordered his captains to cut cables, sail out, and later rendezvous at the same station.

The flight from the fireships was chaotic, to be sure, but it certainly was not the panic-stricken melodrama that many Victorian and modern historians imagined it to be. Considering that 140 ships were all moored together in a tight formation and suddenly forced to flee into dark, unknown waters, it is amazing that only one ship, *San Juan de Sicilia*, was damaged that night when it lost its rudder running foul of another vessel.[36] The eight fireships burned out harmlessly on shore.

The majority of the Armada reformed as a single unit just down the coast in the morning because of the organizational skills of Medina Sidonia and the inability of the three squadrons of the English fleet to fight as a single unit. Lord Howard was in charge of one of the squadrons, and when he saw the crippled *San Juan de Sicilia*, he chased it with his squadron in hopes of gaining booty, leaving the other units under Drake and Hawkyns to deal with the main force.

In the end, fireships were the most effective weapon used against the Spanish during the attack of the Armada. After four days at sea of constant fighting, the English had not crippled a single Spanish ship when the Armada rested off Calais. Despite the often-discussed English superiority of weapons and seamanship, the English were not going to be able to defeat the defensive-minded crescent formation tactics of Medina Sidonia's navy. Even after the Battle of Gravelines, the English, for all their talk, did not drive the Armada away; the weather did. Fireships were the only things that could have

forced the Spanish to make themselves vulnerable to the new and more advanced artillery-minded tactics of the English navy.

The success of the fireships at this victory became famous throughout Europe and the idea of adding permanent ones to the fleet became more popular. The Poles were some of the first European people to use them when they burned the Swedes out of Dunamunde on the river Duna in 1608. At the beginning of the seventeenth century, the Swedes and the Danes used them against one another throughout the Kalmar War. One of the earliest references to the French use of fireships is when Richelieu captured Lérin from the Spanish during the Thirty Years War.

By the end of the 1630s, modern fireships had become necessary members of any substantial navy. Quite a few were used in the first half of the seventeenth century, and the modern fireship claimed its first kill between two opponents at sail when the French attacked a Spanish convoy bound for the New World at Cadiz in 1640. After other successes in various battle from 1618 to 1648 throughout the Thirty Years War, like at the Battles of Guetaria, Barcelona, Cape Gata, and the Downs, the number of fireships in any given fleet increased from six or seven in 1635 to 8 to 12 just a few years later. In 1645, the French had 19 in their fleet when they captured Rosas.

For the Royal Navy, the 60 years leading up to the First Anglo-Dutch War was a period of skirmishes, not battles. The modern English fireship made its first appearance in the 1628 attack against the French at La Rochelle. Those used in the English siege were transitional as they had both *ad hoc* and modern designs: *ad hoc* because they were built specifically for the one attack, but modern because it was prepared back in England and expected to sail as long as the fleet was at sea. English fireships made other appearances in skirmishes around the world, but most were *ad hoc* and the battles minor in nature. The Royal Navy used and was attacked by fireships with the Portuguese and Spanish in Spain,[37] Brazil,[38] Ireland,[39] Surat,[40] the Persian Gulf,[41] China,[42] the French at the Isle of Rhé,[43] and pirates at Algeria.[44]

Despite the relatively peaceful times before the First Anglo-Dutch War, the English maintained an impressive fleet but still lagged behind the rest of Europe when it came to developing a permanent navy. Parliament was reluctant to give the English sovereigns, Elizabeth, James, or Charles, proper funding for fear that the Crown would acquire too much power. This changed when Oliver Cromwell removed Parliament's rival in 1642. The Commonwealth Navy used both *ad hoc* and modern fireships in their Civil War,[45] and also in 1650 at Oeiras Bay.[46]

The Roundheads dramatically increased spending for crews, upkeep on old warships, and building of new ones, despite the fact that the navy did not fight any major battles at sea, instead being used mostly to prevent foreign Catholic powers from giving assistance to the Royalists. For the first three years of the Commonwealth, only three fireships[47] sailed in the navy, but this is because the English, who were not at war, did not put large fleets out to sea at this time. The trade wars with the Dutch would change all this.

The first Anglo-Dutch war typifies the strange association between England and the Netherlands. They were similar in many ways: both were Protestant states, both depended almost exclusively on trade by sea for survival, and both shared common enemies. The English and the Dutch were the two most powerful countries at sea and, for a myriad of reasons like conflicts over trade and the Navigation Act, the two countries began the first of three wars in 1652.

The First Anglo-Dutch War introduced the next step in the evolution of English naval tactics: the adoption of broadside tactics which in turn would lead to line combat. The process was slow, but several important factors influenced the improvement: warships designed to hold more cannon, the development of large-scale strategy, and the experience of war itself. This development gave fireships a greater chance to succeed. Combat was becoming a large scale affair with fleets fighting one other in somewhat cohesive unites, instead of as a collection of individual duels.

The role of fireships in the First Anglo-Dutch War was small; English prepared only a handful of them and no squadron ever had more than six. The Dutch, however, having seen their successes in earlier wars, had long been using large numbers of them, especially at the Battle of Leghorn in March of 1653, when a Dutch one burned *Samson* 3rd killing 140 of the English crewmen. Fireship had only a minimal role throughout the war, but at the Battle of Scheveningen in July of 1654, which was the final act of the First Anglo-Dutch War, an English fireship burned an enemy warship for the first time. In this fight, both sides actively used fireships against the others' flagships and the only English casualties were *Oak* 4th and *Hunter*, both of which were burned by Dutch fireships.[48] This was the first English experience with modern fireships and their effect on the Battle of Scheveningen was not lost on the Admiralty.

From the start, fireships had an impact on the major battles of the Second Anglo-Dutch War. At the beginning of the war, the role of fireships seemed to pick up where it let off at the end of the first: at the 1654 Battle of Scheveningen, the English had 104 warships and less than nine fireships and at the 1665 Battle of Lowestoft, the fleet had about the same in both categories. These numbers soon increased, especially after both sides saw their success in combat. The most important part of the Battle of Lowestoft for the fireship was when six large Dutch men-of-war ran foul of another. Two English incendiary vessels burned all six, which encouraged both sides to build more of them.

At the Four Days Battle in June of 1666, both sides learned the limitation of fireships in combat. The affair was a jumbled melee on open waters. There were few immobilized or anchored enemy targets and many fireships were expended in vain as they tried unsuccessfully to reach mobile and heavily armed targets. The English lost over six fireships without burning a single man-of-war. The English flagship *Royal Prince* 1st ran aground on the Galloper Sounds and was surrendered after being surrounded by Dutch fireships. The Dutch boarded, but when English fireships neared to recapture it, the Dutch set it on fire. The lack of success of fireships at the Four Days

Battle did not deter either side from adding even more to the fleets.

The St. James's Day Battle saw an interesting development in naval combat. One duty of fireships was to prevent enemy fireships from burning friendly warships. During this battle there were layers of fighting where men-of-war fought men-of-war, fireships fought fireships, and longboats fought longboats. Two English incendiary vessels hooked onto and burned two enemy ones as they tried to attack a crippled flagship and a 3rd rate.

Holmes's Bonfire was more a raid than a battle. The English learned from a traitorous Dutch captain, Lauris van Heemskirck, that a large Dutch convoy of over 150 merchantman had anchored in shallow and enclosed harbors at Vlieland and Ter Schelling.[49] Against a large number of moored ships packed tightly together, fireships could not help but succeed and with just four of them, the English destroyed the entire merchant fleet; the English then landed and burned two small Dutch villages in the area. The commodore of the English raiding force, Sir Robert Holmes, was notoriously honored for the huge amount of damage done to the enemy ships and the nearby Dutch villages by having the assault named after him. The Dutch were not soon to forget this action, which they considered deplorable, as the people who lived on the islands were not involved in the war.

The year 1666 was not kind to the Dutch, but in 1667, they would avenge their losses. The Dutch decided to strike hard at the heart of English shipping and thier fleet arrived at the almost unguarded rivers of Thames and Medway in June of 1667. The English thought fireships would be the only thing to stop the invading squadron and the King and Admiralty ordered seized any ship which could be converted to an incendiary vessel. The wind died at one point during the attack and longboats from the fireships of both sides engaged in running duels. The Dutch fireships and longboats burned or captured *Royal Charles* 1st, *Royal Oak* 2nd, *Loyal London* 2nd, and *Royal James* 1st; the entire Dutch fleet could never have accomplished this same success in open battle, but

fireships destroyed flagships as easily as 6th rates.

When the Dutch left the Medway after three days of almost complete success, they were not yet through. De Ruijter, admiral of the Dutch fleet, blockaded the Thames and the English tried to drive him away with fireship attacks there and off Sheppey. Both sides expended a large number of fireships; the English burned at least eight of their own, but none were effective. Many Royal Navy fireship captains were accused of cowardice in these last actions of the Second Dutch War.

The first two Anglo-Dutch wars were fought for merchants, but the third was fought for Kings. Louis XIV, King of France, wanted Dutch land and, for a price, he convinced Charles II, King of England, to join forces against the Dutch. Fireships sailed in huge numbers in all the major battles of the Third Dutch War. Where just twenty years before a squadron would have six or seven fireships, that number had increased to 20 to 30.

The Battle of Solebay was the first major conflict in the Third Anglo-Dutch War. In May of 1672, a Dutch squadron of 75 warships and 36 fireships under the command of de Ruijter surprised a Franco-English fleet of 98 ships of the line and 30 fireships near Solebay in May of 1672. The wind was calm so fireships had to be towed in and out of combat by longboats. The flagships of both sides were constantly harassed by incendiaries while they were fighting against the larger men-of-war. Three Dutch warships crippled *Royal James* 1st and a fireship then attached itself to the flagship. When Admiral Edward Montagu, Earl of Sandwich, with his flag in *Royal James*, tried to escape the burning vessel, his boat became overcrowded and he drowned.

An interesting event in the Battle of Solebay was reported by one witness to the battle:

> A most memorable action they report was done by Capt. Wilwange who, being boarded by a fire ship of the Dutch, and followed by a great Dutch man of war whose captain and men, all getting up above decks laughing at the endeavours used by him and his men to quit themselves of the fire

> ship, which they at last got off, and he, to returne the complement to the Dutchman, came up with him and gave him such a broadside that she immediately sunk, and all her men perished."[50]

Other English 2nd and 3rd rates were boarded by fireships, but only *Royal James* was lost.

Fireships had very small roles in the two battles at Schooneveld, but they were more active in the Battle of Texel, the last action of the Third Anglo-Dutch War. At Texel, the Anglo-French squadron numbered 92 warships and 28 fireships, while the Dutch had 75 and 22. The English expended 11 fireships against the Dutch but the only losses on both sides were small ships like fireships, yachts, and doggers.

In the Third Anglo-Dutch War, with the exception of *Royal James* 1st, large numbers of fireships were expended by both sides without destroying large men-of-war. By now, admirals and captains had enough experience with them and knew how to avoid such attacks during battle. Fireships had become a method of annoying and harassing the enemy, but not destroying him.

The problems of finding an heir to Charles's throne led to the War of the English Succession which lasted from 1689 to 1697. Throughout the war, the number of fireships in both the French and Anglo-Dutch navies was still large, usually over 20 for the larger encounters. The first three years were uneventful and, despite the large number of fireships in both navies, incredibly not a single one was expended until the Battle of Barfleur in 1692.

In May of 1692, a French squadron of 44 ships of the line and 13 fireships met an Anglo-Dutch fleet of 99 and 38 off Normandy. The wind was light, so most of the fireships had to be towed into battle by longboats. Few ships were lost in the early fighting, but the French were eventually forced to retreat and the allied fleet chased.

A squadron of 12 French warships found refuge at the Bay of La Hogue, 20 made it to St. Malo, and three of their best ships, *Soleil Royal* 1st, *Triomphant* 74, and

Admirable 90, into Cherbourg Bay. At Cherbourg Bay, the English sent three fireships and their longboats into the harbor: despite enemy shot from land and shore, *Blaze* manged to burn *Soleil Royal*, *Wolf* destroyed *Triomphant*, and longboats set fire to *Admirable*. *Hound* was sunk by enemy cannon before it could reach *Soleil Royal*. At La Hogue, English men-of-war and fireships were sent in to attack the stationary French vessels; they burned the entire squadron down to the water. The English longboat crews set all the men of war on fire by hand, so *Half Moon* and *Thomas and Elizabeth* sailed up a nearby river mouth against some transports. Both fireships grounded in the shallow water of the river, but their crews set the enemy's boats on fire. The commodore of the English squadron which sailed to St. Malo hoped to get the surviving enemy ships to come out and fight, but the French had a boom across the harbor defended by fireships.[51] The French had strongly fortified the harbor and the English, being too weak to make an attempt, abandoned their plans for burning the ships.

This was perhaps the greatest moment for fireships since the attack off Calais in 1588. They destroyed the largest ships of the line of the French fleet in just a few moments. Conditions were absolutely perfect for these attack: the targeted warships were grounded together in close proximity, the ships were bottled up in a harbor where they could not escape and crews were not on board to put the fires out. One important reason for the fireships' success at Cherbourg and La Hogue was that the French inexplicably failed to guard their stranded vessels with troops and land artillery which were nearby on lnad. Even a light defense, such as the French boom at St. Malo, could prevent an incendiary attack. Despite the fact that the French had been familiar with fireships for the last seventy years, it is strange that they neglected to take basic precautions. After this success, the allies ruled the seas for the remainder of the War of English Succession. The Royal Navy introduced machines into the fleet in 1694 to destroy French port cities but, after failed attacks at Dunkirk, Dieppe, and Le Havre, stopped using explosion vessels.

The victories at La Hogue and Cherbourg was the last significant success for fireships. Though they continued to sail with the Royal Navy through the next century, they did not have a signigicant impact on naval combat. Ships of the line were becoming faster, artillery was becoming more powerful, naval tactics (especially defenses against fireships) were improving.

Fireships, once the most feared weapon in naval arsenals, began to decline in numbers and importance. At the Battle of Barfleur in 1692, over 60 of them sailed in two fleets, but at the death of Queen Anne in 1714, out of 247 ships in the Royal Navy, only one fireship was left. The number increased a bit during the two wars with Spain, but no more than five or six at a time would be at sea.

After 1697, the Royal Navy attempted only four more fireship attacks. During the War of Jenkins Ear, the English fleet had about ten fireships, but only two were expended: *Duke* ignited five Spanish galleys in a harbor at St. Tropez in 1742 and *Anne* unsuccessfully tried to burn the Spanish flagship *Real Felipe* in 1744. In 1781, during the American Revolutionary War, the English tried to break through a French blockade of the York River with a squadron of both modern and *ad hoc* fireships. Finally, in 1800 during the French Revolutionary War, four fireships were expended against a French squadron of men-of-war trapped at Dunkirk but did little damage.[52]

Vulcan's attack foreshadowed the demise of modern fireship in the Royal Navy and the temporary return of *ad hoc* ones. The English themselves had to endure *ad hoc* incendiary vessel attacks by the colonists in the American War of Independence. The rebels knew how to build a Falconer-design fireship, which is discussed in more detail below, but did not have any spare vessels.[53] What the Continental and state navies did have was plenty of wood, and so they built large numbers of *ad hoc* firerafts.[54] The English endured harmless floating bonfire attacks at Philadelphia[55] and on the Hudson river.[56]

The end of modern fireships came at the beginning of the nineteenth century

when, despite the presence of modern ones already in the fleet, the Royal Navy decided to use *ad hoc* incendiary vessels at Boulogne and Dunkirk in 1804.[57] Only a handful sailed in the navy after 1800, and the last one on the Royal Navy lists was *Thais*, one of 638 warships in January of 1808. Before June of the same year, it was converted to a ship sloop, and no other would take its place.

Naval combat in the War of 1812 indicated future developments in naval warfare. The Americans and English used machines, *ad hoc* fireships, mines, submarines, stink pots, a fetid animal carcass, rockets, and huge incendiary carcasses, which inspired the lyrics of the Star Spangled Banner. Torpedoes were more commonly used and Congreve brought thousands of his rockets to fire against the Americans.[58]

It is only fitting that fireships instigated the final fleet battle fought between only cannon-armed, wooden sailing ships. In 1827, during the Greek War of Independence, the Turks and Greeks agreed to an armistice, but a large Turkish force of warships and soldiers anchored in the area of Navarino Harbor was worrying the Greeks and their allies. Sir Edward Codrington, an English admiral, led an allied fleet to Navarino and trapped the Turks inside the bay. The two fleets anchored directly across from one another in an uneasy peace, but the presence of Turkish fireships began to worry the allies. Codrington ordered some officers and crewman of *Dartmouth* 42 to go in longboats to the commanders of the Turkish incendiaries and ask them to remove their vessels further away from the allied fleet. When the longboats neared, the turkish fireship crews thought that the English were coming to board and capture them, so they fired muskets. The sailors on *Dartmouth* responded with small arm fire at the fireships, and the shooting started a chain reaction down the line. The English easily defeated the Turks, but the action was condemned as harsh, rash, and impolitic under the circumstances and Codrington was removed from his station to placate the Turks.[59]

CHAPTER III

DESIGN: DESCRIPTION AND SHIP TYPE

The Boorish Dutch still add more ships to their fleet
-Captain Hen. Appleton

The heyday of the fireship was during the England's wars with the Dutch and French in the mid- to late seventeenth century, but very few representations survive from this period. Most plans, drawings, and other illustrations date to the mid-eighteenth century. Despite the lack of earlier evidence, the technology needed to design the fireroom and other fireship elements is so basic and simple that it probably did not change a great deal from its seventeenth-century construction. English fireships were not all that different from those of Spain, the Netherlands, Denmark, Sweden, France, and other European nations since they all shared in a common technological tradition of ship design and naval tactics.[60] Four main sources best describe the typical modern fireship: Falconer's *Universal Dictionary of the Marine*,[61] Witsen's *Architectura Navalis*,[62] the 1775 *Lucifer* inboard profile ship plan from the Admiralty Ship Plans Collection at the National Maritime Museum at Greenwich, and various fireship models. These do not provide an exclusive or all-encompassing definition of the construction of every fireship that ever sailed in the Royal Navy, but they do include the more important elements shared by these vessels. Few contemporaries discuss in great detail the concept and design of fireships, and those that do rarely differ substantially from Falconer's *Universal Dictionary of the Marine* or Witsen's *Architectura Navalis*.[63]

The earliest known plan of a fireship dates to 1700 and comes from the *Rigsarkivet* in Copenhagen; it is a Danish fireship based on an English design.[64] This is an extremely early example because the use of plans and other line drawings for the construction and design of warships did not become common until after the end of the War of Spanish Succession in 1713.[65] There are 51 plans of various fireships in the Admiralty Ship Plans Collection at the National Maritime Museum; they range in date

from 1756 to 1807, and the most informative one by far is *Lucifer* of 1775.[66]

Contemporary ship models are a valuable source of information. Of the six fireship models I have found in Europe and America, four come from the model collection the National Maritime Museum, arguably the finest in the world. These four include *Dolphin* of c.1731,[67] an unnamed vessel of c.1770,[68] *Firebrand* of 1777,[69] and two half models built by Congreve in 1807 for a proposed fireship of his own design.[70] *Dolphin* is a unique model because the ship itself was a 6th rate from 1748 to 1755, and then converted to a fireship and renamed *Firebrand* in 1755 (not the same as *Firebrand* 1777 above), so one side of the model is *Dolphin* 6th, and the other side *Firebrand* fireship.

The Congreve half models are a fireship converted from a large frigate, possibly of 38 guns.[71] Sir William Congreve devised and made various weapons for the Navy Board at the end of the seventeenth century and is known for his design of a rocket. In 1809, he submitted to the Admiralty Board these models to represent his idea for a combination modern fireship and explosion vessel, which also had angled ports to hold and fire his rockets; there is a gorgeous print of his design in *Details of the Rocket System.*[72] I assume his proposal was rejected since there is no record of it in the various Admiralty records, but he did arm some *ad hoc* fireships with Congreve rockets on an attack against the French at Basque Roads in 1809; the rockets caused more harm than good as they kept hitting friendly ships during the English escape from the French harbor.[73]

Swedes and Americans also have fireship models in their collections. The U.S. Naval Academy Museum has a model dating around the 1720s-30s,[74] which might be *Solebay* (1711) or *Poole* (1696).[75] The Swedes have a fireship model at the *Sjöhistoriska Museet*, Stockholm, with a design of either a frigate or *jaktskepp.*[76] When the model was built is not known, but it may represents a mid- to late seventeenth century fireship.[77] If true, it would be the earliest visual representation of a fireship.

One odd model was published in a 1933 edition of *Mariner's Mirror*.[78] The ship, last seen in the Eastney Barracks at Portsmouth but possibly destroyed by the Germans in World War II, is described as a fireship because of the sheer hooks in place. The sheer hook is a unique characteristic of a fireship, but what makes me suspect that this is not such a vessel is that no firetrunks, fireports, or sally ports are visible. The model also has chests filled with explosives hanging at the end of the yards in order to fall onto the enemy deck during boarding actions. The powder chest is certainly not characteristic of a fireship. Hanging explosives was only rarely done and only a few contemporary authors discuss this practice.[79] Except for some parallels from the Classical period,[80] the only example of this tactic was when a Spanish warship tried to defend itself against an English privateer in 1709.[81]

The goal of the fireship design was to burn the vessel as quickly as possible while still allowing its crew to escape safely. Fireships had to be utilitarian, inexpensive, and hardy. The English approach, which was similar to those of other European navies, was to place a concentrated amount of fireworks in a small area called the fireroom, and then have a system of wooden troughs channel the flames from the fireroom to the rest of the vessel. When built correctly, fireships needed only a few moments to be engulfed in flames; the crew of *Prometheus* told their surgeon that, "in less than five minutes after the application of a lighted match to certain *apparently* insignificant points, the whole ship would be involved in a complete blaze."[82]

Fireships did not exist in a state of preparedness for battle at all times. Because exposed fireworks tend to lose their incendiary value quickly, especially at sea, under normal sailing conditions fireships cruised with only a minimal amount of fireworks in place. When not needed for immediate use, most incendiary material was stored to be protected from the elements. When fireships readied for combat, they were primed, which meant that their crews prepared the vessel to be burned by placing fireworks in designated positions.

Fireships were defined by their unique features designed to spread burning flames throughout the entire ship as quickly as possible. The following description of a fireship, especially the detailed measurements of various aspects of the fireroom and the formulae for the various fireworks, is based mostly on Falconer's discussion of fireships and the plan of *Lucifer*, though the general concepts of the special fireports and the false deck to hold fireworks were standard for fireships.

The heart of the fireship was the fireroom. It extended between the uppermost decks, from the bow to a protective bulkhead just abaft the mainmast. The fireroom contained an assembly of fireworks for the ignition and distribution of fire throughout the craft which included firetroughs, firetrunks, firebarrels, fireports, and sally ports. Extra bulkheads surrounded the masts to protect and prevent them from falling too soon because of fire damage.

The most important part of the fireroom was a false-decked lattice or grid made of wooden or tin troughs filled with fireworks. Each firetrough was square, 5 inches per side, and had a v-shaped groove on its upper face, 3½ inches wide and 2¾ inches deep. Usually six, but sometimes eight, firetroughs ran fore and aft, and shorter ones crossed athwartships into them every six feet or so. The troughs were mortised together and raised off the deck with stanchions. When fireships were primed, the decks and troughs were coated with melted rosin.

Each firetrough always contained bundles of tarred reeds as an initial set of fireworks. The bundles were 4 inches in diameter, and 4 feet in length for the long troughs, 2 feet 4 inches for the short. The ends of the reeds were dipped up to 8 inches in a mixture of Swedish pitch, tallow, corn gunpowder, and meal gunpowder, and then sprinkled with powdered sulphur. When a fireship was not primed, these initial fireworks would be covered with canvas to prevent damage by sea or rain. Many officers complained to the Admiralty that certain fireships were unfit for service because moisture had damaged their fireworks.[83]

When the fireship was primed, more fireworks were added to the firetroughs. To prime, the pitch mixture was poured on the troughs and reeds, and over this were added bavins of birch, heath, or some other brushwood, bound in bundles two to three feet long with the brushy ends tied together like a broom. The brushy ends were dipped in the same mixture as the reeds and tied down over them while a double thick strand of quickmatch was set between the reeds and the bavins. The quickmatch, which acted as a fuze, was a strand of cotton first dipped in a boiling composition of white wine vinegar, saltpetre and meal gunpowder, then soaked in a bath of vinegar and meal gunpowder.

Another container for fireworks was the firebarrel, which was 30 inches high, at least 21 inches in diameter, and strong enough to keep from falling apart too quickly while burning. The firebarrel was stuffed with short reeds double-dipped in the same mixture as those in the firetroughs and then filled with a blend of sulphur, pitch, tar, and tallow. After this incendiary mixture hardened, five holes ¾ inches in diameter were drilled into the top of the barrel with one hole in the middle and four around it. A double thick strand of quickmatch was driven into these holes, and any cavities were packed with meal gunpowder. The firebarrel's lid was a piece of canvas one yard square that was nailed down and secured with a hoop. The square canvas was dipped in the same mixture as the reeds, and coated with sawdust.

Firebarrels were placed strategically within the fireroom to enflame the upper parts of the ship. Four to five of them sat beneath the fore- and mainsails. Directly above them, copper, brass,[84] or wooden firetrunks, also called chimneys or funnels, 18 inches square on each side, extended up to the shrouds. When the firebarrels beneath them burned, the trunks directed the flames into the rigging and, if close enough, into the enemy's sails as well. Between the firetrunks on the upper deck were a number of scuttles, each also directly above a firebarrel. In order to protect the fireworks below from rain and sea, when the fireship was not primed the firetrunks were stopped with wooden plugs and covered with canvas and the firescuttles covered with wooden lids.

For priming, the trunks and scuttles were unplugged, and the quickmatch fuzes from the tops of the barrels extended to the firetroughs. Squares of dipped and coated canvas like the firebarrel lids were nailed onto the protective bulkhead and along the other sides of the fireroom to provide the ship with more incendiary material. Any extra bavins not used in the firetroughs or barrels were tied upright in any empty nooks and crannies around the firedeck.

On each side of the hull were six or more fireports, which were designed specifically for fireships and measured 18 inches wide and 15 inches high. Normally caulked shut, the port lids opened downward to keep the ports completely unobstructed. It was important for the ports, as well as the scuttles and trunks, to remain open when the fireworks burned so as to allow the energy of the ignited fireworks to expand without damaging the fireship because burning the incendiaries in the small area of the fireroom created a great deal of expanding gas. The force of this energy could blow the upper deck out of the hull or shatter the ship itself, which would, in turn, put out all the flames. The open-port passages also ensured that the inner part of the ship would have a continuous source of oxygen to keep the flames burning. This drop lid was a feature unique to fireships until the nineteenth century when it began to appear on other vessels.[85]

Set midway up these ports was a wooden cross-brace which held three small bombs; two grenades at the ends, and a corn gunpowder-filled iron chamber, 10 inches long and 3½ inches in diameter in the middle.[86] Two troughs filled with fireworks extended upwards from the fireroom grid to each side of the cross-brace. When the ship was primed, the fuzes for the explosives were set both in the troughs and through the ports themselves. This allowed the fuzes to be lit both inside and outside the ship, as well as all along the length of the hull, maximizing the opportunities to ignite the fireworks. Upon ignition, the little bombs either knocked down the lids or blew them completely off their hinges; a stay was set against the cross-brace to prevent damage

from the explosion's rebound.

On either side of the fireship, abaft the protective bulkhead, were sally ports. On medieval cogs and some roundships that carried cavalry for the Crusaders in the East, these ports were usually associated with loading and unloading a vessel at water level.[87] For fireships, they served as escape hatches. When a fireship was ignited, a longboat would wait at these exits to pick up the last crewmen to abandon the burning ship.[88]

Troughs filled with fireworks and an extra thick piece of quickmatch led from each sally port through the bulkhead into the fireroom. The quickmatch also extended athwartships to ensure that the fireship would burn evenly on both sides of the hull at the same time. The fireroom was, for the most part, a contained area; however, the firetroughs from the sally ports were more vulnerable to accidental ignition because they were in an area of the ship more commonly frequented by the crew. To protect against any kind of accidental ignition, like from a dropped candle or other open flame, wooden caps, clamped tight and sealed with padlocks, covered the troughs until the fireship was primed.

English fireships usually had the fireroom and sally ports all at the same deck level, but there may have been exceptions. Steel illustrates an early nineteenth-century fireship with a Dutch-like fireroom on a lower level than the sally port.[89] Steel's fireship also shares another unusual feature with the inboard profile plan of *Comet* (1807), from the Admiralty Ship Plans Collection,[90] in their odd arrangement of the firebarrels. In these ships, the firebarrels did not stand immediately next to the sides of the hull between frames, but rather a few feet away from the sides. The only reason I can see why the firebarrels were placed in this manner was to get them nearer to the firework grid, which perhaps would mean the firebarrels would ignite quicker, but the arrangement was not more advantageous and, in fact, probably took up too much room on the upper deck.

The English tried a variation during the Second Anglo-Dutch War in order to

save the Crown the cost of fireworks and the amount of time needed to convert a vessel into a fireship. Sir Anthony Deane, an important member of the Admiralty in the Anglo-Dutch wars, came up with a new design without a firework grid, but instead he just filled the fireroom with "dry broom, reed, shavings and pitch and tar mixed among them."[91] It was essentially an *ad hoc* layout. This design, though cheap and quick to make, did not spread flames throughout the vessel quickly enough and sometimes the fireworks took up to half an hour before starting to burn. Often Deane's fireships would near or hook onto an enemy, but the fire would not burn strongly enough to scare the enemy away. These vessels could be quickly and safely removed or captured; during an attack near the Isle of Sheppy, one Deane-designed fireship took so long to burn that a local fisherman "came to it and put out the fire and carried [it] safe into Feversham, where she is now"[92] much to Pepys's and the King's consternation. Deane kept trying to sell his design to anyone who would listen, but the Admiralty quickly returned its fireships to the modern construction.[93]

Fireships differed slightly in design according to shipwright, contractor, government, and availability. Witsen's Dutch design of a fireship varied from the English, especially in the arrangement of the firetroughs.[94] With Witsen, the longer fore-aft firetroughs all converged at the after end of the fireroom into an extra-large trough running athwartships. From this large firetrough, three more troughs sloped upward aft to where the helmsman stood. The sally ports were also at the higher level because the helmsman would be the one most likely to ignite the fireship and the last to leave it. Two of the sloping firetroughs extended up to the sally ports and the third came as close as possible to where the helmsman stood.

Recipes for the fireworks also differed between sources. Witsen's firework ingredients for the firetroughs varied from Falconer's discussed above. Witsen advises that a mixture of one part gunpowder, ½ part saltpeter, ½ part tow,[95] and ½ part common sulphur, all stirred and mixed with linseed oil, be poured into the troughs. The mixture

would be covered with sulphured cloth or cartridge paper, and over this would go two layers of wood: the lower soaked in oil and the upper dipped in a composition of one part saltpeter, ¾ part corn gunpowder, ½ part tow, sulphur, and oil.

Two non-incendiary features of a primed fireship were sheer hooks and grappling irons. Sheer hooks were large iron hooks designed to snare and entangle an enemy ship's rigging.[96] The hooks were first used by men-of-war to force boarding actions but soon abandoned because they did too much damage to the aggressor's own spars.[97] As sails and rigging, expecially when dry, can be extremely vulnerable to fire, fireship captains would try to get their vessels entangled with enemy in order to spread the flames from their burning sails into the others'. When the French *Favori* attacked an English flagship in 1702, the flagship's captain tried to tow the burning fireship away "but all in vain, for she clapt us aboard on the larboard bow, and her sheer hooks took hold of our foresail, and so she fell along our side and set our quarter on fire."[98]

The grappling irons were attached to chains instead of rope and hung from the ends of the yard arms and the bowsprit. When a fireship collided with its opponent, the chains were loosened and the grapnels would fall into the enemy ship ensnaring it a bit more. The chanied hooks also could tow fireships away; in 1748, an English captain boarded a French fireship and made fast a chain and towed it away from the English squadron.[99] Some longboats also carried the special grappling irons. The Fighting Instructions of 1777, 1779, and 1782 ordered all longboats in the fleet to be fully manned, armed, and prepared with hand and 'fire-chain' grapnels in order to remove enemy fireships or to support the English ones as they attacked.[100]

The necessary steps to prepare a fireship for combat were set by custom and standing orders for the fleet. The 1782 Fighting Instructions state that fireships should have sheer hooks in place when the fleet was near battle, and that the crews should prime if combat seems imminent whether or not they were signalled to do so. A similar order from 1779 states that fireships were to prime immediately and without signal if a chase

of the enemy fleet should begin.[101]

To ready for combat, a fireship captain would put his vessel in the best position to attack the enemy and then prime it. For an imminent battle, the captain would try to place his vessel windward of the enemy force and the crew would await the order to prime from a commodore's signal or the initiative of the captain. When the order to prime came, sheer hooks were tied fast to the yard arms and, if there was time, the larger guns removed from the ship.[102] Fireworks were poured over the firetroughs and the deck. Extra layers of wood and other combustibles were added to the firetroughs, and over more tarry mixture was added. The scuttles and trunks were unstopped, the firebarrels opened, and their fuzes placed in the firetroughs. The fuzes for the fireport's explosives were set both in the firetroughs and through the port itself. When all priming was completed, the commodore was notified by signal of the fireship's preparedness.

If possible, before fighting began all gunpowder not used in the fireworks was removed to prevent an explosion. A fireship had no need of gunpowder in combat as the ship itself, and not the cannon, was the weapon.[103] Exploding gunpowder cut off the oxygen supply of the incendiaries and could even destroy the ship before it could ignite the enemy.[104]

If a captain attempted to burn the enemy with his fireship, all but the captain and 10 to 14 of his crewman vacated the ship in longboats. A rowed or towed longboat followed alongside a sally port to carry away the remaining crew. The captain waited until the last possible moment, preferably until his fireship had ensnared its prey, to light the fuzes, which would ignite all the fireworks. He was the last to abandon the blazing inferno as he slipped through the sally port into the waiting longboat; various Fighting Instructions order fireship captains not to quit their vessels "till they have grappled the enemy, and have set fire to the train."[105]

What made a fireship a fireship was its function, not the shape of its hull or rigging. The Admiralty chose vessels according to availability of ships, not on type.

All the navy wanted was a vessel large enough to burn the enemy successfully, but not too large lest it be a waste of a good warship.

The average dimensions of fireships were about the same as a 5th rate, but they could range anywhere from hoys to 4th rates.[106] The smallest was *Eaglet* ketch of 1659, 40 feet x 16 feet, and the largest was *Valeur* of 1716, a converted corvette 6th rate, 110 feet 9 inches x 27 feet 4 inches. Other types of vessels which became fireships included converted warships of 4th, 5th, and 6th rates, barks, bombs, brigs, brig sloops, flyboats, frigates, galleys, hospital ships, hoys, ketches, pinks, sloops, snow sloops, and other merchantmen and prizes. Probably no other type of ship in the Royal Navy has ever been more varied in its form.

One minor problem in finding information on the smaller classes of ships was the duplication of names among various men-of-war in the Royal Navy. The Admiralty was usually good at making sure that no two of the higher-rated ships sailing at the same time had the same name; however, often a lower rate, like a fireship, and an upper rate as well as miscellaneous merchantmen would all share the same name, especially in the seventeenth century. During the Anglo-Dutch Wars, there were no fewer than six warships named *Orange* or *Orange Tree*, of which two were fireships. In 1665 alone, five men-of-war, not including merchantmen, had the name *Hope*: *Hope* galliot, *Hope of Camphire*, *Hope of Henlopen* Dutch prize, *Hope* 4th rate prize, and *Hope* hoy.

The quality of the vessels was as varied as the types themselves. The Admiralty tried to get as good sailers as possible,[107] and more than once it returned ships to their owners or the Prize Office due to poor quality.[108] One member of the Navy Board notes that the Admiralty usually took too long in adding fireships to the fleet because it was looking for "shipps of larger and better quality than have been usually, (and indeed at anytime) bought for fireshipps in the navy, which they find at this time not very easy to be come at."[109] During the American War of Independence, the navy purchased merchantmen as sloops and transports, but the most fine-lined ones were reserved as

fireships.[110]

What the navy wanted and what the navy got was not always the same thing. In times of emergency and with graft and corruption all too prevalent, the Admiralty's Navy Board purchased some awful vessels that would only hinder, instead of help, a fleet.[111] Converting a worthless vessel to a fireship was a way for the navy to get rid of old men-of-war.[112] Both *Vulture* and *Cornelian*, 6th-rate prizes, were converted into fireships in 1659 because they were "good for little else but to burn...being old and weak."[113] In 1779, one member of the Royal Navy felt the English fleet could harass the Spanish and French from Brest to Jamaica as long as "the squadron is not clogged with fireships, transports, or heavy sailors of any kind."[114] For the most part fireships could do their jobs, and those that couldn't would be sold, sunk, or converted to something else, such as a guardship,[115] as quickly as possible.

The poor sailing quality of fireships was a huge problem for the Dutch in the First Anglo-Dutch War. The Dutch had long been using large numbers of them, especially against the French and Spanish in earlier wars, and Maarten Harpertszoon Tromp, one of the most famous Dutch admirals of the Anglo-Dutch wars, was especially fond of them because "the English are so afraid of them that they will never lie with their fleet where they can come at them."[116] For this war, however, in an effort to cut costs the States-General of the Netherlands usually took up only the old and worthless ships which were notoriously bad sailers, especially those from Friesland.[117] De Witt, a Dutch admiral in the First Anglo-Dutch War, complained bitterly that, out of eight fireships sent to him in September of 1652, not a single one could keep up with the fleet, and tactically they would be useless in an encounter with the enemy.[118] Monk experienced the same problem when, out of the 24 he requested, he received only 5, all of which could barely stay afloat.[119]

The four main sources of fireships for the Royal Navy were, from most to least common, hired/purchased merchantmen, old warships, prizes, and purpose-built

vessels.[120] English colonies, especially those in the West and East Indies, were also expected to contribute fireships for the defense of their waters; *Earl Galley* and *Harman* were given to the Crown by the local government of Jamaica in 1703.[121]

The main source of fireships for the Admiralty was converted merchantmen and old men-of-war, with far more of the former than the latter. Most fireships in the Anglo-Dutch wars were colliers,[122] which was not unusual as they were one of the most common types of merchantmen at the time. When war was imminent, the Admiralty would usually go out and buy as many merchantmen as necessary to run all the small errands and duties of a large fleet. The navy also converted old warships that could not be sold for a great deal of money, but still sailed well enough to be fireships.

An exception to this was when the Royal Navy would temporarily hire fireships. In the seventeenth century, the Admiralty continued a long tradition of hiring private vessels instead of purchasing them outright. Temporarily hiring vessels saved the navy the expense of building and maintaining a large number of warships during times of peace. Even if it wanted to buy vessels, the Admiralty had such a long history of financial insecurity that most owners would not sell without full payment in advance.

For a hired fireship, the Navy Board compensated the owner for however long it used the vessel, and also pay to convert the vessel to and from a fireship, to load or unload any stores belonging to the navy, and to guarantee the vessel's cost if expended in battle. The cost of converting *Mary of Fredericstadt* to a fireship was £70: £28 to unload it and £42 to fit out the fireworks.[123] The Admiralty was also expected to repair any damage done to the ship while in service. *Robert* lost its anchor in the Downs, and a local shipwright in charge of its repair asked the Navy Commissioners if it were a hired or purchased vessel: if hired, the navy would have to give the owner a new anchor, but if purchased, he would instead sweep the river to find the original.[124]

Sometimes in lieu of money the Admiralty would repay the owner of an expended fireship with another vessel. The owner of *Swan*, whose ship was burned

against the Dutch off the Isle of Sheppey, asked the Navy Commissioners for either £250 or the 35 ton *Lamb* tender, but they gave him £200 instead.[125] *Mary of Fredericstadt* was taken by the Royal Navy's *Revenge* man-of-war despite a pass from the Duke of York, and the owner demanded "satisfaction in money or in prize ships for its value, £1100,"[126] but the Navy Commission gave him only £809 8s.[127]

The main disadvantage in hiring instead of purchasing a vessel was the need for a constant supply of cash in hand to pay ship owners as their vessels entered and exited the service. Kings Charles I and Charles II were too unstable financially for ship owners to feel comfortable in leasing their vessels without most of the money up front. If the navy was delinquent in payment, the ship owners could seize their own vessels and keep any cargo the navy had stored on them.[128] The Navy Commissioners often could not pay the shipwrights who were converting fireships. Thomas White, a shipwright who converted quite a few fireships for the navy in the later Anglo-Dutch wars, had constantly to beg for cash just to pay for materials to prepare his ships.[129]

Many times, ship owners refused to loan or sell their vessels if the Admiralty could pay only with promissory notes. When the need for fireships was great enough, the Crown would order vessels to be pressed with a promise of the full value of the ship later.[130] When the Dutch entered the Medway in 1667, the Crown and the Admiralty tried to buy any vessel within London which could be made into a fireship,[131] but most owners were reluctant to hand their ships over to the navy without cash in hand for their ships' full appraised value.[132] The Admiralty was forced to seize, regardless of the proper legal paperwork, any vessel which would make a good fireship.[133] The Duke of Buckingham had the same problems when he tried to gather fireships for his expedition to the Isle of Rhé in 1628; the owners demanded £350 in cash up front for each vessel, but the King refused and had the ships pressed into the service.[134] One of the heads of the Admiralty, Sir John Coke, later had to deal with all the unhappy owners who were not paid, like Francis Brooke who begged "on behalf of his widowed mother, for

payment for a ship taken by Sir James Bagg for a fireship, and burned in the service."[135]

Many captains and admirals owned the vessels they commanded.[136] The Admiralty tried to prevent this practice because ship owners tended to be unwilling to risk their ships to the hazards of battle.[137] The navy ended its practice of hiring warships by the War of English Succession at the end of the seventeenth century, and afterwards would only purchase or build its men-of-war.

In the eighteenth and nineteenth centuries, the acquisition of fireships was not a problem for the Royal Navy as finances were secure with a sound, organized administration in place. The Admiralty would usually buy and convert old, cheap merchantman. It did not trust ships built outside of England, and would only buy those from foreign shipyards in times of emergency. The navy justified its concern by noting that, of the ten fireships bought in New England at the outbreak of the War of Jenkins Ear in 1739, within four years all were condemned as unfit and sold or rebuilt.[138] All fireships were expected to be built or converted by the English in England; the Admiralty ordered that "ketches, fireships, and indeed all ships, should be built in the King's yards."[139] Despite the navy's concerns over quality in foreign stations, especially the Far East, it was often more cost efficient to buy the vessels in the country where the fleet was stationed instead of having to pay the cost of sailing them over from England.[140] *Blast*, *Prosperine*, *Conflagration*, *Sulphur*, *Volcano*, *Gooning Assi*, and *Fogo* were all local craft purchased by the navy abroad, and served only in that local area.

In 1689, 1780, and 1805, the navy experimented with the concept of building fireships.[141] The advantages of building, instead of converting older ships, was that the new vessels would be good sailers and sturdily made. The disadvantage was strictly economic as building a new ship was costlier than hiring one, and even more expensive if the ship were burned soon after completion.

In November of 1689, the Navy Board ordered 12 vessels of 250 tons to be built

specifically as fireships. The contracts for the construction of these new warships were the first the Admiralty made in preparation for the War of English Succession. The fireships cost around £7 a ton, and the shipwrights were to be paid in four installments of £400 with the balance due 20 days after final delivery.[142] The negotiations were hard for the Admiralty because William III was no more fiscally sound than his predecessors. Even after the fireships were built, the shipbuilders refused to release them until they were guaranteed payment by registered tallies with a Parliamentary guarantee and a fixed rate of interest.[143]

The shipyards completed 11 of the 12 fireships by April of 1690; the other, *Roebuck*, was begun as a fireship but launched as a 5th rate.[144] The Admiralty must have liked the fireships as it ordered another 12: eight were launched in March of 1691, and four more in 1694.

These purpose-built fireships were exceptional craft and one of the best investments the Admiralty ever made. Their design was similar to that of a small 5th rate of 24-28 cannon and they ranged in size from *Etna*, 90 feet 11¼ inches x 25 feet 7½ inches and 283 tons, to *Hawk*, 94 feet 10½ inches x 25 feet and 288 tons. These vessels were well designed and excellent sailers. The average life of a fireship's service in the fleet was two and a half years, but the purpose-built ones averaged seven years. These fireships were so well built that 12 of them sailed for the navy in one capacity or another for over ten years, and three lasted for over 20 years. *Griffin*, one of the original 12 of 1690, must have been a very good sailer as it was rebuilt as a fireship in 1702 and sold in 1737, an amazing career for any ship in the Royal Navy. Though this experiment with purpose-built incendiary vessels was a relative success, the role of fireships in the Royal Navy had greatly diminished by the beginning of the eighteenth century and the Admiralty would not build anymore for another 70 years.

A second set of purpose-built fireships were produced during the American War of Independence. In 1776, when the only English antagonists were the colonists, the

Royal Navy felt the fleet only needed one fireship;[145] in 1770 the Admiralty was going to buy three ships on stocks and convert them, but instead chose to make the three into ship sloops.[146] However, when France, the Netherlands, and Spain joined in 1778, the Royal Navy suddenly needed to buy large numbers of merchantmen for sloops, tenders, and more fireships. The Admiralty could not purchase and convert enough of them for the increasing demand, and this probably encouraged it to build another class of purpose-built fireships.[147] Lord John Montagu, Earl of Sandwich, a high official in the fleet and influenced by his predecessor Lord Richard Howe, an admiral who wrote a great deal on naval tactics, encouraged this new set of fireships.

Despite the fact that none had sailed in the fleet since the end of the Seven Years War in 1763, Sandwich considered the fireship to be a "useful though horrid instrument"[148] and felt obligated to continue its legacy.[149] He wanted a larger class of fireships and his interest led to the building of ten of them between 1778 and 1783. The design of eight of them, which Lyon calls the *Tisiphone/Pluto* Class of 1780, was based on the fine lines of *Amazon* corvette 6th rate. *Amazon* was the French prize *La Panthèr* captured in 1745 and almost half a century later the English were still impressed with the superior design of this French corvette.[150] Some have stated that the lines to four of these eight were similar to *Aurora*, the French prize *L'Abénakise* captured and renamed in 1757, but Lyon suggests this is incorrect.[151] The design origin of the ninth purpose-built fireship, *Incendiary*, is uncertain, but probably mercantile and the Royal Navy might have purchased it on stocks.[152] All ten were huge fireships being approximately 108 feet 9 inches x 29 feet 7 inches and 422 tons, and their crews were ten men larger than the average fireship: 55 instead of 45 sailors. They were fine, fast sailing ships; the captain of *Tisiphone* gt his ship up to 12 knots with a full press of sail, but it cost him a broken fore-top-mast.[153] Like their purpose-built predecessors, they were good sailers as five lasted over 20 years in the Royal Navy.

The final group of purpose-built fireships was a set of six launched in 1806 and

1807. Lyon labels these as the *Thais* Class of 1805 and their shipwright based their design on the plans and dimensions of the *Tisiphone* Class of 1780.[154] The six ships were also excellent sailers. *Prometheus* could go 10 knots "with apparent facility, and would no doubt exceed that number under favourable and emergent circumstances."[155] Why these fireships were even built is strange as, by this time, the navy did not have much interest in them. Only four actually sailed as incendiary vessels, and then for only one year. All were made ship sloops in 1808, and sold out of the navy by 1819.

Besides purchased, converted, and built vessels, the other source of fireships was the Prize Commission, which would usually have a few small prizes that could not be sold for a great deal of money. The Royal Navy always needed two things: tenders and fireships. Combining the two was easy, and it made perfect sense for the Prize Commission to supply vessels that cost nothing more than prize money. Fireship prizes were not known for their quality construction or sailing ability. *Blue Boar*, for instance, was returned to the prize office as 'unfit for service.'[156] Most prizes were only in the fleet for two or three years, and the navy sold most of those that survived as soon as the war in which the ships were captured was over. *Castle* was indeed a rare prize as it lasted 21 years in the navy. In all, about 38 prizes became fireships, and most of these were captured during the Anglo-Dutch wars.

CHAPTER IV

CAPTAIN AND CREW

The English are very Devils with their Fire.
-Anonymous Frenchman

The captains and crews of fireships had an atypical position in the Royal Navy. They sailed the smallest class of vessels in the fleet, but they were paid the same as those who sailed in ships of the line. A fireship crewman were no different than any other Jack Tar but, at the moment of greatest danger in combat, he was expected to rise above and beyond the common sailor.

Most fireships had a crew of 45 men, but the purpose-built ones of 1780 and 1807 had 55. The crews of various fireships are listed in APPENDIX C, which includes those of *Young Prince*,[157] *Volcano*,[158] *Gooning Assi*,[159] and *Machine*.[160] Robert Tomlinson, a captain in the Royal Navy, recommended a similar complement of men in 1774.[161] Most machines had a complement of around ten men; the *St. Nicholas* machine carried 13[162] and *Mayflower* machine 16.[163]

The navy tried to limit the number and type of officers allowed on fireships in order to save money and not clog the officer-seniority lists.[164] Pursers, for instance, who were allowed on a 5th rate, would be removed if the vessel was converted to a fireship and ships of 6th rate or lower were not allowed lieutenants during the seventeenth century.[165] Only fireships at sea were allowed surgeons.[166] The Admiralty stopped assigning masters to fireships after 1655,[167] but they were re-instituted from 1678 to 1698 when the Robes Chamber decided that they and lieutenants were necessary because of, in the words of its declaration, "consideration being had of the inconveniences which have frequently been met with from the want of masters upon fireships in case of commanders knocked on the head."[168]

Manning fireships was no easier than any other warship in the fleet and rarely did one carry its full complement. Taking and losing men to the press was a way of life for

all captains but fireship crews had a reputation for seizing too many sailors away from other vessels. The commander of *St John Baptist* victualler complained that he could not sail because *Constant John* had pressed his entire crew,[169] and other captains and masters protested when fireship commanders gutted their vessels of men.[170] The captain of *George* went so far as to snatch 13 shipwrights and four laborers who had been sent to prepare and launch his vessel, which caused great consternation in the ship yard.[171] When Captain William Seale of *Malaga Merchant* asked a supervisor of the Harwich yards for a carpenter, not only did the supervisor refuse to give him one, but he "bade all those at work in the yard to fall on [Seale] and knock his brains out if he attempted to take one of them, declaring that he would be the first to lay hands on him."[172]

Fireships were also depleted of men at times. Protection of a crew was essential for any captain as almost everyone was vulnerable to the press, even sailors who had already signed on a different ship. In 1672, the captain of *George* petitioned the Navy Board to protect 19 of his men just so he would have a large enough crew to sail out to sea.[173] In 1692, a member of the Admiralty noted that there was "hardly a fireship in the fleet that has three seaman, and whenever I chide an officer for not getting men, his answer is, 'All the men I try with were protected.'"[174] Sometimes crewmen did not really want to stay aboard as when, in 1666 at Plymouth, four pressed men stole the longboat of *St Jacob* and escaped.[175]

The fireship, like any other vessel of tender status in the Royal Navy, was a command low in the warship hierarchy. It was usually a captain's first command, and promotion meant placement into a higher rated vessel, usually a 4th or 5th rate. Only once did a captain advance into a ship of the line from a fireship and then return back to a fireship, which happened when Captain John Shelley came out of retirement in 1688 to fight the French. The low rank of fireships is illustrated by the career of Thomas Ley, who was made captain of *Mermaid* in 1688 after serving as its lieutenant for six years, but when *Mermaid* was converted to a 5th rate, he was made its lieutenant again.

The positions of captains, commanders, and crewmen of fireships were a problem for the Admiralty. Due to the high level of danger inherent in such a vessel, the navy knew it would have to offer bonuses to encourage crews to burn their ships against the enemy. The pay scale of fireship officers and crewmen was that of a 5th rate,[176] as opposed to a tender, and the Fighting Instructions promised rewards of cash and gold medals for fireship sailors who destroyed an enemy ship of the line. Fireship officers, especially captains and commanders, expected to be given advancement for a successful attack. The Admiralty, however, did not consider fireships to be a true ship of the line, and it knew that to promote the captain of such a vessel over one of a rated warship would enrage the other captains of the fleet. The navy also feared that if it recognized captains of fireships and tenders as equal to those of rated vessels, it would set a precedent of entitling them to a pension, which would further strain the Crown's coffers. When Captain Peter Bonamy, who commanded *Bull* and *Truelove* during the Second and Third Anglo-Dutch Wars, petitioned the Board monetary for support for all his years of service, the Board "determined that Captain Bonamy might be esteemed a fit object of his Majesty's grace and bounty to him in his old age, but that nothing ought to be done that should entitle the King to any such future chargeable consequence."[177]

King Charles II tried to fix these problems by ordering that any time spent commanding a tender did not count toward seniority on the Captain's List, but the situation was so chaotic that a great deal more needed to be done.[178] In 1698, the Admiralty ordered that captains of fireships would be commissioned with the rank of master & commander, usually shortened to commander, instead of captain.[179] Tradition confuses the matter as anyone who commanded a ship was called a captain despite his actual position in the fleet. The position of master & commander first appeared during the English Civil War,[180] and by the end of the seventeenth century it became the rank for captains of warships with less than 20 guns.[181] A master & commander was ranked above lieutenant but below captain, and no one could gain post without first serving as a

commander.

The French were more specialized in their naval rank terminology. In the 1740s they established four intermediate grades between captain and lieutenant: *Capitaine de frégate, Capitaine de brûlot, Lieutenant de frégate*, and *Capitaine de flûte*.[182] The *Capitaine de brûlot* was the captain specifically of a fireship, but this rank disappeared in the later eighteenth century when the nobility began to view it with great contempt as that belonging to a commoner.

The requirement to command before gaining post was a way to control the problems of patronage, where those with privilege or influence were advanced over others with more seniority. To get avoid this requirement, patrons would make their protegés commanders of a vessel for only a few months or weeks, sometimes even days. Charnock mentions three men who were made commanders of fireships "having, most probably, been appointed to it merely for the purpose of giving [them] the rank of captain."[183] Other examples of dubiously fast ascendancy in rank might include Sir Thomas Hardy, who commanded *Charles* for only six days before later moving on to *Swallow* 18 and *Pendennis* 48, Samuel Ballard, who went from *Megaera* to *Tremendous* 74 in less than a year, and George Bowen who went directly from *Blast* to *Montagu* 74. Despite the best attempts by the Admiralty, old traditions died hard.

Getting the command of a fireship was no easier than any other command in the Royal Navy. For someone who had a sponsor with a great deal of influence, gaining post was relatively simple: Sir John Lindsey become captain of *Pluto* at the age of 19 and James, Lord de Saumarez, who went from *Tisiphone* to *Russell* 74 at the age of 24. Many officers without patronage had to wait behind those with more seniority and political clout and there were never enough positions available to all the unemployed captains, commanders, and lieutenants in the navy, especially in times of peace. Sometimes even captains in the service were without a command because their vessels, especially the smaller ones like fireships, were in such bad condition that they couldn't

sail. The captain of *Blue Boar* complained to the Admiralty that his vessel was wholly unfit for service and he begged to be appointed to some other ship.[184]

Other officers, like masters, were even lower than captains and more desperate for work. An ex-muster master begged the Navy Commissioners for the command of a fireship to convoy some merchantmen bound for Newfoundland, hoping to persuade it that "both English and foreigners would rather venture the broadsides of 10 men-of-war than of one fireship."[185]

After receiving a command, a captain or commander advanced only if an admiral promoted him, usually for valiant conduct, or if someone ranked higher was promoted, dismissed, retired, or died. Opportunities to advance were so scarce that sometimes English officers would serve in foreign fleets. More than one Englishman, with hope of better pay, fought for the Netherlands against his fellow countrymen in the Anglo-Dutch wars. After Edward Rigby was convicted of sodomy in 1699, he fled to France and became second captain of the French *Thoulouse* 50 and George Camocke, after commanding a machine, became a rear admiral of the Spanish Navy.

The Crown allowed its officers to enter the Russian Navy and quite a few Englishmen who commanded Royal Navy or Russian fireships when on to become admirals for the Russian Navy.[186] John Elphinston, who was captain of **Salamander** in 1757-58, became a rear admiral and commanded a Russian squadron at the Battle of Tchesma in 1769; it was his idea to use fireships there, which burned almost the entire Turkish squadron.[187] Quite a few of the lieutenants who commanded the incendiary vessels at Tchesma were English or Scottish, many of whom themselves became admirals of the Russian fleet.

Promotion out of a fireship did not always mean retaining the title of captain or commander. Sometimes the rank above a fireship captain was a non-commanding officer of a larger warship. Quite a few men advanced from fireship captains to second lieutenants, first lieutenants, or second captains of a large ship of the line, especially in

the Anglo-Dutch wars: John Dawson went from captain of *Truelove* to second lieutenant of *St. Michael* flagship, John Rogers went from captain of *Unicorn* to second captain of *Royal Charles* flagship, and Christopher King became the gunner for *St George* 2nd six years after being captain of *Charles*. Of course, some of these men might have taken a non-commanding position just to keep working or to stay with a friendly captain in hopes of attaining a vacant captain spot later.

The quality of the captains of fireships, like the rest of the navy, varied a great deal; there were a few very good ones, a few bad, and some quite remarkable. Walsingham, who was captain of a fireship in an Engish attack against some Algerian corsairs in 1620, was himself a 'converted' pirate, who had earlier commanded a squadron of five Turkish pirate ships which tried unsuccessfully to capture an armed English merchantman named the *Dolphin*; he returned to his original vocation two years later and was sent to the Tower of London for trying to seize *Dreadnought* man-of-war.[188] Robert Maynard, captain of *Cumberland* in 1739-40, as a lieutenant defeated the notorious Blackbeard. William Boys, commander of *Etna* in 1743, was a second mate of the cursed crew of *Luxborough Galley* which accidentally caught fire in 1727. The crew escaped in a yawl, but they were lost at sea with no food or water so, in desperation, the surviving members were forced to eat body parts of six men, and drink the blood of four others.[189] Boys later went on to command *Preston* and *Royal Sovereign* 1st rates.

Over 700 men who sailed fireships for the Royal Navy, and the average fireship captain was a competent commander of his vessel.[190] Before 1698, he would have the rank of captain, and after he would be a master & commander. He stayed on his incendiary vessel for about a year and would go on to captain at least two or three more warships. One out of four expended his fireship in combat, but only seven were actually killed in battle.[191] Before the Restoration, the captain of a fireship was usually a 'Tarpaulin' instead of a 'Gentlemen,[192] but by the eighteenth century, the position did not favor one over the other. Quite a few entered politics: 28 of them would became

Members of Parliament, and John Forbes who, as a lieutenant, commanded *Poole* for a month, was a Member of the Irish Parliament. In the Royal Navy, 82 advanced to the rank of admiral: 16 became Rear Admirals, 22 Vice Admirals, 42 Admirals, and five Admirals of the Fleet;[193] Sir Hyde Parker became First Sea Lord. William Owen, commander of *Nancy* firevessel, retired as a Vice Admiral of the Blue, and George Camcocke, who commanded *Owners Goodwill* machine, advanced to Admiral of the White.

Some fireship captains distinguished themselves with heroic behavior in battle. Captain Smith Callis of *Duke* attacked five Spanish galleys at St. Tropez in 1742. He clamped onto one of the vessels and ignite his train before he escaped. The fire in the train did not take so he jumped back into his fireship and "set fire to the whole body of combustibles, whereby he had a narrow escape for the force of the flames beat him into his boat senseless and much burned."[194] In 1694, Robert Dunbar had to return to his vessel, *St Nicholas* machine, to reignite a fuze which had gone out when the vessel was attacking a pier at Brest. John Kelsey expended more fireships under his command than any other captain in the Royal Navy when he burned *Little Unicorn* on the last day of the Four Days Battle, *Great Gift* at the St James's Day Battle, and *Rachel* at the First Battle of Schooneveld.[195] Three officers and a handful of sailors sacrificed themselves when they tried to attach *Anne Galley* to a Spanish flagship in 1744.

The fireship became the symbol of the ultimate sacrifice one could make for his country, and many officers and soldiers volunteered to command one on a phoenix-like mission to prove their bravery and worthiness or to avenge the killing of a beloved officer by the enemy. An English admiral, Sir Christopher Myngs, was shot through the heart by the Dutch at the Four Days Battle; after his funeral, a dozen sailors went to the Sir William Coventry, a member of the Admiralty, begging him to ask the King to get them a fireship so that they could "do that that shall show our memory of our dead commander and our revenge."[196] A local fisherman volunteered to convert his vessel and

only source of livelihood into a fireship to protect the English fleet in the eighteenth century.[197] Many lieutenants volunteered to command *ad hoc* fireships during the wars with Napoleon.[198]

For every hero, there were more than enough cowards among the ranks of the fireships. One of the most notorious is Captain William Seale of *Malaga Merchant* who, in 1667, was sailing with *St Patrick* 4th when two Dutch warships attacked them. *St Patrick* put up a valiant resistance, but Seale refused to close with the enemy, choosing instead to run away to the Downs. The Dutch captured the 4th rate, and Seale was court-martialed and condemned. He asked that his execution be done on the quarterdeck of *Malaga Merchant*, and this was granted.[199] Amazingly, this is the same Seale who, just a year before, had received a gold chain for his conduct at Holmes's Bonfire. Similarly, Captain Perry of *Cygnet* was court-martialled and imprisoned for ten years when he was hesitant to support *Diamond* ship of the line against an attack by two privateers in 1693.[200]

The Admiralty arrested other fireship captains for similar crimes. The Royal Navy court-martialed at least seven captains for igniting their vessels too soon against the French at Rhé in 1628.[201] At least five commanders were court-martialed and dismissed for their misconduct against the Dutch at Tilbury in July of 1667 when they either refused to enter the battle or ignited their vessels too soon in order to avoid any harm. One was sentenced to carry a halter around his neck, have a wooden sword broken over his head, and then towed in a boat from the *Victory* prize to the Deptford dock, never to command another ship for the Royal Navy.[202] Anderson Gibbons, who was captain of *John and Sarah*, apparently behaved with such disgrace that, in addition to the other penalties, he was sentenced to be tied up by his arms during the punishment of the other three.[203] Captain John Votier was charged with disobeying the Lord High Admiral's Instructions, but his defense was that he did not know what they were as he could not read or write; he was admonished to apply himself to his studies, and the

charges were dropped.[204]

Some fireship captains were guilty of other offenses besides cowardice. In the seventeenth century, captains often took on board their vessels private cargo, which was a problem because some fireship captains "were loth to run any risk, or expose themselves to the chance of battle."[205] In September of 1674, the captain of *Anne and Christopher* was court-martialed for taking an extra voyage to Malaga and coming home with a load of merchant goods. The Robes Chamber hoped that this would serve as a warning for others,[206] but it did little to stop this conduct as the court indicted nine more captains for the same offence just a month later.[207] Smuggling goods finally became troublesome enough to the navy that it instituted the Navigation Act of 1696, making all captains of Royal warships subject to the same penalties for smuggling as merchantmen.[208]

Some crewmen were no more law-abiding than their captains. The gunner and carpenter of *Thomas and Edward* were punished with a ducking from a yard arm for trying to smuggle aboard a black slave from Lagos Bay.[209] The Admiralty docked the pay of some seamen from *Holmes* to pay for a slave they had taken at Algiers[210] and a gunner of *Etna* was broken and made to serve before the mast for "breach of discipline and other misbehaviour."[211]

Certain captains had sticky fingers. Hawsers and other lines were easy to sell in port, and often served as a resource for quick cash for an opportunist. This was a real concern for the Admiralty because captains who would embezzle their own parts compromised the safety of the vessel. The captain of *Providence* was court-martialed in 1670 for stealing his ship's anchors and a new hawser, and then selling them to the master of a ketch; *Providence* later caught fire off Tangier and might have been saved if it still had its anchors.[212]

For the crew of a fireship, the life of a sailor in the Royal Navy was not always a happy one. This was a period of barbaric punishments, horrible victuals, and

inconsistent or non-existent pay. That life at sea was often actually better than on land only shows the harshness of the times.

The navy was famous for its vile and disgusting victuals. Between captains trying to pocket as much of the food stipend as possible and merchants selling poor quality provisions for as high a price as they could get, sailors were usually the ones to suffer. The crew of *Anne and Christopher* submitted a complaint to the Admiralty that their captain had embezzled a great deal of the money for provisions and fitting out the vessel.[213] The captain of *Castle* was court-martialed for defrauding his ship's company of 11 months supply of fish and 8 months of wine; he was found guilty and his pay was withheld, but two years later he proved his innocence after he found some lost receipts.[214]

It was often difficult for many sailors to receive their wages during the seventeenth and early eighteenth centuries. Payment was very slow because of the Crown's chronic money shortage. Making matters worse, some captains would add fictional sailors to their crew and leave off real ones so that they could collect the sailors' wages. When Coventry was investigating the complaints of some unruly fireship sailors who claimed not to have been paid, he discovered 28 men listed by various captains as crewmen who were paid but had never been on board their particular vessels.[215]

In the Second Anglo-Dutch War, the King was usually so low on money for his fleet that, in lieu of cash, the Admiralty would give out tickets or promissory notes for payment at a later date. Even this was not enough, and the navy soon began the inhumane practice of turning over a crew which had just arrived back home at port after a lengthy stay at sea into another vessel which was about to leave, thus putting off payment of wages for a few more years. The Navy Board was petitioned by 18 seamen of *Lightning* complaining that they had been turned over into another vessel so that they would not be paid five years worth of wages.[216] The men of *Eagle Galley* and *Harman*, declaring their families were starving, prayed to the governor of St Jago de la Vega for

payment of two years worth of wages they had yet to receive.[217] The navy turned over to the captain of *Castle* some crewmen of *Royal Prince* man-of-war, but the sailors were in such bad shape that he asked the Navy Commissioners for £170 to pay their tickets "in order to fit them for sea, for they have not clothes to cover their nakedness."[218]

The main drawback of paying with tickets was that, at the end of a war, a huge amount of money was due all at once. If the navy did not pay off the crews of the ships, it would have to continue supplying wages and victuals, thus delaying a situation that would continue to grow more expensive to solve. This was a serious problem for the Crown at the end of the Second Dutch War when huge mobs of fireship crews roamed the shipyards of the Thames demanding wages from the Navy Board.[219] The sailors became exceptionally unruly at Harwich, and when a master attendant put one in bilboes for affronting him at a shipyard, the crews of six fireships threatened to "work no more til the delinquent was set free."[220] An Admirlaty representative in the area complained to the Navy Commissioners that he "knows not how to answer those unruly fire-ship men, for want of money. Delays are costly, as they can neither be discharged nor denied victuals."[221] The locals were owed a large amount by the fireship crews, and they feared if the men were ticketed, their bills would never be paid.[222] To avoid any more trouble, the Commission paid off those sailors as quickly as possible.

As bad as things might seem, the crews of fireships had one advantage over those of other ships in the Royal Navy-the promise of reward money. When fireships became a regular part of the fleet, the Admiralty knew it must offer special incentives to encourage the seamen of these vessels. The rates of pay for fireships were always the same as 5th rates, despite being a tender and not a true ship of the line. Captains were promised money, gold chains, and promotion for either burning an enemy warship, or preventing a fireship from destroying an English man-of-war, and crewmen could expect a similar, though smaller, reward. The first mention of a reward for fireships was in the Fighting Instructions of 1653[223] and Peacock and his crew were some of the first to earn

medals when they cut off a Dutch fireship from *Triumph* flagship.

In 1665 and 1672, James, Duke of York, wrote a set of instructions defining the rewards for fireship crews.[224] If a fireship burned a man-of-war of 40 guns or greater, each crewman would immediately receive from the admiral £10 and a gold chain,[225] and burning a flagship was worth £20. He also promised £10 to any captain of a 5th or 6th rate, ketch, hoy, or smack who destroyed or removed an enemy fireship if that vessel was attacking an English 5th rate or greater, and to the crew 40s. a head, unless exceptional valor merited a greater amount. He also promised the captain of any vessel who lost his ship in combat against enemy fireships command of the next available vessel regardless of seniority.

This reward system would stay in place for the next 125 years. In 1690, the navy would promised to pay £100 to any fireship captain who burned an enemy vessel of 40 guns or more.[226] After Captain Callis destroyed five Spanish galleys at St Tropez in 1742, the Admiralty Committee raised the reward for lieutenants to £50 in hopes of inspiring the same level of conduct.[227] In 1815, all financial rewards were replaced by the promise of making the captain of a successful fireship attack a Knight of the Order of Bath even though there had been none in the Royal Navy for the previous seven years.[228]

England was not the only country that offered such rewards. In 1777 the Continental Congress promised to the crews of firerafts fitted at Rhode Island 4000 dollars to burn an English warship of 20 guns or more, 3000 for less than 20 guns, and 1500 for a transport[229] and a similar amount for crews of fireships built in Philadelphia.[230] In the war of 1812, the United States offered a reward for the destruction, by any means, of a British warship. It would equal half the value of the enemy ship, and half the value of any weapons or cargo on board.

Out of the over 70 fireships expended in combat between 1642 and 1809, the captains and crews of at least 18 received money, chains, or promotion. At least nine were awarded medals and money for their conduct in the Second Anglo-Dutch War,[231] at

least and one in the Third Anglo-Dutch War. A lieutenant and two fireship captains were given gold medals for burning five Tripolitan pirate vessels in 1676.[232] Six crews were compensated for their conduct in the War of English Succession.[233]

Only two fireship captains received rewards after 1700. Captain Callis of *Duke* acquired a gold chain for his conduct in the War of Jenkins Ear, and Commander James Wooldrige earned a gold medal and a post-rank when he attacked the French at Basque Roads in his *ad hoc* firevessel. Wooldrige had the distinction of being the last commander to receive a reward.[234]

Sometimes, in lieu of cash, the Admiralty would offer one of its ships as a reward. A volunteer on *Diamond* 4th, as a reward for his conduct in attacking and cutting off Dutch fireship longboats during the Dutch raid on the Medway in 1667, asked for ownership of *Wood Merchant* instead of money.[235] The Fighting Instructions allowed families of slain officers and sailors to take the wages and rewards due to their kin, and in 1667 the widow of a naval captain was given *Lamb* flyboat for the wages owed to her dead husband. *Lamb*, however, was sunk by the English in the Medway to stop the Dutch, and she asked for *Bull* as compensation. The Admiralty found *Bull* was worth £50 more than *Lamb*, but the Duke of York promised to find her some other ship as good as her old one.[236] Most other widows were less bold and would usually just ask for money.[237]

Promotion as a reward for brave conduct was usually done immediately after a battle as certain admirals had the authority to fill any vacancies in warships under their command, of which there were usually a few after a heated conflict. If nothing was available, captains, commanders, and lieutenants who caught the eye of the authorities would usually be promoted within a year. Eight of the lieutenants who commanded machines became captains almost immediately after that campaign ended in late 1695. Smith Callis was given command of *Assistance* warship as a reward for his conduct as captain of a fireship, and Thomas Killingworth of *Pearl* 30 and Thomas Heath of

Chichester 42 got their new commands for the same reason.

Promise of reward and deliverance were sometimes two different things. The Admiralty waited ten years before rewarding John Wyborne for burning the Dutch *Joseph* with "a medal of usual value given him as his Majesty's reward for [his service]."[238] The captain of *Wolf* complained that, after he burned his vessel in 1692, his company and officers had all acquired rewards and allowance for lost goods, but he himself had not received a penny from the Commissioners.[239]

The Admiralty was often lax in even getting money to the captains of expended fireships so that they could buy replacement clothes for their crews who lost all their personal possessions when the ship burned. The captain of *Fountain*, which was expended at the Battle of Solebay, begged the Navy Commissioners for the wages due to his crew as they had lost all their clothes and other belongings in the attack, and "without their money they will be very unable to perform their duty."[240] After the captain of *Charity* expended his fireship during the first major action of the First Anglo-Dutch War, he petitioned the Admiralty Committee to pay for his and his crew's clothes burned in the attack, but the Committee was not satisfied with his behavior in the loss of his ship and refused his request.[241] Crews themselves also petitioned for reimbursement as when five crewmen of *Hunter* begged the Admiralty Commission for relief, having lost all they possessed in its sinking at the Battle of Schevingen.[242]

One reason for delays in reward payments was that the navy wanted to make sure that the captains were not making false claims. The navy was looking out for men like Captain Robert Washborne, who claimed to have burned a Dutch warship at the Battle of Texel and was awarded £200 for himself and his crew. Ten years later, the Admiralty discovered that the Dutch vessel Washborne claimed to have burned actually arrived home safely at Helvoetsluis a few days after the battle.[243] Many commanders would add fictitious crewmen to muster lists and pocket their rewards. The captain of *Golden Hart* listed two extra crewmen on board his vessel when he expended it against the Dutch off

Sheppey. His own crewmen turned him in to the Admiralty because he had removed the name of one of the sailors in the ship, and replaced it with a seaman who was on shore the whole time.[244]

Outside of combat and except for higher pay and special rewards, the officers and crew of fireships were no different than the rest of the navy. They enjoyed the same advantages and suffered the same hardships as the men of other frigates and tenders. In battle, however, they were expected to perform the most dangerous of tasks under almost suicidal conditions. It takes courage, or insanity, to drive a normally rational person to row or sail a burning vessel toward an enemy warship of 100 guns or to return to a ship being bombarded by every nearby antagonistic man-of-war in order to rekindle some fireworks inside the hull. Warfare brings out the best and worst in mankind, and we should never underestimate the amount of danger that fireship crews faced in combat.

CHAPTER V

IN BATTLE

Offense

The most powerful weapon of all against this enemy is the fear of God
-Anonymous

Fire has always been one of the most feared dangers at sea. A wooden sailing ship is usually coated with tar, pitch, and other inflammable materials, and conditions at sea ironically dry out rigging and sails, especially in warmer climates like the West Indies. The fireship as a weapon inflicted two kinds of damage: physical and psychological. Wooden warships were floating tinder boxes and also had the added danger of carrying gunpowder; during a fire, an explosion was always imminent. Fire could wreak havoc quickly and, when at sea, one cannot escape a burning vessel by running away. More than once did a crew decide it was better to jump overboard and meet almost certain death from drowning or hypothermia than risk being burned alive. *Owners Endeavour* ignited a Dutch man-of-war off the Isle of Sheppy, and instead of putting out the slowly spreading fire on their vessel, 80 crewman leaped overboard and drowned.[245] When *Torbay* 80 was caught by the French *La Favori*, over 50 sailors jumped overboard at the sight of the flames, but the fireship exploded before it did much harm to the English flagship.[246] When a Dutch fireship attached itself to *Royal James* flagship at the Battle of Solebay in 1672, so many crewmen fled that the admiral, Montagu, Lord Sandwich, drowned when his rescue boat sank from being overcrowded by sailors trying to escape the fire;[247] paintings in collections in England and the Netherlands show horror of *James* burning, with the sailors of Sandwich's flagship swarming like ants over the bow trying to escape the deadly blaze.[248]

From the first appearance of modern fireships in the seventeenth century to its final performance in the nineteenth, its basic tactics remained virtually unchanged: stay to windward of the enemy and burn his ships. Fireships were most useful when

attacking a tight pack of ships anchored in harbor or a vessel that was stranded. At sea, on the other hand, unless the conditions were optimal, fireships had little chance of success.

For a fireship to succeed against the enemy, it usually needed three favorable circumstances. First, it had to have some method of moving toward the enemy, which was usually wind or oars. Second, if the fireship managed to reach an opponent's ship, it still had to clamp on tight by getting its sheer hooks and grappling chains to foul the other ship. A burning ship was wasted if it could not stay secured to the enemy. Third, it would have to remain attached long enough for the other vessel to catch fire and suffer serious damage. This last step was not as important as the first two as sometimes it was just as advantageous to have a ship of the line occupied with a small fireship leaving the larger vessel vulnerable to the attack of another man-of-war.

These basic tactics were developed slowly as commanders became more familiar with fireships in battle. The Royal Navy codified its naval strategy in the Fighting Instructions, which were a set of written general orders issued by the Admiralty to the fleet. Many Fighting Instructions discussed how fireships should be used in battle and helped clarify their role in the navy.

Before 1650, the English participated in very few major naval actions, so the Admiralty did not discuss tactics a great deal. Royal Navy Fighting Instructions from this period were rare, fireships are not mentioned in any of them, which is not surprising as only five sailed with the fleet throughout the 1640s. The Royal Navy, despite its lack of combat experience in this period, would probably have studied the use of fireships in other European fleet, especially the French and Dutch during their fights in the 1630s.

The earliest mention of fireships in an English Fighting Instruction was from a 1650 set of supplemental instructions given by the Commonwealth to the fleet which set out to find Rupert.[249] Instructions six and seven discuss two basic tactical concepts in dealing with fireships that would not change for the next two and a half centuries: how to

defend against a fireship, and where fireships should be positioned in a fleet when they were about to attack.

Instruction six states that commanders of small vessels, like frigates and ketches, must try to recognize the fireships of the enemy, and endeavor to tow off or destroy them and their supporting longboats. These were the two most basic methods of defending against fireships. The larger men-of-war of a squadron would be assigned tenders to deal with fireships aimed specifically at them. The smaller ships of the fleet, which would be more maneuverable than the larger warships and not as involved in the actual fighting, could most easily reach an approaching enemy fireship amidst the chaos of battle. When the crews of tenders would reach a fireship, they could either tow it off, board and set it on fire prematurely, or do the same to the fireship's longboats.

The longboats of a fireship were prime targets of enemy guns. They could tow their burning vessel into combat, tow away an enemy fireship, and, most importantly, carry a crew to safety as they ignited their fireship. Tenders tried to destroy the enemy longboats in order to cut off the fireship crews' only means of escape. If a longboat could not be sunk, it was just as useful to cut the tow-line between longboat and fireship, thus immobilizing the vessel and its remaining crew.

Instruction seven states that fireship captains must endeavor to keep the wind, and stay near enough to the admirals to know when, where, and whom to attack. The advantage of a fleet having the wind has been known since man first sailed in war. Ships sailing upwind of their foes have greater maneuverability and more options in combat. Fireships with the wind can sail down to an opponent easily and quickly, where ones that lie downward of their foes can only be towed into battle by longboats, and longboats are much more vulnerable to enemy fire.

When contemporary commentators discussed naval tactics, they always emphasized the need for a fleet to try and gain the wind over the enemy, and those that address fireships always include that tactic. The wind made a difference for the success

or failure of fireships in almost every battle in the seventeenth century, and the only reason the same is not true for the eighteenth is that fireships were not used that much. Fireships at the Four Days Battle, the St. James's Day Battle, Solebay, Schooneveld, Texel, Barfleur, Cherbourg, La Hogue, and even the *ad hoc* fireship attacks like at Basque Roads, were all affected, favorably or unfavorably, by the wind.[250]

These same orders would be repeated almost verbatim over the next 150 years. In 1653, the Instructions added minor augmentations. The Instructions promised rewards to those crews who successfully removed an enemy fireship.[251] The same two orders were repeated in the Fighting Instructions of 1667, 1672, 1673, and 1688.[252] In 1665 and 1672, James, the Duke of York, felt strongly enough about the conduct of fireship crews to write special instructions defining the exact rates for rewards.

The Fighting Instructions from the Anglo-Dutch in the second half of the seventeenth century to the Spanish wars of the early eighteenth century, were broad and undeveloped, but became the foundation of better orders in upcoming years. In 1691, a new set of permanent Fighting Instructions replaced the old orders, but they did not include any instructions for fireships, which is strange as they were still common in the Royal Navy; in February of 1691 alone there were 18 active fireships. Anderson, however, provides what might be a set of contemporary Fighting Instructions, written by Charles Sergison, Commisisoner of the Navy.[253] They date to around 1690, and are almost exact copies of the orders of the Duke of York in 1673, including the references to fireships, except that in one the reward for burning an enemy vessel increased to £100.[254] Fireships are not mentioned again in the Fighting Instructions until 1759 when Boscawen's additional instruction XVII includes the signal for a fireship to prime, and the signal that it is primed.[255]

After the American War of Independence, Howe established a new set of permanent instructions for the fleet in 1782, which he based on his instructions of 1777-78. Howe was a great proponent of fireships, and his Fighting Instructions echo his zeal,

despite the fact that fireship were rarely used by the navy at the time. He repeated the fireship orders from 1759,[256] and added a few more, two of which were rather unique. The first reverses one of the traditional roles of fireship as tender when he instructs that all warships, no matter what size, should attempt to support and protect the fireships when they try to burn an enemy ship.[257] The second is similar in that it states that if a fireship should signal for help, all neighboring men-of-war must "use every possible exertion for her relief, either by towing her off, or by joining in the attack of the enemy, or by covering the fireship."[258] He first used this strategy in 1778 when he ordered three warships of over 30 guns to support a small squadron of fireships during a siege against Rhode Island.[259] This idea echoed in Hardy's Channel Fleet Instructions of 1779 when one of his signals is for a fireship "to proceed to burn the enemy under cover of particular ships indicated [in the plans]."[260] The concept that ships of the line should assist and guard fireships never really caught on. These instructions were some of the last to mention what to do with incendiary vessels.

The Fighting Instructions allowed a great deal of leeway as to how and when a captain should use his fireship in battle. This is partly because fireships were so basic, yet restrictive, in nature that any orders more specific would be impractical. It was also because battles, especially the Anglo-Dutch ones, could become quite chaotic and the Admiralty recognized the advantage of allowing a captain to make personal decisions based on his perspective of events. When Admiral Edward Vernon, commodore of an English squadron in the New World, was about to attack the Spanish in the West Indies, his orders for fireship captains stated that if his flags could not be seen through the smoke of battle, they were to rely on their best judgment.[261]

How fireships were used in battle did not differ a great deal from the Fighting Instructions. Against immobile prey, they were one of the best weapons at a fleet's disposal and, even if unsuccessful, the loss of the ships usually was small in cost compared to the potential for success. The strategy was simple: sail or tow the fireships

into the heart of the enemy fleet and aim for the largest men-of-war.

The pinnacle of the English fireship success was the victories against the French in 1692. Two tiny ships and a few longboats managed to destroy three of the largest warships in the French Navy. After the English victory at the Battle of Barfleur, parts of the French squadron escaped to Cherbourg and La Hogue. At Cherbourg Bay, three French ships of the line had grounded themselves under the guns of some forts on land. The commodore of the English squadron sent in three fireships: *Blaze* destroyed *Soleil Royal* 102 flagship, *Wolf* burned *Triomphant* 74, and the men from the fireships' longboats torched *Admirable* 90. Another squadron chased twelve French men-of-war into the port of La Hogue where they grounded, and the fireships would have been just as successful as at Cherbourg except that the French vessels were so poorly guarded that the fireship crews were able to row up in their longboats and set them on fire by hand. Queen Mary was so impressed by the conduct of the captains of the fireships that she ordered medals and gold chains for everyone who expended their vessels at Barfleur, Cherbourg, and La Hogue and the Admiralty was to give preference to those same men when promotions would become available.[262]

Another impressive moment for the British fireship was in June of 1742, when one almost single-handedly destroyed five Spanish galleys which were trapped in a harbor. A squadron of four English men-of-war, including Commander Callis in *Duke*, spotted the five galleys anchored together in the neutral French port of St Tropez. The English claimed the Spanish fired on them first,[263] but the log of *Spence* sloop indicates that *Duke* entered the harbor to attack and the Spanish fired only to protect themselves.[264] Either way, the fireship sailed in, clamped on to one of them and tried to burn. The train did not catch so Callis leaped back into the ship. He managed to reignite the fireworks and jumped back into his longboat burned and confused but "with no other loss than two men having their heads shot off".[265] The flames spread and soon all the Spanish ships were burning.

The English attained similar results in other situations where enemy ships were anchored, trapped, or otherwise immobile. In 1656, the English sent fireships against Spanish shipping harbored in Malaga, and *Fox* burned a Genoese galley and seven small boats.[266] In 1666 at Holmes's Bonfire, four English fireships burned two Dutch warships and over 150 merchantmen which were anchored at Vlieland and Ter Schelling.[267] In June of 1667, *Joseph* attacked an anchored convoy of 24 French sail off Martinique; it managed to clamp itself to the French Admiral's ship and, as both vessels burned, the flames spread to six other vessels.[268] In 1671 at a corsair lair at Bougie Bay, *Little Victory* sailed into the port and, with the help of the squadron's longboats, burned seven men-of-war, one or two English prizes, and a small Genoese trader.[269]

Under as stressful a situation as setting fire to a ship and escaping in a frail and exposed longboat, some captains succumbed to the temptation to ignite their incendiary vessels too soon and flee early. One of the reasons for the English failure in their siege of the Isle of Rhé in 1628 was the poor conduct of many of the fireship commanders; the Admiralty court-martialled at least seven captains who ignited their vessels too soon.[270] Almost 40 years later in July of 1667, in a disastrous attempt to break a Dutch blockade of the Medway, the English expended at least ten fireships against the enemy squadron without doing any harm. Many of those fireships were ineffective because their captains ignited their vessels too soon in order to escape from danger, and at least four were court-martialled and dismissed for misconduct.[271] Similarly, the English tried to break through a French blockade on the Chesapeake in 1781 with *Vulcan* and some local *ad hoc* firevessels, but the lieutenant of one of the firevessels lit his ship too early. This warned the French of the attack, giving them enough time to put up a defense. *Vulcan*'s captain, George Palmer, ignited his vessel to prevent its capture.[272] A Court Martial later honorably acquitted Palmer's conduct.[273]

When fireships attack harbors they often created sudden confusion and turmoil, which most commodores used to their advantage. Failures in these attacks were usually

due to not following up on the initial success of the fireships. The English attacked a French force anchored at Basque Roads in 1809 with some *ad hoc* fireships and machines. The French were thrown into confusion and let some of their warships ground, but the rest of the English squadron did not follow up the attack to strike the vulnerable enemy. The failure caused a celebrated public debate between James, Lord Gambier, admiral and commander of the English squadron, and Lord Cochrane, Thomas Cochrane Dundonald, Tenth Earl of Dundonald, who personally led the *ad hoc* fireship attack into the French harbor.[274] Cochrane became obsessed with fireships and other irregular weapons after this battle and, in 1812, suggested some wild schemes to attack French coastal sites.[275]

Sending in fireships against helpless targets trapped in a harbor was one thing, but combat in the open seas was quite another. Fireships could do little at sea but annoy an enemy warship that was mobile and heavily armed. During a pitched battle, unless the enemy was engaged with another ship of the line, incendiary vessels harassed and caused panic, but they were rarely successful.

For a battle at sea fireships were typically assigned to particular ship of the line and kept out of the fight until a slowed or crippled enemy was spotted. They would then try to run the gauntlet of cannon fire, tenders, and their enemy's counterparts to reach their target. The captains would attempt to clamp on to the enemy and ignite their own ship. The enemy crews tired to disengage by any means or somehow put the fire out. Rarely did fireships succeed in burning an enemy warship at sea, unless the target ship was extremely battered by artillery, or unless the crew panicked.

Without the wind, the only way to bring a fireship into combat was under oars either by towing it with a longboat or having the vessel row itself.[276] The survival rate of a crew in an exposed longboat towing a fireship toward a large man-of-war was minimal at best. Unless the target was an exceptional one, rarely would an admiral or captain risk the lives of a fireship's crew; however, enemy flagships were usually worth the risk, and,

even in the calmest of battle conditions, captains would risk their lives to burn the largest of their opponent's ships of the line.

The Battle of Barfleur, the Battle of Solebay, and the Dutch Raid on the Medway all saw fireships being rowed into combat against flagships and first rates. At Barfleur in 1692, the *Soleil Royal* anchored itself in an attempt to avoid the English ships of the line. Longboats towed *Cadiz Merchant*, *Fox*, *Hopewell*, and *Phaeton* against it; French longboats cleared away two and one missed. *Cambridge* ship of the line itself towed in the last one, and this caused the French to cut their lines and scramble away.[277] At Solebay in 1672, the Dutch towed two fireships against *Royal James* 1st, but the first was sunk with shot, and the second was disabled when its yards were shot away.[278] The second fireship kept moving and almost set fire to *Henry*, which was astern of *James*.[279] One reason the fireships got so close was that, of the two English fireships attending *James*, one was on fire and the other was sinking. A third Dutch fireship arrived during the confusion and ignited the English flagship. At the Medway in 1667, the Dutch incinerated the lightly guarded *Royal Oak* 2nd, *Loyal London* 2nd, and *Royal James* 1st. The Duke of Albemarle later complained that if the English had had only five or six ships ready to cut off the boats from the Dutch fireships, they would have saved the three from burning.[280]

Fireships were most effective against grounded or immobilized enemy vessels. During the Raid on the Medway, *Charles* 54 and *Matthias* 54, guardships anchored at the ends of booms, were easy targets for Dutch fireships. In the raging chaos of the Battle of Lowestoft in 1665, the unfortunate Dutch managed to entangle three of their large men-of-war together not once, but twice. *Coeverden* 56, *Prins Maurits* 53, and *Utrecht* 48 accidentally ran foul of one another, and, immediately upon spotting the trapped ships, Captain John Gethings with *Fame* pounced, destroying all three. Around the same time, three other Dutch vessels did the same thing, and the captains of *Maarseveen* 78, *Ter Goes* 30, and *Swanenburg*, seeing their precarious condition, struck.

Despite this surrender, Captain William Gregory attacked with his *Dolphin* and burned all three to the water. Instead of receiving the same reward of a £16 gold medal bestowed upon Captain Gethings,[281] Gregory was condemned by his fellow officers and Sandwich considered his act to be unchristian.

Naval battles in the seventeenth and early eighteenth century were not elegant affairs as the discipline required for a fleet to use productively 'line of battle' tactics had not yet developed. When enemy navies met, the battle might start off with two lines of warships fighting each other, but after a pass or two combat would deteriorate into a jumbled affair. Combat was a layered event with fireships, longboats, and other small warships all dodging in and out of dueling men-of-war.

Some admirals would try to use fireships with their billowing smoke and spreading flames to make combat even more confusing and frightening to the enemy. Before the Battle of Solebay, the Dutch divided part of their fleet into small squadrons of two men-of-war and two fireships, which were to proceed in front of the larger divisions; he hoped to use the smoke screen created by the fireships to break the English line.[282] The problem with putting fireships in front of the fleet in battle was that they would be too exposed to concentrated enemy cannon. Fireships do best when they attack unsuspecting or occupied targets, and in front of a squadron they would have no protection or element of surprise. The use of fireships to break the line was an interesting concept, but that tactic did not develop until the later part of the eighteenth century, and so fireships probably rarely achieved that result. Strangely, in the second half of the eighteenth century, some members of the Admiralty still considered fireships to be an effective tool to break the line of the enemy.[283]

Defense

Against Fire, There Is No Resistance Without Preparation
-James Lancaster

Standard techniques for putting out accidental fires at sea have been around for as long as ships have sailed. The wreck of *Prince George* in 1578 illustrates some common methods of putting out fires on board ship. The ship accidentally caught fire and its crew tried to use pumps and buckets to extinguish the blaze. When that failed, the sailors tried to cut scuttles through the deck to pour water down into the hold. When that failed, they opened all the lower gunports to let water in through the hull, which was also unsuccessful. The final act of the captain before abandoning ship was to flood the magazine in order to prevent an explosion.[284]

By the end of the sixteenth century captains commonly received written instructions on how to prevent fires, and how to punish those who were negligent in that duty. Almost every set of instructions include two standard orders: first, to extinguish all open flames such as candles and stoves from sunset to sunrise[285] and, second, to forbid sailors from smoking anywhere except over tubs of water.[286] Punishment for violations could be rather extreme as part of the Spanish Fleet Order of 1597 stated that anyone who moved fire around a ship at night would be either condemned to a galley for two years or to work as an unpaid soldier.[287] The penalty was still severe two centuries later, for, in 1807 a purser's steward received 24 lashes "for negligently leaving a candle burning in his room in the cockpit."[288]

Before a pending battle, certain steps were taken to prevent fires from breaking out. Tubs, leather buckets,[289] or other containers filled with water, vinegar,[290] or urine[291] were placed along the decks.[292] Dry sails were wetted[293] and dampened blankets or sheets were kept handy to smother open flames.[294] When the English used their experimental rocket vessels in the War of 1812, the surfaces of the boats were covered with wet leather to ensure that sparks from one rocket's tail would not ignite the

remaining ones by mistake.[295] Before the bombardment of Copenhagen in 1801, the Dutch protected their vessels against red-hot shot with wool sacks, sandbags, and small hand-pumps.[296]

There were three techniques to defend against being ignited by a fireship: the general orders to prevent and extinguish fire in combat mentioned above, other ships and devices like fire booms to fend them off, and cannon to sink them. A moored squadron and one on the open seas would use different methods to disrupt an incendiary attack. Like the use of the fireship itself, these techniques did not change a great deal over time.

For moored vessels, location was almost essential to survival. An anchored fleet was particularly vulnerable to fireship attack, especially as moored ships were often lashed together.[297] Properly positioning vessels in a safe anchorage was the first step in preventing such an assault. Avoiding open-water anchorages was crucial; Medina Sidonia learned the hard way in 1588 what could happen when he anchored his Armada off the open waters of Calais at night. Enclosed harbors were safest, especially ones with easily-guarded entrances.

A boom set across a river or mouth of a harbor was a fence to keep fireships out. Booms were used to stop fireships at Algiers in 1622 and 1672, the Raid on the Medway, St. Malo after the Battle of Barfleur,[298] Vigo Bay in 1702, and Louisburg in 1745.[299] The only way to break the boom was usually to ride a ship across it, as when the Dutch *Pro Patria* sailed over and broke an iron-chain boom during the Raid on the Medway.[300] A naval commentary from 1756 recommends using fireships to guard booms in case an enemy ship might get stranded while making such an attempt.[301]

If a boom could not be set up in time, some commanders resorted to sinking ships in a river or harbor to block a fireship's entrance. The English futilely sank five fireships and a handful of others to block the Dutch from raiding the Medway in 1667.[302] The previous year, the bailies of Leith sank a ship at the mouth of a river to prevent the attack of an unknown enemy's fireship.[303]

Setting one's ships in waters too shallow for fireships to approach was another defensive procedure. During the English siege of Boulogne in 1805, the French ordered their men-of-war to anchor only where a ship's keel would have no more than two feet of water beneath at low tide; one English admiral complained to another that "you will see the almost impossibility of getting fire and explosion vessels inside, or even alongside [the French], while they are moored in small numbers in open along the shore, which they always are."[304] The Dutch used the same tactic some English warships at bay in 1660.[305] To get at some Moorish ships anchored in a port with low water, *Little Victory* was lightened so that it drew no more than eight feet, and thus could sail in the shallower parts of the harbor.[306] The shallow water tactic was also tried unsuccessfully against Holmes at Holmes's Bonfire[307] and Rooke at La Hogue.

Defending against fireships was different in battle on the open sea than in moored positions. Elements of prevention of incendiary attack in combat included: preparing one's ship before combat for any kind of fiery emergency, assigning certain ships to fend off nearing incendiary vessels, using devices like cannons and fire booms to prevent fireships from attaching itself, and cutting them off and putting the fire out once they had succeeded.

In combat at sea, the first line of defense against a fireship attack was the small tenders of the fleet. In the Fighting Instructions of 1653, frigates, tenders, longboats, and all other small vessels were under a general order to endeavor, at all costs, to block an enemy incendiary vessel from reaching any of the warships in the fleet. Tenders would either try to reach enemy fireships or attack their longboats.[308] The capture or destruction of a fireship's longboats cut off the crew's only exit, and few captains would ignite their vessels with no hope of escape. When *Calabash* was ordered to burn *Golden Horse* privateer, the captain refused because the fireship's only longboat was staved in.[309]

Similarly, when surrounded by enemy men-of-war, fireship captains would

usually not sacrifice themselves and their crews to prevent their vessel from being captured. The captain *Blaze* was determined to burn his vessel against a French squadron in 1697, but when he was surrounded with half the crew still on board, he surrendered.[310] When the English and French surprised each other off the Cape Verde Islands in 1781, *Infernal* was surrendered instead of being burnt when it became trapped between two enemy vessels.[311] Captain Caesar Brookes of *Vulture* refused to burn his vessel when a French squadron surrounded him in 1708.[312] The French *Indivisible* 80 chased *Incendiary* for two hours until the English captain yielded; oddly, there was plenty of time to burn his own ship with relatively little danger before he surrendered. When the flagship *Royal Prince* ran aground on the Galloper Sand on day three of the Four Days Battle, the Dutch sent fireships to burn it in case of resistance and seeing the futility of trying to fight them off, the English struck.[313]

An important duty of the tenders and men-of-war was to spot which of the enemy vessels were fireships, in order to keep an eye on them when they neared. At a distance, the only way to distinguish a fireship from any other 5th rate size vessel was its unique sheer hooks. During the Anglo-Dutch wars, the Dutch tried to confuse the English by disguising their fireships as ordinary men-of-war[314]. The day before the Battle of Lowestoft, what the English thought was a Dutch flagship, turned out to be a costumed fireship[315] and many felt the Dutch would try the same thing when their fleet neared the Thames in 1672.[316] The effort was usually not worth the result as most sailors could figure out quickly enough the true nature of a small ship approaching a 2nd or 3rd rate ship of the line.[317]

The fire grapnel was an important tool for towing off fireships. In 1655, all Royal Navy frigates and larger warships were to carry "fire-grapnels with chains;" the largest men-of-war would have four, the smaller ones three, and 5th rates and lower two.[318] In 1673, one member of the Admiralty, fearing a Dutch attack, was worried because there were not enough "graplins against fireships."[319] In an expedition to Lisbon

in 1702, all English barges were assigned fire grapnels and a lieutenant in case they could be used to tow off enemy fireships or assist friendly ones.[320]

Besides tenders and longboats, fireships themselves were also under general orders to prevent enemy incendiary attacks. *Hunter* clasped onto and burned a Dutch fireship at the Battle of Scheveningen in 1654.[321] In 1667, Hugh Ridley, captain of *Star*, caught and burned one Dutch fireship, and then he rowed their longboat to another and captured it.[322] At the Battle of Texel, *Prudent Mary* tried to clamp onto two large Dutch men-of-war, but a Dutch fireship got in the way, and the two burned out together.[323] On the final day of the Four Days Battle in 1666, after *Royal James* 1st had taken so much damage that it could no longer move, the Dutch sent in two fireships, but two English ones immediately grappled them; all four burned together doing no damage to the Prince's flagship.[324] During the St. James's Day Battle in 1666, two English fireships made an attempt on a Dutch flagship, but one was put off, and a Dutch fireship hooked with the other burning both out harmlessly.[325]

Sometimes fireships were too successful in clasping and burning an enemy counterpart. At the St. James's Day Battle, *Resolution* 3rd was crippled, and a Dutch fireship soon descended upon it. An English fireship managed to clamp itself onto the Dutch one and set both on fire but, unfortunately for *Resolution*, the two tangled, burning ships came too close and all three vessels went up in flames.[326] In the same battle, an English flagship and *Revenge* ship of the line were both almost accidentally fired by their own tender fireships.[327]

If the tenders and fireships could not stop an advancing incendiary vessel, the guns of the warship itself would be the next layer of defense. In several battles, a huge ship of the line, despite the presence of two or three enemy warships firing directly at it, would train every available cannon at a nearing fireship to blow it out of the water. As just one example of many, a painting of the Battle of Solebay shows a Dutch fireship descending on *Charles* 96, a disabled English flagship, and the caption reads "A fire ship

bearing down on Sir John Harman as he lay disabled was prevented by Captain Ernle [in *Dover* 48] by a broad side Disabled her and set on fire."[328] No other vessel of its size would incur the wrath of so many cannon usually desperately needed elsewhere.

The final defense against fireships was to prevent them from clamping onto their targets. Fireships were under general orders to attach themselves to the enemy vessel side by side and yardarm to yardarm instead of attacking the enemy ship head on. This made it easier for the sheer hooks and grappling irons to get entangled in an opponent's rigging and also more difficult for the enemy vessel to remove the fireships.

Many men-of-war carried fire booms which were used to fend off appraoching fireships. A fire boom was a spar set through one of the gunports "that the ship coveting to board shall light upon the masts and be kept from coming near the ship."[329] The spar was at least two-thirds the length of a lower studding-sail boom, with one end fitted with a hook and the other a forked iron.[330] The Duke of Albemarle and others complained to the Admiralty that he did not have enough "junk to keep off fireships;"[331] even fireships themselves were expected to carry them.[332] The VOC *Vergulde Draeck*, which sank in 1656, carried one.[333] Sometimes an impromptu fire boom worked just as well as when the captain of *Anne and Judith* tried to clamp onto a Dutch warship, but the enemy vessel's foremast had fallen preventing a solid hold.[334] He later petitioned the court and received a warrant for "the bounty allowed to commanders of fireships in the case of burning of an enemy's ship."[335]

The last defense of a fleet of moored vessels against an incoming fireship attack was to cut their anchor lines, even if it meant being beached or grounded. In 1588, the Spanish Armada avoided the English incendiary assault off Calais this way. The French did the same during *ad hoc* fireship attacks at Boulogne and Basque Roads at the beginning of the nineteenth century during the Napoleanic wars.

If a warship was attacked and entangled with a burning fireship, a resolute commander could motivate his crew to ignore the flames long enough to cut the vessel

off and put the flames out. When three Dutch fireships clamped onto his *Triumph* flagship, the ship's admiral inspired his crew to cut them all off.[336] At the Battle of the Downs, a Dutch fireship attached itself and began to burn the crippled English flagship *Henry* 82, but one of the ship's lieutenants, Thomas Lamming, swung on a line into the fireship, cut its grappling hooks off, and swung back onto *Henry*.[337] The Dutch sent in another fireship, which caused about 50 of the crew to jump overboard to face a certain death by drowning instead of by flames, the parson being the first one over the side.[338] The admiral on the English flagship unsheathed his sword swearing to cut down the next man to leave, and the flames were soon under control.

Sometimes an act of God was the last hope of a burning warship. An English fireship attack at Algiers in 1621 should have destroyed an entire corsair fleet but, just as the pirate ships began to burn, a light rain began to fall which, along with the lack of wind to feed the flames, controlled the fires long enough for the corsairs to run up and put them out.[339] A French fireship clamped onto *Torbay* 80 in 1702, and the two began to go up in smoke when the fireship suddenly exploded. For reasons known only to the French, the incendiary vessel was carrying a large supply of snuff and when the vessel detonated, a giant tobacco cloud smothered the flames of both ships.[340]

One particular encounter between the Royal Spanish Navies at the Battle of Cape Sicié in 1744, is a good example of what offen occurred when a fireship attempted to burn an enemy vessel. A Franco-Spanish fleet accidentally encountered an English squadron off Toulon, and when the fighting became thick, *Anne Galley* attacked *Real Felipe*, a Spanish flagship. As the little vessel neared its prey, panic broke out on the flagship. Some of the officers suggested to an agreeable audience of frightened administrative officials that the captain of the Spanish warship should "haul down the flag and surrender ourselves: it is the only way to save our lives and protect ourselves from this fireship."[341] M. de Lage de Cueilly, a French Captain on board *Real Felipe*, chided them stating that they should think of nothing else but how to destroy the

incendiary vessel. He ordered more guns be brought to bear on the fireship and promised a reward to the gunner who sank her. One of the gunnery officers was pessimistic about the chance of the flagship's survival; he had tied some cork around his body, ready to jump into the ocean when the fireship struck.[342] As *Anne Galley* neared, one of the flagship's boats came out to tow it away. The fireship crew fired swivel guns and muskets at the boat, but the Spanish managed to hook their vessel. Meanwhile, four nearby Spanish warships spotted the incendiary vessel and fired at it, but every shot missed.

When *Anne* got within 15 yards of its target, three of the flagship guns struck hard almost sinking her. Three officers and five or six crewmen from the fireship were on the forecastle trying to secure their vessel to the flagship when suddenly the incendiary vessel blew up.[343] The English thought some sparks from the guns shooting at the Spanish boat set off the ships's fireworks strewn about the deck. The energy caused by the speedy ignition of the incendiary material tore the vessel apart. The firehip's captain was instantly killed and the crewmen at the forecastle were blown up into the air, some as high as the foretop of the fireship, their bodies enveloped in flames and quickly reduced to cinders.[344] *Anne*'s longboat escaped with ten crewmen, but the Spanish shot two of them.

The confusion of all the smoke and fire from the fireship caused more Spanish ships of the line to come to help the flagship, which made the English men-of-war follow too closely, confounding an already confusing situation.[345] In the end, neither side could claim victory, and many pointless court-martials followed. The ninth article of the charges against the commodore of the English squadron was that *Anne* failed to burn *Real Felipe* because the commodore failed to give proper orders to the fireship's captain and sent the fireship into action with no support. On this charge, the court found that the commodore did give proper orders for *Anne* to prime, but not soon enough for it to be fully prepared to attack and that he did not ensure that a warship was sent "in due time to

cover and conduct [*Anne*]."[346]

CHAPTER VI

NON-INCENDIARY DUTIES

If it be practicable, insult them with our fire-ships and frigates
-Anonymous Englishman

A fireship's ultimate attack was its most important duty for the Royal Navy, but not its only one. Fireships stayed active in the fleet for so long because they could perform the same chores as any other tender or frigate. In times of conflict and peace, they were useful and sometimes necessary components of many squadrons for reasons other than to burn the enemy.

In combat, fireships were not just vessels that set themselves on fire, but also conventional warships, armed and able to fight with cannon. *Francis* drove an Ostender out of the Channel after the Third Dutch War.[347] When spotted and chased by *Revanche* 24, a French privateer, *Louisburg* fought off the pirate for more than an hour despite being heavily outgunned; the crew struck only after the captain was killed and the lieutenant's legs were shot off.[348] *Pluto* unsuccessfully fought an artillery duel with *Duc de Chartres* 24, a French corsairand[349] *Etna* had a running action with a 40 gun French privateer until, with almost all its rigging shot away, the captain was forced to surrender.[350] The Admiralty considered fireships good enough fighters to stand alone as guardships along the coast;[351] *Etna* and *Scipio* were assigned the task of looking out for a French privateer that was causing trouble.[352]

Some fireships even managed to capture a few prizes. Captain Nepthali Ball was famous for his good fortune in seizing Dutch prizes with his *Success*,[353] and Sir Edward Hamilton, captain of *Comet*, captured two privateers and several merchantmen.[354] *Garland* captured an Amsterdam salt prize of 400 tons,[355] and *Thomas and Edward* another of 350 tons.[356] *Strombolo* would have captured a privateer off the coast of Virginia had not the wind suddenly fallen.[357] During a raid on a French merchantman convoy, the crew of *Tisiphone* seized several transports, one of which carried 30 guns

and 400 soldiers.[358]

One fireship was used, not as an incendiary, but as a machine. In 1693, as a new strategy the English decided to destroy fortified French ports, like Dieppe and Dunkirk, with bomb and explosion vessels. An English fleet of 23 sail including *Vesuvius* arrived at St. Malo in November of 1683. Instead of sending in the fireships to burn the shipping, the English filled *Vesuvius* with 100 barrels of gunpowder and 230 carcasses, or incendiary mortar shells, and blew it up against the walls of the French city. Pieces of the exploding ship, like the bell, boiler, and yards rained down on the city and the capstan crashed through an inn;[359] the only French casualty, however, was an alley cat. The next year, seeing the high cost of destroying its own warships in an even more uncertain attack than the fireship, the Admiralty purchased a squadron of small machines from a Dutchman to attack the French.[360]

In the seventeenth century, fireships were usually assigned as tenders to the larger men-of-war, but later they sailed more with bombs and smaller frigates. During the bombardment of Copenhagen in 1801, two stayed near the bomb vessels in case they needed any assistance. Two incendiary vessels also helped tow bombs into position and fend off attackers during the bombardment of Barcelona in 1705,[361] and others did the same in the West Indies in the 1740s.[362]

Every large fleet has tenders and frigates to do the myriad of errands needed for an operation to run smoothly. As the fireroom and other unique elements did not take up a great deal of space, fireships could perform many miscellaneous tasks. They guarded and assisted the landing of troops during land actions in Spain,[363] the West Indies,[364] and the Far East.[365] The *Tisiphone* and *Pluto* classes of fireships were excellent sailers, and would often reconnoitre enemy ships,[366] rivers,[367] and coasts.[368]

One of the main duties of fireships when not in battle was to carry cargos for the navy. They transported soldiers,[369] lodged prisoners,[370] and carried supplies for the fleet like oak,[371] cables,[372] wine,[373] beer,[374] water,[375] staves,[376] food,[377] slop clothes,[378]

gunpowder,[379] brimstone,[380] and fireworks.[381] They took the sick from the fleet to hospitals,[382] evacuated civilians from the French army's advance,[383] hauled marble to England for the King,[384] carried mail and other official correspondence,[385] and helped weigh some wrecks near Chatham.[386] Fireships communicated orders from admirals to the men-of-war of a squadron,[387] and one was a harbinger of peace at the end of the Second Dutch War.[388] *Eagle* carried the fugitive James, son of James II, from England when the Prince fled the country during the Glorious Revolution of 1688-89.[389]

Not all duties were for the Royal Navy. The Admiralty would sometimes loan their vessels to private companies to help protect English trade interests abroad as when the Hudson's Bay Company borrowed *John and Alexander* for private business purposes in North America.[390] During the Dutch Wars, merchants would pay the navy for a squadron of warships, which often included a fireship to two, to guard their cargo vessels during the winter.[391] There were probably many other tedious and unnoticed minor duties that fireships performed as the navy never had enough tenders for communication and transportation.

CHAPTER VII

CONTEMPORARY OPINIONS AND MORALITY OF FIRESHIPS

The use of fire-ships has long been laid aside, to the honour of the nation which first dispensed with this barbarous aggravation of the horrors of war. What generous bosom must glow with honest indignation at seeing a ship (after a brave defence, her decks covered with her dying people, and her masts lying alongside) set on fire, or blown up, by the enemy that dare not board and carry her into port?

-Joseph Allen

Fire is a weapon of terror, and the use of it in battle through fireships has always been a cause of controversy. Like the crossbow, the cannon, the land mine, and the atomic bomb, when fireships started to become a viable and potent weapon in combat, people began to object to its use. Some claimed they were too impractical and costly for the results attained while others said that civilized societies should not use such an inhumane weapon against their enemies. There were of course those who felt as strongly that it would be ridiculous not to use a weapon with such potentially devastating power.

What appealed to supporters of fireships was their ability, like no other class of vessel in the fleet, to destroy a large number of warships all at once and also their psychological impact on the enemy. Perhaps no one was more enthusiastic about them than Sir Anthony Deane, who felt a navy armed with nothing but burning vessels and support boats could defeat the greatest force of ships that could ever put to sea.[392] Lord Howe was another admirer as he continued to include fireship orders in his 1777 Fighting Instructions even though none had sailed in the fleet for the previous ten years. Richard Kempenfelt, a Rear Admiral of the Royal Navy, felt they were necessary additions to any fleet and recommended using them at the beginning of a battle in order to profit from the panic caused by their mere appearance[393] and Sir Charles Middleton, Lord Barham and Admiral of the Red, saw them as a great tool to break the line of the enemy.[394] Lord Cochrane became obsessed with fireships, machines, gas bombs, and other irregular weapons after his success at Basque Roads, and he spent his retirement

years planning new and more devious plots to destroy French ports.

Even if they did not express their interests explicitly, important leaders of the Royal Navy during the seventeenth century, like Sir William Coventry and King Charles II, could never have enough fireships for the fleet. Many English captains during the Second Anglo-Dutch War felt victory at sea absolutely depended on them.[395] The Dutch were no less passionate, as admirals like Tromp stated he would not be able to defeat the English without large numbers of fireships in his squadrons.[396]

Like modern disarmament treaties, the early impact of fireships led to discussion between the English, Dutch, and French to ban their use. John, Earl of Sandwich was asked by the French to forbid mutually their use mutually, but he instead built a new class of fireship larger than any of its English predecessors.[397] One of Sandwich's ancestors was given the same opportunity when the number of fireships in the English and Dutch fleets began to increase at a towering rate between the First and Second Dutch Wars; the Dutch offered a mutual prohibition to Montagu, Lord Sandwich, in the Anglo-Dutch wars, but he declined.[398] More than one contemporary author noted the irony of Montagu later drowning while trying to escape *Royal James* 1st, which had been ignited by a Dutch fireship.

At least one modern scholar has argued that, in the seventeenth century, fireships were more successful in battles than the cannon.[399] This is not so much because fireship were effective, but rather that naval guns were usually inadequate to do enough damage to sink or destroy a well-made ship with a thick hull. Fireship had some amazing successes against the French and Dutch, and it is no coincidence that few officers disapproved of the vessel in this period.

Opponents of fireships increased in the eighteenth century. In the 1600s, their adversaries felt they were impractical both tactically and financially, but in the 1700s many began to complain that the use of such vessels was inhumane. The former complaint is conditionally justified, but the latter is paradoxical; how is one kind of

weapon which is designed to kill any less or more morally correct to use than any other?

The main drawback with using fireships is their impracticability under most combat conditions as only under the most favorable circumstances were they successful. Without the wind and under a heavy attack by the enemy, fireships would usually succeed only in destroying themselves without causing much damage to the enemy. During the Dutch Raid on the Medway in 1667, the English made any vessels they could get their hands on into fireships, but did practically no harm at all. When cannon became stronger and ships of the line more maneuverable, fireships became obsolete except against moored, unguarded vessels.

Fireships were a value to the fleet and worth the cost of their upkeep during the 1600s, but in the next century, the expense in keeping such a vessel in good condition was not worth the results. The cost of maintaining and burning the vessels was not cheap and fireworks needed to be constantly replaced. Lord Cuthbert Collingwood, who fought at Trafalgar and was an extremely important figure in the Royal Navy, was against using fireships in battle because of "not only the immediate loss, but the wear and tear of this ship, of little service otherwise, for so many previous years."[400]

Supporters were few compared to the detractors of fireships. Some of the earliest commentators of the modern navies did not think much of the usefulness of fire in battle. John Smith felt that all fireworks were too dangerous to use in combat because "they may doe as much mischiefe to a friend as to an enemy."[401] Boteler was almost as unenthusiastic about fireships; when asked what he thought of the vessels, he answers, "for mine own part, I have no great opinion of them."[402] He thought that machines would be more impressive in battle, but were almost as likely to fail as a fireship.[403]

Sentiment against the use of fireships for impracticality and inhumanity grew in the eighteenth century as their usefulness in the navy diminished. When someone suggested blocking up a Dutch port and burning the ships therein to rear admiral commanding the English squadron, he condemned the plan in general, and more

specifically, "from the common dictates of humanity I am likewise against burning ships by surprise in ports."[404] Lord Cochrane's secret plan to burn Toulon was rejected in 1812 and, after his death, a similar plan was again proposed in 1846 but again rejected because it violated the "feeling and principles of civilized warfare."[405] Lord Nelson himself thought little of fireships and felt their only chance of success would be against enemy warships in an enclosed anchorage.[406] High luminaries in the Royal Navy at the end of the eighteenth century, like Cornwallis,[407] Lord Garlies,[408] and Lord Keith,[409] were as cautious in their opinions. Unimpressed with the modern fireship, John Dalrymple, an English captain who went on to become Admiral of the Blue, proposed a plan to blockade the city of Brest in 1779 and suggested supporting his forces with firevessels "by which I do not mean the foppery of a professional fireship, but any boat filled with combustibles."[410]

The same ideas occurred in other nations' navies. When Robert Fulton, he of steamship fame, offered to destroy the English warships blockading Brest in 1804 with his invention *Nautilus*, the French declined, thinking it was a disgraceful way to conduct war.[411] At a later gathering, French officers commented to English captains how they and Napoleon were angered when they discovered that the English had used fireballs or carcasses to burn the French warship *l'Orient* at the Battle of the Nile in 1798. The English captain who burned *l'Orient*, in his defense, produced the shells he used, and French officers verified that they were taken from the French *Spartiate,* much to the embarrassment of his original critics.[412] One English author noted a similar sentiment almost 50 years earlier when the French complained to him in 1759, that "the combustibles (or fire-arrows) which the English, contrary to all the rules and customs of war, threw on board."[413]

This disgust with fireships placed a unique stigma upon its crewmen, especially in the late eighteenth and early nineteenth centuries. If captured, such sailors would not be given the same treatment as a normal prisoner of war as the unwritten code of conduct

towards prisoners of war did not apply to them. Any member of a fireship could be killed on the spot, even if he had already yielded. When the surgeon of an incendiary vessel worried about some crewman seized by the Danes, his main concern was that the enemy not find out the prisoners were employed on a fireship at Copenhagen in 1801.[414] Lord Cochrane asked only for volunteers to man his *ad hoc* fireships at Basque Roads because the French "by the laws of war can put any one to death who is taken belonging to a fire-ship."[415] When Fulton proposed to design an attack submarine for the French, he emphasized in his contract that he was to get a protective commission because his vessel would be considered to be a fireship, and "persons taken in Such enterprise are Liable to Suffer death;"[416] the English apparently would treat incendiary sailors the same as the French and Danes.[417]

When submarines, mines, and other explosive devices began to develop in the early nineteenth century, many people condemned them as being no better than fireships. Americans were particularly targeted by the English for the use of submarines and torpedoes. The great debate over 'diabolical warfare' spilled over into the newspapers.[418] When American civilians tried to blow up the English *Ramillies* 3rd with an *ad hoc* machine in 1813, it captain became so outraged at this mode of 'unethical' warfare that he sent a letter to the U.S. government declaring that he would destroy everything American that floats if it sanctioned the attempt.[419] In response, the Philadelphia newspaper *Aurora* noted the inherent contradiction of the English declaring submarine warfare as uncivilized and yet still launching Congreve rockets on American cities. What is the difference, it asks, "between waging war with sub-marine engines, and with aerial destructive weapons-fighting under water or fighting in air?"[420]

The same dialogue continued up through more modern wars. 'Bomber' Harris, because of his controversial strategic firebomb raids in 1944 of civilian areas in Germany, was the only British commander of his rank in World War II not to receive peerage and his aircrew were denied a distinctive campaign medal despite the approval

by the RAF of his actions.[421] In today's world the arguments extend to banning nuclear missiles, land mines, and biological weapons. Until someone defines the proper conduct of war, these kinds of arguments will continue as long as the nations of the world keep developing new weapons of destruction.

CHAPTER VIII

CONCLUSION

How about a little fire, Scarecrow
-Wicked Witch of the West

The improving quality of warships, cannons, and disciplined defensive tactics, soon made fireships obsolete. The Battle of Barfleur in 1692 was their last great triumph in the Royal Navy and the eighteenth and nineteenth century saw very few fireships used and even fewer successes. Except for Sandwich's brief attempt to revive their use in the 1770s and 1780s, their career was over by the mid-eighteenth century.

Arguably, fireships were the only effective weapons that navies used in the four greatest naval wars of the seventeenth century. Artillery was rarely powerful enough to sink or even cripple a ship. In major actions like the Battles of Scheveningen, Lowestoft, Solebay, and Barfleur, two of the largest fleets of the world clashed head on, sometimes at point blank range, but few men-of-war were crippled or destroyed by cannon. This was a time when the tactic of naval combat was usually to cripple an opponent's ship and then capture it by boarding, but it is still amazing how few men-of-war were actually destroyed or incapacitated by artillery.

At the Dutch Raid on the Medway and the English success at Cherbourg, a handful of fireships did in a few moments what an entire fleet was unable to do: destroy some of the world's largest and most powerful warships. It certainly is not surprising that Charles II decided to make peace with the Dutch after they ransacked the lower Medway. The French Navy was devastated after the Royal Navy's success at Barfleur and switched to using raiding tactics against English merchantmen. In other battles, fireships were the most effective *coup de grace* for an incapacitated or occupied enemy warships. Fireships did have their limitations, but nevertheless be considered one of the most potent weapons in the seventeenth century Royal Navy.

The iron hull displaced its wooden counterpart in the nineteenth century and

artillery continued to become more powerful and longer-ranged. Fire is not as dangerous to men in iron ships as those who depend on wood for survival, and new sinister weapons appeared to replace the old. Fireships were effective only when they could reach and burn the enemy, but improved guns could easily cripple a fireship before it reached its target. Machines, torpedoes, and floating mines were becoming more efficient, convenient, and deadly than incendiary devices; in the Crimean War, one English admiral suggested using sulphur gas, explosion vessels, and smoke vessels against the enemy.[422] The sibling of the fireship, the machine, won out in the end.

Some modern historians and theorists have stated that the Royal Navy stopped using fireships because they slowed fleets down too much. Mahan and Temple both thought that the Admiralty abandoned them because, in heavy weather, they impeded the progress of the "more streamlined ships-of-the-line."[423] What these authors fail to notice is that the Royal Navy always had the smaller vessels like sloops, ketches, and the ubiquitous 'frigates' for tender duties, even through the nineteenth century. Glete is much more accurate when he states that their disappearance "can be attributed to the good defensive qualities of the well-disciplined battle-line."[424] One can argue about the level of defensive quality for the first half of the eighteenth century, but it is true that as fleets became more disciplined, the fireship's odds of success diminished.

Rarely do archaeological remains of a shipwreck not add significantly to the historical record of a ship type, but this is probably the case with fireships. The essence of the fireship is its weaponry system, not its hull shape or lower decks. Unique characteristics like firegrids and downward-opening gunports are part of the upper works of a ship, usually the most exposed part of a shipwreck and therefore the most vulnerable to loss. The lattice work of firetroughs in the fireroom would probably not be hardy enough to survive the violent death of a wrecked ship. The firebarrels and firetrunks, along with the masts, would probably be some of the first things to float away. The fireship element most likely to survive would be the unique gunports, which open

downwards, but rarely are hulls preserved up to the level of the ports. The excavation of a fireship would add to a better understanding of the smaller class of ships in the Royal Navy, but not necessarily to that of fireships themselves. Out of the approximately 320 fireships and 36 firevessels used by the Royal Navy over a span of 180 years, only 13 fireships and three firevessels foundered at sea.[425] The rest were either destroyed in battle, accidentally burned, captured, sold, converted to another class of ship, rebuilt, or sunk as foundations.[426] Of these 16 possible shipwrecks, only *Firebrand* has been found and published. It sank off the Scillies in Admiral Shovell's Disaster of 1707 and was discovered in the early 1980s.[427] Very little of the hull survived and, as of May, 1996, although lying in British waters, it is not a Designated Wreck under the UK's Protection of Wrecks Act, but is at least being looked after by the locals.[428]

Two ex-fireships have been discovered. *Dartmouth* and *Swan* were once fireships but converted to 5th rates before they sank. *Dartmouth* served as a fireship in 1688, but was a 5th rate when it wrecked off the Isle of Mull in 1690.[429] Probably the only noticeable feature remaining on a converted incendiary vessel would be the drill holes for the port lids and the excavation report does not include such information. A shipwreck which strongly resembles *Swan* was excavated in Port Royal, Jamaica.[430] *Swan* also was a fireship in 1688, but sank as a 5th rate in 1692. Unfortunately, none of the upperworks, and very little of the wreck survived.

Fireships were devices cleverly designed with a fireroom to burn the enemy as quickly and efficiently as possible. The ship itself was not important as long as the cost of burning the vessel was worth the chance of its success. Their status was that of a tender, one of the lowest warship in the Royal Navy's hierarchy. They became the starting point of many famous captains and admirals like Lord James Saumarez, Lord Matthew Aylmer, and Sir Hyde Parker. Fireships were simple to use in combat and, under the right circumstances, achieved some amazing results against the Dutch and French. They terrified an opponent like no other weapon and were condemned and

supported for their horrible method of destruction.

Fireships were specialized weapons for the era of wooden warships with cannon. It is only appropriate that they were present at both the first and last battles fought in the era of cannon-armed sailing warships. They were not the most important member of the fleet, but under the right circumstances, they were tools that could inflict more devastation than any weapon at a navy's disposal.

ENDNOTES

1. The French word for fireship is *brûlot*, Italian *brulotto*, Spanish and Portuguese *brulote*, German and Dutch *brander*, and Swedish *brännare*.

2. Generally, Roger Charles Anderson, 'The Thirty Year's War in the Mediterranean', *Mariner's Mirror*, 55 (1969), 435-451, and 56 (1970), 41-57; and C.R. Boxer, ed. and trans., *The Journal of Maarten Harpertszoon Tromp Anno 1639* (Cambridge, Cambridge University Press, 1930).

3. Douglas Haldane, 'The Fireship of al-Salih Ayyoub and Muslim Use of Greek Fire' (unpublished conference paper, publication pending).

4. Robert Malster, 'Queries: The First Light Vessels', *Mariner's Mirror*, 80 (1994), 478.

5. Frank H. Winter, *The First Golden Age of Rocketry* (Washington D.C., Smithsonian Institution Press, 1972), 59.

6. "No; damn your fire-ships, I have a wife of my own;" Jonathon Swift, *A Complete Collection of Genteel and Ingenious Conversation, According to the Most Polite Mode and Method now Used at Court, and in the Best Companies of England: In Three Dialogues, by Simon Wagstaff, Esq.* (London, Printed for B.Motte and C.Bathurst, 1738); "Pretty Rascal fare thee well, Born beggars all thou do'st excel, Thy Sweep-stakes still shall bare the Bell, No Fire-ship yet aboard it fell;" Richard Head, *The Canting Acadamy, or, the Devils Cabinet Opened* (London, F.Leach, 1673); and Richard Ames, *The Female Fire-Ships, A Satyr Against Whoring. In a Letter to a Friend, Just Come to Town*, (London, Printed for E. Richardson, 1691).

7. "A fire-ship!...more like a poor galley in distress that has been boarded by such a fire-ship as you;" Tobias George Smollet, *The Adventures of Roderick Randomn* (London, Printed for M.Cooper, 1748).

8. "Montague bitterly described him as a fireship, dangerous at best, but on the whole most dangerous as a consort, and least dangerous when showing hostile colours;" Thomas Babington Macaulay, ed. by Charles Harding Firth, *The History of England from the Accession of James II* V (London, MacMillan and Co., Limited, 1914), 15.

9. At the siege of the Isle of Rhé in 1628, the fireships were described as 'engines' and possibly filled with explosives; G.E. Manwaring, *The Life and Works of Sir Henry Mainwaring* I (London, Navy Records Society, 1920), 191. If true, this is the earliest recorded use of machines by the Royal Navy.

10. The seminal work on explosion vessels is Evan W.H. Fyers, 'The Story of the Machine Vessels', *Mariner's Mirror*, 11 (1925), 50-90.

11. I use the traditional term Royal Navy recognizing that the name is inaccurate to describe the English navy before the Act of Union in 1707 and also that few contemporaries used this label before the nineteenth century.

12. David J. Lyon, 'British Warships: Types and Building Policy 1688-1830', in Martine Acerra, José Merino, and Jean Meyer, eds., *Les Marines de Guerre Européenne: XVII-XVIII[e] siècles* (Paris, Presses de l'Université de Paris Sorbonne, 1985), 152; and David J. Lyon, *The Sailing Navy List: All the Ships of the Royal Navy Built, Purchased and Captured 1688-1860* (London, Conway Maritime Press, 1993), 7.

13. The best and longest discussion of the fireship so far is Chris Ware, 'Fireships and Bomb Vessels', in Robert Gardiner, ed., *The Line of Battle: The Sailing Warship 1650-1840* (Annapolis, Maryland, Naval Institute Press, 1992).

14. See APPENDIX A for a list of imporant wars and battles in this period.

15. In 333 B.C., the Tyrians burned a mole built by Alexander the great with a boat filled with sulphur and other inflammables. The Rhodians and Syrians used fireships against each other in 191 and 190 B.C. The Carthaginians destroyed a Roman fleet under Manlius's command in 149 B.C. with the same. The Syracusans launched an old merchantman filled with branches and wood still wet with resin against an Athenian naval invasion force. Cassius burned 35 of Caesar's ships in Sicily with some old transports filled with wood, pitch, tow, and other incendiary materials in 38 B.C. Cassius then attacked Sulpicius's fleet at Vibo with another 40 burning transports. At the battle of Actium, Agrippa successfully used a group of fire rafts against Anthony's vessels stalled in shallow water.

16. Fireships had long been used in the East. Gaiseric and his Vandal troop, using a large fleet of fireships, destroyed the naval force of Basilicus, the Byzantine commander and brother-in-law of Emperor Leo I, near Carthage with fireships in 439. In 545, Belisarius burned a Vandal tower when he dropped a fireship from a taller platform onto it. The Byzantines used fireships against some Russian fleets in 951 and 953, against the Venetians at Zara in 717, and against some crusading Venetians and Pisans in 1204. In the Albigensian crusades, the Byzantines filled a boat with incendiaries, which included salted meat for some reason, to use against the invaders, but the crusaders were able to burn it first. The Genoese launched a fireship against 18 Pizan ships at Karalin in 1207, but they failed to do any damage.

Fireships were also used in Western and Northern Europe. In 1161, Erling

Skakki captured the town of Tunsberg when he snuck in his fleet behind a cloud of smoke from one of his small boats filled of burning straw. When the English besieged Sluys at sea, they attacked the harbor with light vessels filled with pitch, oil, and other combustibles, but the fireships did no damage to the French. The French returned the favor in 1372 at La Rochelle. In 1215, while the bishops of Ratzeburg and Estonia were on their way to a Roman council in a fleet of nine cogs, a group of Oeselians trapped them in a harbor. The Oeselians attacked the fleet three times, all of which failed, with firerafts made of huge trees soaked in animal fat. At the Battle of Zierikzee in 1370, the Flemings launched two fireships against four Genoese ships which had run aground, but the fireships faltered when the wind shifted. The Spanish used them against the English in 1406, and against their enemies the Venetians did the same at Syracuse in 1433, as did the Knights at Rhodes in 1440.

17. Julian Stafford Corbett, ed., *Fighting Instructions 1530-1816* (London, Navy Records Society, 1905), 6-13. He also suggests sending an armed boat under the enemy ship's poop to cut off the rudder and drill half a dozen holes in the hull just below the water line.

18. D.W. Waters, 'The Elizabethan Navy and the Armada Campaign', *Mariner's Mirror*, 35 (1949), 121.

19. *CSPD* 1587-1603, 423.

20. SP 12/214 7; and *CSPD* 1581-1590, 521.

21. Michael Arthur Lewis, 'Fresh Light on San Juan de Ulua', *Mariners Mirror*, 23 (1937), 300-307; and Julian Stafford Corbett, *Drake and the Tudor Navy with a History of the Rise of England as a Maritime Power* I (London, Longmans, Green, and Co., 1898), 114-118.

22. Richard Hakluyt, *The Principal Navigations Voyages Traffiques and Discoveries of the English Nation Made by Sea or Over-land to the Remote and Farthest Distant Quarters of the Earth at Any Time within the Compasse of these 1600 Yeeres* VI (Glasgow, James MacLehose and Sons, 1904), 438-441; and Corbett, *Drake and the Tudor Navy* I, 82.

23. See end of APPENDIX G; John Knox Laughton, ed., *State Papers Relating to the Defeat of the Spanish Armada, Anno 1588* II (London, Navy Records Society, 1894), 287.

24. Felipe Fernandez-Armesto, *The Spanish Armada: The Experience of War in 1588* (Oxford, Oxford University Press, 1988), 187.

25. Richard Hakluyt, *Principal Navigations* IV, 222.

26. Julian Stafford Corbett, ed., *Papers Relating to the Navy during the Spanish War 1585-1587* (London, Navy Records Society, 1987), 236.

27. Colin Martin and Geoffrey Parker, *The Spanish Armada* (London, Hamish Hamilton, 1988), 287.

28. Roger Charles Anderson, 'Notes: The Armada fireships', *Mariner's Mirror*, 7 (1906), 60. The town of Chichester had spent £12 17s. 8d. to equip the ship initially.

29. Devon Record Office, Deposit 346/F588 'Accompte of sondrye charges', from Martin and Parker, *Spanish Armada*, 287; and Elizabeth Douglas Fuller-Elliott-Drake, I *The Family and Heirs of Sir Francis Drake* (London, Elder, Smith, 1911), 93.

30. Laughton, *Defeat of the Spanish Armada* II, 288-289.

31. Michael M. Oppenheim, *A History of the Administration of the Royal Navy and of Merchant Shipping in Relation to the Navy: From MDIX to MDCLX with an Introduction Treating of the Preceding Period* (London, The Bodley Head, 1896), 163.

32. William Laird Clowes, *The Royal Navy: A History from the Earliest Times to the Present* II (London, Sampson Low, Marston & Company Ltd., 1898), 577.

33. Colin J.M. Martin, 'Incendiary Weapons from the Spanish Armada Wreck *La Trinidad Valencera*, 1588', *International Journal of Nautical Archaeology*, 23 (1994), 207-217.

34. *CSPS* 1587-1603, 400.

35. John Lothrop Motley, *The Complete Works of John L. Motley: History of the United Netherlands from the Death of William the Silent to the Twelve Years' Truce, 1609* XII (London, Harper and Brothers Publishers, 1900), 287-288; and Fyers, 'Machine Vessels', 50.

36. The Spanish also lost 120 anchors when they cut their lines to escape the fireships; *CSPD* 1581-1590. An inability to moor caused by the loss of a vessel's anchors this probably caused some of the shipwrecks that littered the Armada's retreat home.

37. In 1597, Elizabeth sent the English fleet commanded by Howard and Essex to attack the Spanish shipping at Ferrol a force of warships, and six double flyboats of over 200 tons to serve as fireships. When it arrived, Essex volunteered to attack the harbor with

the fireships, but none of the other officers liked the plan, so no attempt was made. Accounts of this attack, especially Essex's plan to attack the harbor, include: Richard Bruce Wernham, *The Return of the Armadas: The Last Years of the Elizabethan War against Spain 1595-1603* (Oxford, Clarendon Press, 1994), 156, 169; Julian Stafford Corbett, *The Successors of Drake* (London, Longmans, Green, and Co., 1900), 164; Samuel Purchas, *Hakluytus Posthumus, or Purchas His Pilgrimes Contayning a History of the World in Sea Voyages and Lande Travells by Englishmen and others* XX (Glasgow, James MacLehose and Sons, 1907), 26; *CSPD* 1595-1597, 481-482; and Michael M. Oppenheim, ed., *The Naval Tracts of Sir William Monson* II (London, Navy Records Society, 1902), 47.

38. In 1595, The Portuguese unsuccessfully attacked James Lancaster, who had captured Fort Fernambuc, Brazil, with firerafts lined with poles to prevent boarding: William Foster, ed., *The Voyages of Sir James Lancaster to Brazil and the East Indies 1591-1603* (London, The Hakluyt Society, 1940), 63; and Hakluyt, *Principal Navigations* XI, 57.

39. In 1601, Philip III made another attempt against England by sending his fleet to Ireland and in response, the British planned to burn the Spanish in Kinsale with three firebarks prepared at Cork; *CSPD* 1601-1603 with Addenda 1547-1565, 109.

40. The Portuguese unsuccessfully used fireships against the British off Surat in 1612, 1614, and 1630: Clowes, *Royal Navy* II, 34-36; Thomas Lediard, *The Naval History of England in all its Branches* II (London, Printed for J.Wilcox, 1735), 436; *CSPC* East Indies, China and Japan 1513-1616, 373; Purchas, *Hakluytus Posthumus* IV, 129, 239-240, 509-510; *CSPC* East Indies, China and Japan 1630-1634, 50, 70; and Richard Carnac Temple, ed., *The Travels of Peter Mundy, in Europe and Asia, 1608-1667: Travels in Asia, 1628-1634* II (London, The Hakluyt Society, 1914), 353.

41. In 1622, while attempting to seize Ormuz from the Portuguese, the English tried to burn the enemy fleet with six *ad hoc* fireships, but they failed to ignite a single vessel; Purchas, *Hakluytus Posthumus* X, 340.

42. The Chinese launched four firejunks against an English squadron anchored in the Macau river, but the English fended off the burning vessels; Temple, *Travels of Peter Mundy* II, 481. The Chinese tried again with more firejunks in 1637; Temple, *Travels of Peter Mundy* III, 228, 481.

43. *CSPD* 1628-1629, 112, 172, 225; and Manwaring, *Henry Mainwaring* I, 191.

44. In 1621, Mansell sent two waves of fireships against a pirate fleet anchored at Algiers which succeeded in setting the corsair ships on fire, but a light rain spoiled the attack: *Cabala, sive, Scrinia sacra* II (London, Printed for G.Bebel and T.Collins, 1654),

140-141; Purchas, *Hakluytus Posthumus* VI, 142-144; Clowes, *Royal Navy* II, 50, 53, 63; and Julian Stafford Corbett, *England in the Mediterranean: A Study of the Rise and Influence of British Power within the Straits, 1603-1713* (New York, Longmans, Green, 1904), 126-127.

45. Fireships attacks in this period are all minor affairs, and covered extensively in: Stephen Porter, "Notes: fireships in the English Civil War", *Mariner's Mirror*, 70 (1984), 84-85; John Rowland Powell and E.K. Timings, eds., *Documents Relating to the Civil War* (London, Navy Records Society, 1963), 71; and J.R. Powell, *Navy in the English Civil War*, (Hamden, Connecticut, Archon Books, 1962).

46. This battle is discussed in: Roger Charles Anderson, 'Document: Popham in the Tagus, 1650', *Mariner's Mirror*, 20 (1934), 109; John Rowland, ed., *The Letters of Robert Blake Together with Supplementary Documents* (London, Navy Records Society, 1937); and Michael Baumber, *General-At-Sea: Robert Blake and the Seventeenth-Century Revolution in Naval Warfare* (London, Murray, 1989).

47. *Tenth Whelp*, *Charity,* and *Cygnet.*

48. Christopher Thomas Atkinson, ed., *Letters and Papers Relating to the First Dutch War 1652-1654* V (London, Navy Records Society, 1912), 350.

49. *A true and Perfect Narrative of the great and signal success of his Majesties fleet under his Highness Prince Rupert, and his Grace the Duke of Albemarle, burning 160 Dutch ships within the Vlie, as also the Town of Brandaris upon the Island of Schelling, by some commanded men under the conduct of Sir Robert Holmes, the 19 and 20 of this instant August 1666* (London, Tho. Newcomb, 1666).

50. HMC *Fleming*, 94.

51. HMC *House of Lords* 1692-1693, 219.

52. Isaac Schomberg, *Naval Chronology; or, an Historical Summary of Naval and Maritime Events from the Time of the Romans, to the Treaty of Peace 1802* III (London, Printed for T.Egerton, 1802), 377-379; and William James, *A Naval History of Great Britain from the Declaration of War by France in 1793 to the Accession of George V* VI (London, Richard Bentley, 1902), 17-20.

53. William James Morgan, ed., *Naval Documents of the American Revolution* V (Washington D.C., U.S.G.P.O., 1970), 437-441. The 'Falconer-design' is described in Chapter III.

54. Stephen Howarth, *To Shining Sea: A History of the United States Navy 1775-1991* (New York, Random House, 1991), 13.

55. John W. Jackson, *The Pennsylvania Navy 1775-1781, the Defence of the Delaware* (New Brunswick, New Jersey, Rutgers University Press, 1974), 47; and Gardner Weld Allen, *A Naval History of the American Revolution* I (New York, Russell & Russell Inc., 1962), 243.

56. Allen, *Naval History* I, 1962), 87. The popular painting, *The Phoenix and Rose Engaged by the Enemy's Fire Ships and Galleys on the 16 Augst. 1776*, shows an American fireship attack on the Hudson river against *Phoenix* 5th and *Rose* 20.

57. See end of APPENDIX G for a list of the converted vessels. An interesting aspect about these later *ad hoc* attacks is that they were always used in conjunction with explosion vessels, rockets, and/or mines.

58. Two of the better sources which discuss the use of all these weapons during this period are: William S. Dudly, ed., *The Naval War of 1812: A Documentary History* (Washington D.C., Naval Historical Center, Department of the Navy, 1992); and James Tertius de Kay, *The Battle of Stonington: Torpedoes, Submarines and Rockets in the War of 1812* (Annapolis, Maryland, Naval Institute Press, 1990).

59. Sources for the Battle of Navarino include: Roger Charles Anderson, *Naval Wars in the Levant* (Princeton, New Jersey, Princeton University Press, 1952), 523-533; John C.K. Daly, *Russian Sea Power and the 'Eastern Question' 1827-41* (Annapolis, Maryland, Naval Institute Press, 1991), 11-13; James Ralfe, *The Naval Biography of Great Britain: Consisting of Historical Memoirs of Those Officers of the British Navy Who Distinguished Themselves during the Reign of His Majesty George III* IV (London, Whitmore & Fenn, 1828), appendix; and James, *Naval History* VI, 358-380. William J. Koenig, *Epic Sea Battles* (Secaucus, New Jersey, Chartwell Books, 1975), 62-84, includes some nice contemporary illustrations but fails to include his sources.

60. Richard Unger, 'Design and Construction of European Warships in the Seventeenth and Eighteenth Centuries', in Martine Acerra, José Merino, and Jean Meyer, eds., *Les Marines de Guerre Européenne: XVII-XVIII^e siècles* (Paris, Presses de l'Université de Paris Sorbonne, 1985), 26.

61. William Falconer, *An Universal Dictionary of the Marine: or, a Copious Explanation of the Technical terms and Phrases Employed in the Construction, Equipment, Furniture, Machinery, Movements, and Military Operations of a Ship* (London, Printed for T.Cadell, 1769).

62. Nicolaes Witsen, *Architectura Navalis et Regimen Nauticum* (Amsterdam, Pieter van Blaeu, 1690).

63. Just a few of the contemporary English, French, German, and American works which are similar to, if not copies of, Witsen or Falconer include: Nicolas Aubin, *Dictionnaire de Marine contenant Les Termes de la Navigation et de l'Architecture Navale avec les Regles & Proportions qui doivent y etre observees* (Amsterdam, Jean Covens & Corneille Mortier, 1736); Ephraim Chambers, *Cyclopedia, or, an Universal Dictionary of Arts and Sciences* (London, for J. and J. Knapton, 1728); James Cutbush, *A System of Pyrotechny Comprehending the Theory and Practice, with the Application of Chemistry Designed for Exhibition and for War* (Philadelphia, Clara F. Cutbush, 1825); Denis Diderot, *Encyclopédie, ou Dictionnaire raisonne des sciences, des artes et des métiers* (Paris, Chez Briasson et al., 1751-1756); William Duane, *Military Dictionary* (Philadelphia, William Duane, 1810); Oliver Frederick Gillilan Hogg, *The Royal Arsenal: Its Background, Origin, and Subsequent History* (London, Oxford University Press, 1963); George Marshall, *Marshall's Practical Marine Gunnery Containing a View of the Magnitude, Weight, Description & Use of Every Article Used in the Sea Gunner's Department in the Navy of the United States* (Norfolk, Virginia, C.Hall, 1822); John Muller, *A Treatise of Artillery* (London, Styner and Cist, 1780); and Johann Hinrich Röding, *Allgemeines Wörtenbuch der Marine* (Amsterdam, Uitgeverij Graphic Publisher, 1969).

64. Robert Gardiner, *The Line of Battle: The Sailing Warship 1650-1840* (Annapolis, Maryland, Naval Institute Press, 1992), 86.

65. Lyon, *Sailing Navy List*, 39.

66. See APPENDICES D and E.

67. SLR0226-Navy Board style, hull type, and built by John Hancock; Brian Lavery and Simon Stephens, *Ship Models: Their Purpose and Development from 1650 to the Present* (London, Philip Wilson Publishers Ltd., 1995), 186; and John Franklin, *Navy Board Ship Models 1650-1750* (Annapolis, Maryland, Naval Institute Press, 1989), 5.

68. SLR0312-a Georgian style, full hull type; Lavery and Stephens, *Ship Models*, 186.

69. SLR0536-a Georgian style, full hull type; Lavery and Stephens, *Ship Models*, 186.

70. SLR0661 and SLR2820-instructional style, sectional type; Lavery and Stephens, *Ship Models*, 187.

71. Personal correspondence with John Graves, Curator of Ship Models at the National Maritime Museum, London.

72. William Congreve, *The Details of the Rocket System Shewing the Various Applications of this Weapon, both for Sea and Land Service, and Its Different Uses in the Field and in Sieges* (London, J. Whiting, 1814), plate 12, figure 1.

73. Spencer Childers, ed., *A Mariner of England; An Account of the Career of William Richardson from Cabin Boy in the Merchant Service to Warrant Officer in the Royal Navy [1780 to 1819] as Told by Himself* (London, Conway Maritime Press, 1970), 244.

74. United States Naval Academy Museum, *Catalogue of the Henry Huddleston Rogers Collection of Ship Models* (Annapolis, Maryland, United States Naval Institute, 1954), model #42.

75. Personal correspondence with Grant H. Walker, Curator at the U.S. Naval Academy Museum, who sent me all the current research on this particular model.

76. Pictures of the model are in Gustaf Halldin, ed., *Svenskt Skeppsbyggeri en översikt av utvecklingen genom tiderna* (Malmö, Sweden, Allhems Förlag, 1963).

77. Hans-Lennarth Ohlsson of the *Sjöhistoriska Museet*, Sweden sent me more specific details about the model in a personal letter which Jan Bill of the National Museum of Denmark kindly translated for me.

78. R.St.J. Gillespie, 'Notes: Model of a Fireship at Eastney Barracks, Portsmouth', *Mariner's Mirror*, 19 (1933), 335 and plate XVIII.

79. Oppenheim, *Naval Tracts* V, 145-146; Falconer, *Universal Dictionary*, 83, 219; and William Mountaine, *The Seaman's Vade-Mecum, and Defensive War by Sea* (London, Printed for Mount and Page, 1756), 147-150, 155.

80. Against Alexander the Great, the Tyrians put a cauldron filled with burning incendiaries at the end of pole which was then set on the bow of a ship, and a Rhodian and Coan force used the same type of weapon to escape a crowd of enemy vessels. A graffito of this weapon is discussed in: R.M. Blomfield, 'Sketch of Ancient War-ship on Wall of Tomb near Anfushi Bay', *Bulletin de la Societe Archeologique d'Alexandrie*, 4 (1902), 26; and W.W. Tarn, *Hellenistic Naval Military Developments* (Chicago, Ares Publishers, Inc., 1930), 146-147. Mariano Taccola drew similar devices throughout his *De Ingenesis* notebook on war machines.

81. Woodes Rogers, *A Cruising Voyage Round the World* (London, for A. Bell and B. Lintot, 1712); and William Gilkerson, *Boarders Away* I (Lincoln, Rhode Island, Andrew Mowbray, Inc., 1991), 19-22.

82. William Gordon Perrin, ed., *The Naval Miscellany* III (London, Navy Records Society, 1928), 372.

83. SP 29/210; *CSPD* 1667, 297-298, 306; *CSPD* 1672, 357; B.McL. Ranft, ed., *The Vernon Papers* (London, Navy Records Society, 1958), 318-319; and Thomas Lewis O'Beirne, *A Candid and Impartial Narrative of the Transactions of the Fleet under the Command of Lord Howe From the Arrival of the Toulon Squadron, on the Coast of America, to the Time of his Lordship's Departure for England* (London, 1779), 34.

84. Lyon, *Sailing Navy List*, xii.

85. Peter Goodwin, *The Construction and Fitting of the Sailing Man-of-War, 1650-1850* (London, Conway Maritime Press, 1987), 188-189.

86.See APPENDIX F for an interior view of the cross-brace.

87. Halldin, *Svenskt Skeppsbyggeri.*

88. Tunstall states that sometimes those who volunteered to stay on a fireship until it hooked the enemy would escape "by boat or swimming," but I have not come across any 'swimming escape' evidence; Brian Tunstall, ed. by Nicholas Tracy, *Naval Warfare in the Age of Sail: the Evolution of Fighting Tactics 1650-1815* (Annapolis, Maryland, Naval Institute Press, 1990), 72.

89. David Steel, *The Elements and Practice of Naval Architecture* II (London, Sim Comforts Associates, 1977; reprint of the original edition: 1794), print of a fireship.

90. ADM 6869 in APPENDIX D.

91. *CSPD* Charles II Addenda, 191.

92. Robert Latham and William Matthews, eds., *The Diary of Samuel Pepys* VIII (Berkeley, California, University of California Press, 1974), 358.

93. *CSPD* 1667, 351, 384.

94. Witsen, *Architectura Navalis.*

95. Tow was bundles of flax or hemp. Dutch tow is *harpuis* or *arpuijs*, which was used as hull protection against toredo worms as well as an incendiary. The Dutch shipwreck *Vergulde Draeck* carried 270 vats of *arpuijs*; Jeremy Green, *The Loss of the Verenigde Oostindische Compagnie Jacht Vergulde Draeck, Western Australia 1656* (Oxford, BAR, 1977).

96. "Provide a shallop, two grapnells, and 6 hooks for the Old Warwick fire ship, commanded by Capt. Browne, as also for the other fire ships;" *CSPD* 1655-1656.

97. G.E. Manwaring and William Gordan Perrin, eds., *The Life and Works of Sir Henry Mainwaring* II (London, Navy Records Society, 1922), 223.

98. J.H. Owen, *War at Sea under Queen Anne 1702-1708* (Cambridge, Cambridge University Press, 1938), 85.

99. Robert Beatson, *Naval and Military Memoirs of Great Britain from 1727 to 1783* I (London, Printed for Longman, Hurst, Rees, and Orme, 1804), 402.

100. Julian Stafford Corbett, ed., *Signals and Instructions 1776-1794 with Addenda to Vol. XXIX* (London, Navy Records Society, 1908), 106; and Corbett, *Fighting Instructions 1530-1816*, 275.

101. Corbett, *Signals and Instructions 1776-1794*, 228, 243, 295-296.

102. David Bonner Smith, 'Midshipman W.G. Anderson', *Mariner's Mirror*, 15 (1929), 243; and T. Sturges Jackson, *Logs of the Great Sea Fights 1794-1805* II (London, Navy Records Society 1900), 105, 133, 135.

103. "It is requisite to throw overboard all the gunpowder on the ship, previous to the time of setting fire to her, as otherwise it would counteract the design by extinguishing and dispersing the fire;" Perrin, *Naval Miscellany* III, 373.

104. Gunpowder was used to put out fires after the San Francisco Earthquake and the Great Fire of London; Walter George Bell, *The Great Fire of London in 1666* (London, The Bodley Head, 1951), 154.

105. Corbett, *Signals and Instructions 1776-1794*, 167; and Corbett, *Fighting Instructions 1530-1816*, 250.

106.See APPENDIX G for a complete list of English fireships.

107. *CSPD* 1666-1667, 419.

108. *CSPD* 1665-1666, 549.

109. HMC *Dartmouth* III, 206.

110. David Roy MacGregor, *Fast Sailing Ships, Their Design and Construction 1775-1875* (Newfoundland, New Jersey, Edita, 1973), 34.

111. *CSPD* 1667, 114.

112. *CSPD* 1665-1666, 39.

113. *CSPD 1658-1659*, 529.

114. G.R. Barnes and J.H. Owen, eds., *The Private Papers of John, Earl of Sandwich First Lord of the Admiralty 1771-1782* III (London, Navy Records Society, 1936), 186.

115. *CSPD* 1672-1673, 507.

116. Samuel Rawson Gardiner and C.T. Atkinson, eds., *Letters and Papers Relating to the First Dutch War 1652-1654* III (London, Navy Records Society, 1906), 160.

117. Petrus Johannes Blok, transl. by G.J. Kenier, *The Life of Admiral De Ruyter* (London, Ernest Benn Limited, 1933) 42. The Dutch fireships were "quite leaky, their masts, tops, and yards all split and to pieces, and that they are quite without sails and cordage to enable them, according to their own report, to continue serving at sea;" Samuel Rawson Gardiner, ed., *Letters and Papers Relating to the First Dutch War 1652-1654* II (London, Navy Records Society, 1900), 256-257.

118. Gardiner, *First Dutch War* II, 237, 246, 255.

119. Atkinson, *First Dutch War* IV, 362.

120. Origins of Fireships:

Purchased	119
Converted	97
Prize	37
Purpose-Built	25
Gift	2

121. *CSPC* America and West Indies 1704-1705, 170.

122. *CSPD* 1667, 443.

123. *CSPD* 1666-1667, 204.

124. *CSPD* 1673, 19.

125. *CSPD* 1667, 362-363; and *CSPD* Charles II Addenda, 217-218.

126. *CSPD* 1666-1667, 582.

127. *CSPD* 1667, 60.

128. Joseph Robson Tanner, ed., *A Descriptive Catalogue of The Naval Manuscripts in the Pepysian Library at Magdalene College, Cambridge* IV (London, Navy Records Society, 1923), 637-638.

129. *CSPD* 1667, 482-483.

130. Tromp once did the same when he "summoned the skipper of the victualling flyboat of Hoorn on board and asked for his ship as a fireship, which he was reluctant to consent to, but we took it as by force and gave him a certificate to that effect;" Boxer, *Journal of Maarten Harpertszoon Tromp*, 167.

131. *CSPD* 1667, 167.

132. *CSPD* Charles II-Addenda, 196.

133. Latham and Matthews, *Diary of Samuel Pepys* VIII, 256.

134. Oppenheim, *Administration of the Royal Navy*, 234.

135. *CSPD* 1628-1629, 442.

136. *CSPD* 1665-1666, 516; and *CSPD* 1666-1667, 72.

137. J.D. Davies, *Gentlemen and Tarpaulins: The Officers and Men of the Restoration Navy* (Oxford, Clarendon Press, 1991), 17; Peter Padfield, *Tide of Empires: Decisive Naval Campaigns in the Rise of the West* II (London, Routledge & Kegan Paul 1982), 33; and Jan Glete, *Navies and Nations: Warships, Navies and State Building in Europe and America, 1500-1860* I (Stockholm, Almqvist & Wiksell International, 1993), 133.

138. Julian Gwyn, 'Shipbuilding for the Royal Navy in Colonial New England', *The American Neptune*, 48 (1988), 23.

139. John Charnock, *History of Marine Architecture* II (London, R. Faulder, 1801), 474.

140. Ranft, *Vernon Papers*, 59.

141. Purpose-built Fireships:

1690	**1691**	**1694**	***Tisiphone* (1780)**	***Thais* (1805)**
Dolphin	*Blaze*	*Blaze*	*Alecto*	*Comet*
Fox	*Etna*	*Firebrand*	*Comet*	*Erebus*
Griffin	*Flame*	*Phoenix*	*Conflagration*	*Lightning*
Hawk	*Lightning*	*Terrible*	*Spitfire*	*Prometheus*
Hopewell	*Phaeton*		*Megaera*	*Tartarus*
Hound	*Strombolo*		*Pluto*	*Thais*
Hunter	*Vesuvius*		*Tisiphone*	
Speedwell	*Vulcan*		*Vulcan*	
Spy			**Incendiary*	
Vulture				
Wolf				

**Incendiary* was not built to the same lines as the other 8 in this class

142. Bernard Pool, *Naval Board Contracts 1660-1832: Contract Administration under the Navy Board* (Hamden, Connecticut, Archon Books, 1966), 47.

143. John Ehrman Cambridge, *The Navy in the War of William III 1689-1697: Its State and Direction* (Cambridge, Cambridge University Press, 1953), 328, 337.

144. Pool, *Naval Board Contracts*, 48; and Lyon, *Sailing Navy List*, 27, 29.

145. Barnes and Owen, *Earl of Sandwich* I, 287.

146. Lyon, *Sailing Navy List*, 211.

147. Lyon, *Sailing Navy List*, 214.

148. Barnes and Owen, *Earl of Sandwich* II, 177.

149. Barnes and Owen, *Earl of Sandwich* II, 311; and III, 83, 89.

150. Lyon, *Sailing Navy List*, 99, 100, 197, 198.

151. Lyon, *Sailing Navy List*, 99.

152. Lyon, *Sailing Navy List*, 99, 100.

153. Ralfe, *Naval Biography* II, 376.

154. Lyon, *Sailing Navy List*, 149.

155. Perrin, *Naval Miscellany* III, 375.

156. *CSPD* 1665-1666, 305.

157. John Rowland and Edward Kenneth Timings, eds., *The Rupert and Monck Letter Book Together with Supporting Documents* (London, Navy Records Society, 1969), 60.

158. ADM 36/14233 and 36/9823.

159. ADM 36/14233.

160. ADM 33/168.

161. J.G. Bullocke, ed., *The Tomlinson Papers Selected from the Correspondence and Pamphlets of Captain Robert Tomlinson, R.N. & Vice-Admiral Nicholas Tomlinson* (London, Navy Records Society, 1935), 150.

162. Commander, commander's servant, carpenter, master, carpenter's mate, five able seaman, and three ordinary seamen; ADM 33/168

163. Commander, two servants, cook, mate, seven able seamen, and four ordinary seamen; ADM 33/174.

164. *CSPD* 1649-1650, 455.

165. Tanner, *Descriptive Catalogue* III, 95; and *CSPD* 1667, 468.

166. *CSPD* 1667, 429.

167. *CSPD* 1655-1656, 483.

168. Tanner, *Descriptive Catalogue* IV, 562.

169. *CSPD* 1666-1667, 168.

170. *CSPD* 1665-1666, 258; and *CSPD* 1667, 102.

171. *CSPD* 1673, 203, 366.

172. *CSPD* 1666-1667, 478.

173. *CSPD* 1672, 281.

174. HMC *House of Lords* 1692-1693, 227.

175. *CSPD* 1666-1667, 370.

176. ADM 49/177.

177. Tanner, *Descriptive Catalogue* IV, 404-405.

178. Davies, *Gentlemen and Tarpaulins*, 61.

179. Reginald Dundas Merriman, ed., *The Sergison Papers* (London, Navy Records Society, 1950), 275.

180. Bernard S. Capp, *Cromwell's Navy: The Fleet and the English Revolution 1648-1660* (Oxford, Clarendon Press, 1989), 155.

181. John Charnock, *Biographia Navalis* III (London, R. Faulder, 1795), 221; and Daniel A. Baugh, *British Naval Administration in the Age of Walpole* (Princeton, New Jersey, Princeton University Press, 1965), 127.

182. James Stewart Pritchard, *Louis XV's Navy, 1748-1762: A Study of Organization and Administration* (Montreal, McGill-Queen's University Press, 1987), 61; and Daniel Lescallier, *Vocabulaire des Termes de Marine Anglais et Francais* (Paris, L'imprimerie Royale, 1777).

183. Charnock, *Biographia Navalis* III, 252. The men include Thomas Mathews, James Hodsell, and Sir Richard Bickerton.

184. *CSPD* 1665-1666, 305.

185. *CSPD* 1670 with Addenda, 1660 to 1670, 125.

186. Roger Charles Anderson, 'British and American Officers in the Russian Navy', *Mariner's Mirror*, 33 (1947), 17-27.

187. *An Authentic Narrative of the Russian Expedition Against the Turks by Sea and Land, Compiled from Several Authentic Journals by an Officer on Board the Russian Fleet* (London, Printed for S.Hooper, 1777).

188. Clowes, *Royal Navy* II, 50.

188. Clowes, *Royal Navy* II, 50.

189. Charnock, *Biographia Navalis* V (London, R. Faulder, 1797), 233-238.

190. Number of men who commanded fireships, machines, or firevessels:

Fireships	650+
Machines, but not fireships	31
Firevessels, but not fireships	37
Russian fireships	5

See APPENDIX H for a complete list of all fireship captains.

191. Anderson in *Etna*, Foulis in *Lion*, Goodheart in *Welcome*, Mackie in *Anne*, Pearce in *Bryer*, Rice in *Marigold*, and Yennis in *Alice and Francis*.

192. Davies, *Gentlemen and Tarpaulins*, 41.

193. Number of fireship captains who became admirals and MPs:

Rear Admiral of the Blue	6
Rear Admiral of the White	3
Rear Admiral of the Red	7
Vice Admiral of the Blue	7
Vice Admiral of the White	9*
Vice Admiral of the Red	6
Admiral of the Blue	12
Admiral of the White	24
Admiral of the Red	8
Admiral of the Fleet	5
First Sea Lord	1
Member of Parliament	28
Irish Member of Parliament	1

*Two of the Admirals of the White did not command fireships: one commanded a firevessel and the other a machine

194. Wilmarth Sheldon Lewis, Warren Hunting Smith, and George L. Lam, eds., *Horace Walpole's Correspondence with Sir Horace Mann* XVII (New Haven, Yale University Press, 1954), 471.

195. See APPENDIX A for dates.

196. *CSPD* 1665-1666, 471; and Latham and Matthews, *Diary of Samuel Pepys* VII, 165.

197. O'Beirne, *Candid and Impartial Narrative*, 12.

198. Henry William Richmond, ed., *Private Papers of George, Second Earl Spencer: First Lord of the Admiralty 1794-1801* III (London, Navy Records Society, 1924), 6, 367; and IV (1924), 278-279.

199. *CSPD* 1666-1667, 496, 499, 537-538, 548; *CSPD* 1667, 392; and Latham and Matthews, *Diary of Samuel Pepys* VIII, 47.

200. David J. Hepper, *British Warship Losses in the Age of Sail 1650-1859* (Ashley Lodge, East Sussex, United Kingdom, Jean Boudriot Publications, 1994), 16.

201. Manwaring and Perrin, *Sir Henry Mainwaring* II, 1922), 202; and Cyprien de Gamaches, *The Court and Times of Charles the First* I (London, Henry Colburn, 1848), 448.

202. Schomberg, *Naval Chronology* V, 271.

203. Schomberg, *Naval Chronology* V, 275.

204. Tanner, *Descriptive Catalogue* IV, 464.

205. A late sixteenth century complaint by a Spanish captain about the commanders of his fleet's flagships; Lewis, 'San Juan de Ulua', 305.

206. Tanner, *Descriptive Catalogue* II, 355; and IV, 65, 71.

207. Tanner, *Descriptive Catalogue* IV, 83.

208. Samuel G. Margolin, 'Guardships on the Virginia Station, 1667-1767', *The American Neptune*, 55 (1995), 24.

209. Roger Charles Anderson, ed., *Journals and Narratives of the Third Dutch War* (London, Navy Records Society, 1946), 275.

210. Tanner, *Descriptive Catalogue* IV, 383.

211. John McArthur, *Principles and Practice of Naval and Military Courts Martial* II (London, A.Strahan, 1813), 425.

212. *CSPD* 1670 and Addenda 1660-1670, 149.

213. *CSPD* 1672-1673, 492.

214. Peter Le Fevre, 'Notes: Sea Chaplains as Judge Advocates', *Mariner's Mirror*, 68 (1982), 327.

215. *CSPD* 1667, 306.

216. *CSPD* 1697, 266.

217. *CSPC* America and West Indies 1704-1705, 170.

218. *CSPD* 1672-1673, 236.

219. *CSPD* Charles II Addenda, 213; and *CSPD* 1667, 458.

220. *CSPD* 1667, 461.

221. *CSPD* 1667, 429.

222. *CSPD* 1667, 461, 468.

223. Corbett, *Fighting Instructions 1530-1816*, 103.

224. Corbett, *Fighting Instructions 1530-1816*, 149-151.

225. The term 'gold chain' became a slang term for reward. When Hamilton, captain of *Comet*, told Lord St. Vincent that he had spotted some Spanish treasure ships but could not chase them because he was under strict orders to get some correspondence to the fleet as quickly as possible, the Admiral answered, "Ha, Hamilton, you are a [damned] unlucky fellow! had you been with us on the 14th, you would have burnt the *Santissima Trinidad.* I know you would have done it, and you would have had the gold chain;" Ralfe, *Naval Biography* IV, 137.

226. Roger Charles Anderson, 'Two New Sets of Fighting Instructions', *Mariner's Mirror*, 6 (1920), 134.

227. D. Hastings Irwin, *War Medals and Decorations Issued to the British Military and Naval Forces From 1588 to 1889* (London, L. Upcott Gill, 1899), 12-13; and John Horsley Mayo, *Medals and Decorations of the British Army and Navy* (Westminster, United Kingdom, Archibald Constable and Co., 1897), xxxiv.

228. Irwin, *War Medals*, 33.

229. Morgan, *Naval Documents* IX, 776-777.

230. Charles Oscar Paullin, ed., *Out-Letters of the Continental Marine Committee and Board of Admiralty; August, 1776-September, 1780* I (New York, De Vinne Press, 1914), 217.

231. Captains Gething of *Fame*, Bustow of *Young Prince*, Ball of *Happy Entrance*, Brown of *Richard*, Seale of *Samuel*, Harris of *Lizard*, Wyborne of *Joseph*, and ten crewmen of *Katherine*.

232. Tanner, *Descriptive Catalogue* IV; David Bonner Smith, 'Document: Naval Medal 1677', *Mariner's Mirror*, 9 (1923), 184-185; and A.L., 'Queries: Medals', *Mariner's Mirror*, 23 (1937), 111. Captains Williams of *Holmes* and Votier of *Anne and Christopher* were each given a £50 medal and chain, and four officers who manned the fireships' longboats and pinnaces, £30 gold medals each.

233. Captains Killingworth of *Fox*, Greenaway of *Wolf*, Heath of *Blaze*, Littleton of *Thomas and Elizabeth*, Knapp of *Half Moon*, and Guy of *Vesuvius*.

234. W.B. Rowbotham, 'The Flag Officer's and Captain's Gold Medal, 1794-1815', *Mariner's Mirror*, 37 (1951), 271.

235. *CSPD* 1667-1668, 110.

236. *CSPD* Charles II Addenda, 494.

237. One widow was Anne Green, who was married to Charles Green of *Unicorn*; Gregory Robinson, 'Admiralty and Naval Affairs, May 1660 to March 1674', *Mariner's Mirror*, 36 (1950), 16.

238. Tanner, *Descriptive Catalogue* IV, 462.

239. HMC *Finch* IV, 473-474.

240. *CSPD* 1672, 286.

241. Gardiner, *First Dutch War* II, 180.

242. *CSPD* 1653-1654, 492.

243. Edwin Chappell, ed., *The Tangier Papers of Samuel Pepys Transcribed, Edited and Collated with the Transcription of Mr. W. Matthews* (London, Navy Records Society, 1935), 156-157.

244. *CSPD* Charles II Addenda, 240.

245. *CSPD 1667*, 351.

246. Owen, *War at Sea*, 85.

247. Sandwich's body was found a few days later and was identified by a star on his coat because his face was scorched by the flames. Some felt he risked himself too much in this battle to make amends for his questionable conduct in the Second Anglo-Dutch War; *CSPV* 1671-1672, 229.

248. National Maritime Museum, *Concise Catalogue of Oil Paintings in the National Maritime Museum* (Woodbridge, Suffolk, Antique Collectors' Club, 1988), 399; and Frank Fox, *Great Ships: the Battlefleet of King Charles II* (Greenwich, Conway Maritime Press, 1980), painting XXI.

249. Corbett, *Fighting Instructions 1530-1816*, 89-90.

250. See APPENDIX A for dates.

251. Corbett, *Fighting Instructions 1530-1816*, 103-104.

252. Corbett, *Fighting Instructions 1530-1816*, 125, 147, 159-160, 172.

253. Anderson, 'Two New Sets', 130-135.

254. Roger Charles Anderson, 'Two New Sets', 134.

255. Corbett, *Signals and Instructions 1776-1794*, 175. These orders were repeated in 1782.

256. Corbett, *Fighting Instructions 1530-1816*, 223-224, 227.

257. Corbett, *Signals and Instructions 1776-1794*, 173.

258. Corbett, *Fighting Instructions 1530-1816*, 274. Additionally, order 15 states that if a disabled warship signals for assistance, any fireship captain nearby must make every endeavor to assist the crippled vessel by attempting to burn the enemy vessel attacking the other; Corbett, *Fighting Instructions 1530-1816*, 246-247.

261. "I principally rely upon your prudence and resolution in observing where such services lie open for your execution, or require your relief, in all which cases you are hereby required and directed to govern yourself in the execution of them as becomes an officer of prudence and resolution, and as you must expect to answer for your neglect therein at your peril;" Ranft, *Vernon Papers*, 295.

262. HMC *House of Lords* 1692-1693, 236.

263. Lewis, Smith, and Lam, *Walpole's Correspondence* XVII, 171-172.

264. Herbert William Richmond, *The Navy in the War of 1739-48* I (Alderschott, Gregg Revivals, 1993), 208.

265. Lewis, Smith, and Lam, *Walpole's Correspondence* XVII, 471.

266. The entire incident is described from a Spanish point of view in Rowland, *Letters of Robert Blake*, 445-447.

267. *A True and Perfect Narrative.*

268. *CSPC* America and West Indies 1661-1668, 495-498; and *CSPD* 1667, 446, 448.

269. HMC *Dartmouth* III, 5.

270. G.E. Manwaring and W.G. Perrin, eds., *The Life and Works of Sir Henry Mainwaring* II (London, Navy Records Society, 1922), 202; and Gamache, *Charles the First* I, 448.

271. *CSPD* 1667-1668, 17.

272. John Knox Laughton and James Young F. Sulivan, eds., *Journal of Rear-Admiral Bartholomew James 1752-1828* (London, Navy Records Society, 1896), 116-117; John O. Sands, *Yorktown's Captive Fleet* (Charlottesville, Viriginia, University Press of Virginia, 1983), 64-67; and Hepper, *Warship Losses*, 65.

273. David Hanny, *Naval Courts Martial* (Cambridge, Cambridge University Press, 1914), 166.

274. Cochrane tells his side of the story in Thomas Cochrane Dundonald, Tenth Earl of Dundonald, *The Autobiography of a Seaman* (London, Richard Bentley, 1861), while Gambier is defended in Lady Chatterton Georgiana, ed., *Memorials, Personal and Historical of Admiral Lord Gambier, GCB* (London, Hurst and Blackett, 1861).

274. Cochrane tells his side of the story in Thomas Cochrane Dundonald, Tenth Earl of Dundonald, *The Autobiography of a Seaman* (London, Richard Bentley, 1861), while Gambier is defended in Lady Chatterton Georgiana, ed., *Memorials, Personal and Historical of Admiral Lord Gambier, GCB* (London, Hurst and Blackett, 1861).

275. This plan and others are in P.W. Brock, 'Lord Cochrane's Secret Plans', *Mariner's Mirror*, 16 (1930), 157-167.

276. The *Dolphin* fireship model has oar ports for sweeps.

277. Philip Aubrey, *The Defeat of James Stuart's Armada 1692* (Leicester, United Kingdom, Leicester University Press, 1979), 103; and Padfield, *Tide of Empires* II, 140-141.

278. Anderson, *Third Dutch War*, 96, 166.

279. Anderson, *Third Dutch War*, 17.

280. Herman Theodor Colenbrander, ed., *Bescheiden uit vreemde Archieven omtrent de Groote Nederlandsche Zeeorlogen 1652-1676* I ('s-Gravenhage, The Netherlands, Martinus Nijhoff, 1919), 600.

281. This seems to be the earliest reference to a medal given in the Restoration period; L.G. Carr Laughton, 'Notes: Naval Medals of the XVII. Century', *Mariner's Mirror*, 9 (1923), 247.

282. Julian Stafford Corbett, ed., *A Note on the Drawings in the Possession of the Earl of Dartmouth Illustrating the Battle of Sole Bay May 28, 16782 and the Battle of the Texel August 11, 1673.* (London, Navy Records Society, 1908), 17.

283. John Knox Laughton, ed., *Letters and Papers of Charles, Lord Barham Admiral of the Red Squadron 1758-1813* I (London, Navy Records Society, 1907), 296.

284. John Charnock, *Biographia Navalis* V, 72-75.

285. Oppenheim, *Naval Tracts* IV, 199.

286. Mountaine, *Vade-Mecum*, 47, 57.

287. Oppenheim, *Naval Tracts* IV, 87.

288. Perrin, *Naval Miscellany* III, 372.

291. Oppenheim, *Naval Tracts* IV, 8-9.

292. William Gordon Perrin, ed., *Boteler's Dialogues* (London, Navy Records Society, 1929), 292; and Mountaine, *Vade-Mecum*, 136.

293. Oppenheim, *Naval Tracts* IV, 215.

294. John Smith, *A Sea Grammar* (London, 1627), 79.

295. de Kay, *Battle of Stonington*, 157.

296. William Gordon Perrin, ed., *The Naval Miscellany* III (London, Navy Records Society, 1928), 420.

297. ADM 51/601.

298. HMC *House of Lords* 1692-1693, 219.

299. Julian Gwyn, ed., *The Royal Navy and North America: The Warren Papers, 1736-1752* (London, Navy Records Society, 1973), 195.

300. *Pro Patria*'s captain, Van den Ryn, set fire to *Royal James* 1st with another fireship in the Third Dutch War.

301. Mountaine, *Vade-Mecum*, 188.

302. One bureaucrat, Sir R. Ford, complained that the fireships used to block the Medway had been fitted out at great expense; Latham and Matthews, *Diary of Samuel Pepys* VIII, 357.

303. *CSPD* 1666-1667, 284.

304. Christopher Lloyd, ed., *The Naval Miscellany* IV (London, Navy Records Society, 1952), 429.

305. *CSPD* 1659-1660, 444.

306. *CSPD* 1671, 249.

307. *A True and Perfect Narrative.*

308. There is a nice Van de Velde drawing of the Dutch *Fortuin* burning *Andrew* 4th and what seems to be the longboats of both ships still battling each other during the Battle of

Scheveningen in 1653; Willem van de Velde, *The Art of the Van de Veldes: Paintings and Drawings by the Great Dutch Marine Artists and Their English Followers*, (London, National Maritime Museum, 1982), 58.

309. HMC *Finch* II, 108.

310. Hepper, *Warship Losses*, 20.

311. Hepper, *Warship Losses*, 62. The English recaptured his ship later that evening.

312. Hepper, *Warship Losses*, 28.

313. Colenbrander, *Bescheiden uit vreemde Archieven* I, 336.

314. "They boast much of their fire-ships as carrying 24 and 30 guns, appearing like men-of-war, but indeed are no such things, having only two or three guns, and all the rest are painted, and so placed as they may best deceive the eye, and be the less suspected when they come to service;" Gardiner and Atkinson, *First Dutch War* III, 33-34.

315. Colenbrander, *Bescheiden uit vreemde Archieven* I, 188.

316. *CSPV* 1671-1672, 217-218; and *CSPD* 1671-1672, 378.

317. An exception to this was in 1670 when the pirate Sir Henry Morgan broke through a blockade of three Spanish men-of-war by burning the biggest one with an *ad hoc* fireship disguised as a warship; Leslie Stephen and Sidney Lee, eds., *Dictionary of National Biography* XIII (London, Oxford University Press, 1921-1922), 915.

318. Edward Hayward, *The Sizes and Lengths of Riggings for All the State Ships and Frigats* (London, Peter Cole, 1655), 33-34.

319. *CSPD* 1673, 232.

320. Stephen Martin-Leake, ed. by Geoffry Callender, *The Life of Sir John Leake Rear-Admiral of Great Britain* I (London, Navy Records Society, 1920), 323.

321. Atkinson, *First Dutch War* V, 350.

322. *CSPD* Charles II Addenda, 216.

323. Anderson, *Third Dutch War*, 357, 360.

324. Colenbrander, *Bescheiden uit vreemde Archieven* I, 346.

325. Colenbrander, *Bescheiden uit vreemde Archieven* I, 428.

326. *CSPD* 1665-1666, 578.

327. *CSPD* 1665-1666, 586.

328. Corbett, *A Note on the Drawings*, plate 1 of the Battle of Solebay.

329. Oppenheim, *Naval Tracts* II, 148; also see APPENDIX B.

330. Claude Gill, ed., *Steel's Elements of Mastmaking, Sailmaking and Rigging (from the 1794 edition)* (New York, Edward W. Sweetman, 1960), 45; and Thomas Riley Blankley, *A Naval Expositor, Shewing and Explaining the Words and Terms of Art Belonging to the Parts, Qualities, and Proportions of Building, Furnishing, & Fitting a Ship for Sea* (London, E. Owen, 1750), 18.

331. Rowland and Timings, *Rupert and Monck Letter Book*, 224; and *CSPD* 1671-1672, 202.

332. Perrin, *Naval Miscellany* III, 392.

333. Green, *Vergulde Draeck*, 364.

334. Anderson, *Third Dutch War*, 174-175.

335. Tanner, *Descriptive Catalogue* IV, 105-106.

336. *CSPD* 1653-1654, 474 lists nine officers and 15 crewmen who "behaved valiantly when the fire-ship attacked the *Triumph*, so that she was put off without great damage to the ship;" and also Irwin, *War Medals*, 9.

337. John Campbell, *Lives of the Admirals and Other Prominent Seamen* II (London, Crown and Mitre, 1750) 353-354. Lamming was made captain of *Ruby* 4th for this deed.

338. Latham and Matthews, *Diary of Samuel Pepys* VII, 143.

339. *Cabala* II, 141; and Corbett, *England in the Mediterranean*, 126.

340. John Knox Laughton, ed., *Memoirs Relating to the Lord Torrington* (Westminster, United Kingdom, Printed for the Camden Society, 1889), 93-94.

341. John Knox Laughton, ed., *The Naval Miscellany* II (London, Navy Records Society, 1912), 233.

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341. John Knox Laughton, ed., *The Naval Miscellany* II (London, Navy Records Society, 1912), 233.

342. Laughton, *Naval Miscellany* II, 241-242.

343. Laughton, *Naval Miscellany* II, 235.

344. Laughton, *Naval Miscellany* II, 236.

345. There is a nice 1783 watercolor of this part of the battle by F. Moraleda in the *Museo Naval*, Madrid and reprinted in Carlos Novi, 'The Marqués de la Victoria and the advancement of naval lexicography in eighteenth-century Spain', *Mariner's Mirror*, 83 (1997), 143.

346. Richmond, *Navy in the War of 1739-48* II, 265.

347. Tanner, *Descriptive Catalogue* IV, 498.

348. Hepper, *Warship Losses*, 37.

349. *Pluto* was captured by *Duc de Chartres*, but the French vessel itself was caught by *Cumberland* a little later; Lloyd, *Naval Miscellany* IV, 33.

350. Hepper, *Warship Losses*, 20.

351. Just a few of the sources noting their use as guardships include: Tanner, *Descriptive Catalogue* IV, 605; William Gordon Perrin, 'Document: Heads of Instructions for the Fireship Lying on the Guard at Sheerness', *Mariner's Mirror*, 10 (1933) 75; and Oscar Browning, ed., *The Journal of Sir George Rooke Admiral of the Fleet 1700-1702* (London, Navy Records Society, 1897), 122, 154, 156.

352. John Marsh, 'Privateers off the Needles, 1745', *Mariner's Mirror*, 64 (1978), 309.

353. Clowes, *Royal Navy* II, 425.

354. Ralfe, *Naval Biography* IV, 137.

355. *CSPD* 1666-1667, 579.

356. Clowes, *Royal Navy* II, 444.

357. *CSPC* America and West Indies 1704-1705, 562.

358. John Marshall, *Royal Naval Biography* I (London, Printed for Longman et al., 1823), 177.

359. Fyers, 'Machine Vessels', 64.

360. See Fyers, 'Machine Vessels', 50-90, for a discussion of these machines.

361. Owen, *War at Sea*, 149.

362. Ranft, *Vernon Papers*, 97.

363. Reginald Dundas Merriman, ed., *Queen Anne's Navy: Documents Concerning the Administration of the Navy of Queen Anne 1702-1714* (London, Navy Records Society, 1961), 138.

364. Ranft, *Vernon Papers*, 191-192, 207, 224, 233, 296.

365. Parkinson, C. Northcote, *War in the Eastern Seas 1793-1815* (London, George Allen & Unwin Ltd., 1954), 114.

366. Roger Charles Anderson, ed., *The Journals of Sir Thomas Allin 1660-1678* I (London, Navy Records Society, 1939), 147; Barnes and Owen, *Earl of Sandwich* III, 16; and J.H. Owen, 'Letters from Sir Samuel Hood 1780-1782', *Mariner's Mirror*, 19 (1933) 85.

367. Clowes, *Royal Navy* III, 61.

368. Browning, *Sir George Rooke*, 28.

369. *CSPC* America and West Indies 1702-1703, 182.

370. *CSPD* 1667, 417; Latham and Matthews, *Diary of Samuel Pepys* IX, 489; Robert L. Playfair, *The Scourge of Christendom: Annals of British Relations with Algiers Prior to the French Conquest* (Freeport, New York, Books for Libraries Press, 1972), 95-96; Geoffrey Arthur Romaine Callendar, 'With the Grand Fleet in 1780', *Mariner's Mirror*, 9 (1923), 267; George Brydges Rodney, *Letter-Books and Order-Book of George, Lord Rodney Admiral of the White Squadron 1780-1782* II (New York, Naval History Society, 1933), 603, 754; and Julian Stafford Corbett, ed., *Private Papers of George, Second Earl Spencer First Lord of the Admiralty 1794-1801* II (London, Navy Records Society, 1914), 217-218.

374. Atkinson, *First Dutch War* V, 345; and VI, 174.

375. Anderson, *Journals of Sir Thomas Allin* I, 123.

376. *CSPD* 1671-1672, 86.

377. Tanner, *Descriptive Catalogue* II, 323.

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379. Clowes, *Royal Navy* III, 541.

380. Tanner, *Descriptive Catalogue* IV, 372, 426.

381. Clements R. Markham, ed., *Selections from the Correspondence of Admiral John Markham during the Years 1801-4 and 1806-7* (London, Navy Records Society, 1904), 109.

382. Ranft, *Vernon Papers*, 180.

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384. Latham and Matthews, *Diary of Samuel Pepys* IX, 489; Playfair, *Scourge of Christendom*, 95-96; and Anderson, *Journals of Sir Thomas Allin* I, 71.

385. Browning, *Sir George Rooke*, 29.

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390. Tanner, *Descriptive Catalogue* IV, 636-638.

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395. Colenbrander, *Bescheiden uit vreemde Archieven* I, 481; *CSPD* 1666-1667, 50, 51; *CSPD* Charles II Addenda, 190; and Rowland and Timings, *Rupert and Monck Letter Book*, 56-57.

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398. Joseph Robson Tanner, ed., *Samuel Pepys's Naval Minutes* (London, Navy Records Society, 1926), 360; and Chappell, *Tangier Papers*, 312.

399. Cambridge, *The Navy in the War of William III*, 27.

400. Charles Ekins, *Naval Battles, from 1744 to the Peace in 1814* (London, Baldwin, Cradock, and Joy, 1824), 282.

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423. Geoffrey Parker, *The Military Revolution: Military Innovation and the Rise of the West, 1500-1800*, (Cambridge, Cambridge University Press, 1988) 189; and A.T. Mahan, *The Influence of Sea Power Upon History: 1660-1783* (Boston, Little, Brown, and Company, 1890), 110-111.

424. Glete, *Navies and Nations* I, 177.

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425. Shipwrecks:

Ship	**Date**	**Probable Location of Shipwreck**
Allepin	1667	Irish coast
Charles and Henry	1689	Plymouth
Conflagration	1781	Virginia
Eagle	1673	Northern Atlantic en route to St Helena
Firebrand	1707	Scilly [Discovered]
Flame	1697	Cape Roas
Fogo	1748	St David, Madras
Fortune	1654	Unknown
Golden Hand	1673	Terschelling, Holland
Incendiary	1780	Isle of Wight
Mercury	1744	Margate Roads
Thomas and George	1672	Unknown
Firebrand Firevessel	1804	Dover
Ignition Firevessel	1807	Dieppe
Squib Firevessel	1805	Unknown

426. Fate of Fireships:

Sold	92
Destroyed in battle	77
Converted	49
Sunk as foundations	21
Foundered	13
Accidentally burned	12
Captured	11
BU, then RB or sold	9
Sunk at Medway	5
Hulked	4
Crushed by ice	1

Local vessels sold or abandoned 8

427. The main publication discussing this wreck is Richard Larn and Peter McBride, *Sir Clowdisley Shovell's Disaster in the Isles of Scilly-1707* (Plymouth, Great Britain, Western Litho Company, 1985); Mr. Larn hopes to republish his and McBride's book in

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Abbreviations Used

ADM Admiralty Papers in the Public Records Office, London
CSPC Calendar of State Papers Colonial
CSPD Calendar of State Papers Domestic
CSPS Calendar of State Papers Spanish
CSPV Calendar of State Papers Venice
HMC Historical Manuscripts Collection
SP State Papers in the Public Records Office, London

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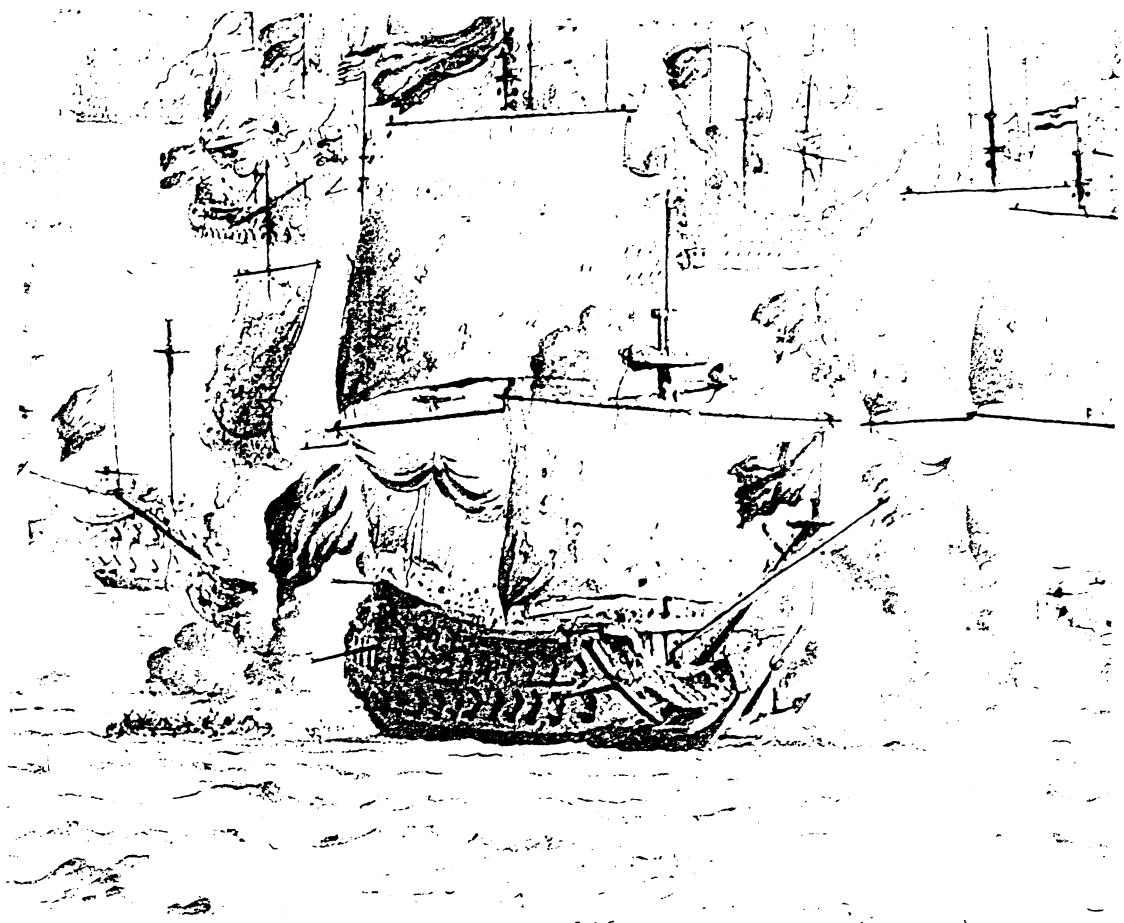
APPENDIX A

NOTABLE ACTIONS INVOLVING FIRESHIPS

1588	**Defeat of the Spanish Armada**
1588 Aug.	Fireship attack off Calais
1652-1654	**First Anglo-Dutch War**
1652 July	Action off Plymouth
1654 July	Battle of Schevingen
1665-1667	**Second Anglo-Dutch War**
1665 June	Battle of Lowestoft
1665 June	Four Days Battle
1666 July	St. James's Day Battle
1666 Aug.	Holmes's Bonfire
1667 June	Dutch Raid on the Medway
1667 July	Action in the Thames Estuary & the Isle of Sheppey
1672-1674	**Third Anglo-Dutch War**
1672 May	Battle of Solebay
1673 May	First Battle of Schooneveld
1673 June	Second Battle of Schooneveld
1673 Aug.	Battle of Texel
1689-1697	**War of English Succession**
1692 May	Battle of Barfleur
1692 May	Attack on Cherbourg
1692 May	Attack on La Hogue
1739-1749	**War of Jenkins Ear**
1742 June	Action off St. Tropez
1744 Feb.	Action off Toulon
1793-1802	**French Revolutionary War**
1800 July	Attack on Dunkirk
1803-1815	**Napoleonic Wars**
1804 Oct.	*Ad hoc* fireship attack on Boulogne
1809 Apr.	*Ad hoc* fireship attack on Basque Roads

APPENDIX B

FIRE BOOM



Close up of a fire boom from a drawing of the Battle of Texel by Van de Velde the Elder, negative number VV409 at the National Maritime Museum. This 300 year old print has not been published, but the National Maritime Museum supplied me a copy and kindly let me use it for this thesis.

APPENDIX C

FIRESHIP CREWS

Gooning Assi (1797)
Captain
Captains Clerk
2 Lieutenants
Master's Mate
Midshipman,
Quartermaster
Quartermaster's Mate
Boatswain
Boatswain's Mate
Coxswain
Coxswain's Mate
Master Sailmaker
Master Sailmaker's Crewman
Gunner
Gunner's Mate
Yeoman of the Powder Room
Armorer
Carpenter
Carpenter's Mate
Carpenter's Crewman
Surgeon
Purser's Steward
Able Seamen
Ordinary Seamen

Volcano **(1783)**
Commander
Lieutenant
Master
Surgeon
Midshipman
Gunner
2 Servants
Boatswain
Carpenter
Master of Arms
Able Seamen
Ordinary Seamen

Tomlinson
Commander
Captain's Clerk
1 or 2 Captain's Servants
Steward
Lieutenant
Lieutenant's Servant
Master's Mate
Surgeon
2 Midshipmen
2 Quartermasters
Quartermaster's Mate
Gunner
Gunner's Mate
Boatswain
Boatswain's Mate
Coxswain
Master Sailmaker
Yeoman of the Powder Room
Carpenter
Carpenter's Assistant
Corporal
Cook
5 Widow's Men
4 warrant officers' Servants
Able Seamen
Ordinary Seamen

Young Prince **(1666)**
Captain
Master
2 Masters's Mates
2 Master's Mates Jr.
Surgeon's Mate
Gunner
Midshipman
Gunner's Mate
Carpenter
Carpenter's Mate
Boatswain's Mate
Yeoman
Cooper
Cook
7 Sailors

Machine **(1694)**
Captain
Captain's Lieutenant
Steward
Lieutenant
Master
Master's Mate
Surgeon
Surgeon's Mate
Gunner
Gunner's Mate
Botswain
Bossun's Mate
Carpenter
Carpenter's Lieutenant
Coxswain
Cooper
Cook
Cook's Assistant Able Seamen
Ordinary Seamen

APPENDIX D

FIRESHIP PLANS FROM THE N.M.M.

The following is a list of plans of fireships in the Admiralty Ship Plans Collection at the National Maritime Museum, Greenwich. Some ships have more than one plan of a particular view, like *Grampus* 1746 which has two profiles. Also, some plans would be for more than one vessel, like the Lines & Profile of *Alecto* 1781 which is the same for five other fireships. Though these plans have not been published, the National Maritime Museums owns the copyright to all prints in this appendix: the Museum kindly permitted me to use the plans for this thesis.

† Reprint of the plan is included herein.
* Transcripts of the handwritten commentary on the print is at the end of this appendix.

***Alecto* 1781**
Lower Deck
†Middle Deck
Upper Deck
Platform
†Lines & Profile: Also *Tisiphone* 1781, *Pluto* 1781, *Spitfire* 1783, *Comet* 1783, *Incendiary* 1782

***Comet* 1756**
Lines & Profile: See *Etna* 1756

***Comet* 1783**
Lower Deck
Upper Deck
†Lines & Profile
Lines & Profile: See *Alecto* 1781

***Comet* 1807**
Lower Deck
Upper Deck
Platform
Lines: Also *Thais* 1806, *Lightning* 1806, *Tartarus* 1806, *Prometheus* 1807
†Inboard Profile: Also *Thais* 1806, *Lightning* 1806, *Tartarus* 1806, *Prometheus* 1807, *Erebus* 1807
†Inboard Profile

***Conflagration* 1783**
Lines & Profile: See *Vulcan* 1783

***Erebus* 1807**
Lines: See *Comet* 1807
Inboard Profile: See *Comet* 1807

***Etna* 1756**
†Lower Deck
Upper Deck
Platform
Profile: Also *Incendiary* 1756, *Pluto* 1756, *Comet* 1756

***Furnace* 1778**
†Decks
Sheer & Profile

***Grampus* 1746**
†Decks
Lines & Profile
Profile
Profile:See *Lightning* 1755

***Incendiary* 1778**
†Middle Deck
Middle Deck
Upper Deck
Upper Deck
Lines & Profile
Lines & Profile: See *Etna* 1756
†Sheer & Profile

***Incendiary* 1782**
Lines & Profile: See *Alecto* 1781

***Infernal* 1778**
Decks
Sheer & Profile

***Lightning* 1755**
†Profile: Also *Raven* 1771, *Grampus* 1746

***Lightning* 1806**
Lines: See *Comet* 1807
Inboard Profile: See *Comet* 1807

***Lucifer* 1775**
†Decks
Decks
†Inboard Profile
Sheer

***Pluto* 1756**
Lines & Profile: See Etna 1756

***Pluto* 1777**
†Lines & Profile

***Pluto* 1781**
Lines
Lines & Profile: See *Alecto* 1781
†Inboard Profile

***Prometheus* 1807**
Lines: See *Comet* 1807
Inboard Profile: See *Comet* 1807

***Raven* 1771**
†Decks
Profile: See *Lightning*
Sheer & Profile + Quarter & Forecastle Deck

***Spitfire* 1783**
Lower Deck
†Middle Deck
Upper Deck
†Lines & Profile
Lines & Profile

***Tartarus* 1806**
Lines: See *Comet* 1807
Inboard Profile: See *Comet* 1807

***Thais* 1806**
Lines: See *Comet* 1807
Inboard Profile: See *Comet* 1807

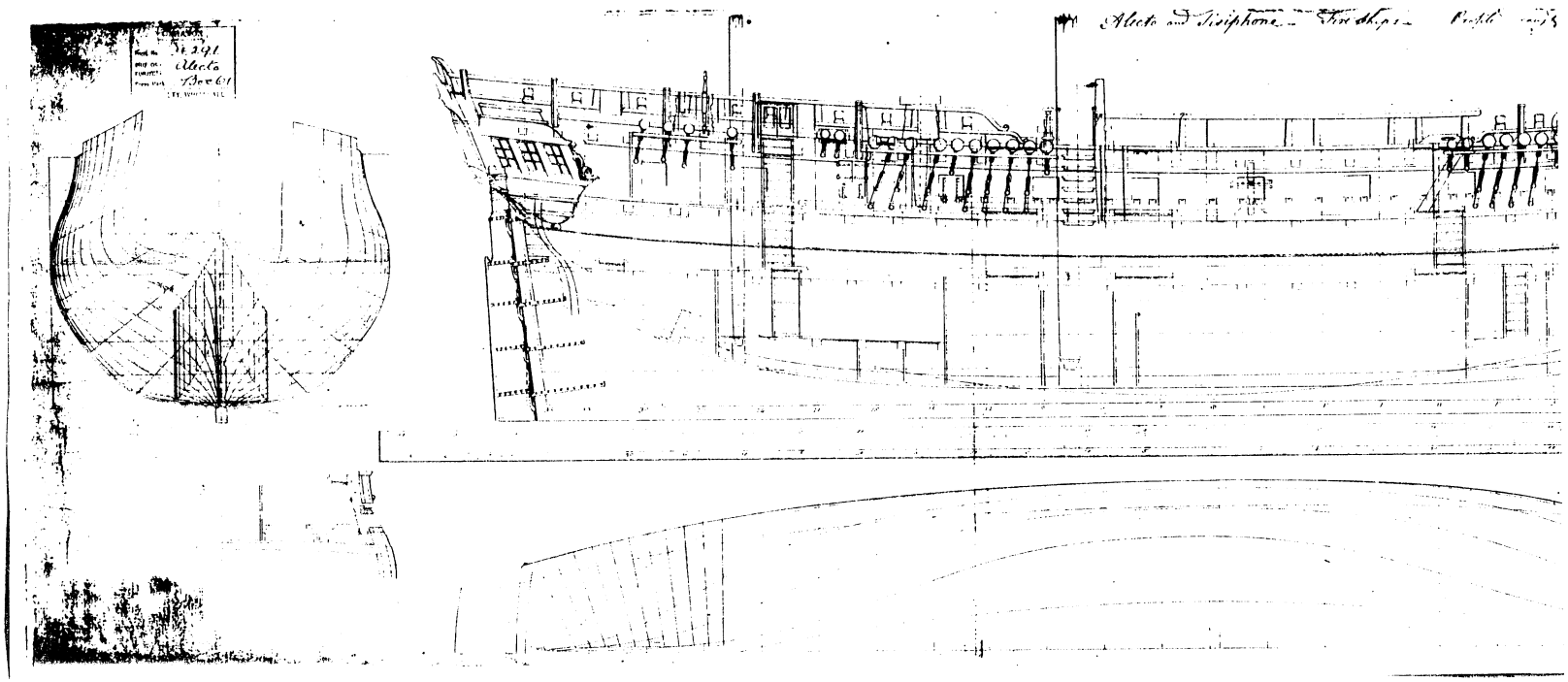
***Tisiphone* 1781**
Lines & Profile: See *Alecto* 1781

***Vesuvius* 1771**
Decks
Lines & Profile

***Vulcan* 1777**
†Decks
Lines & Profile: Also *Conflagration* 1783
Lines & Profile

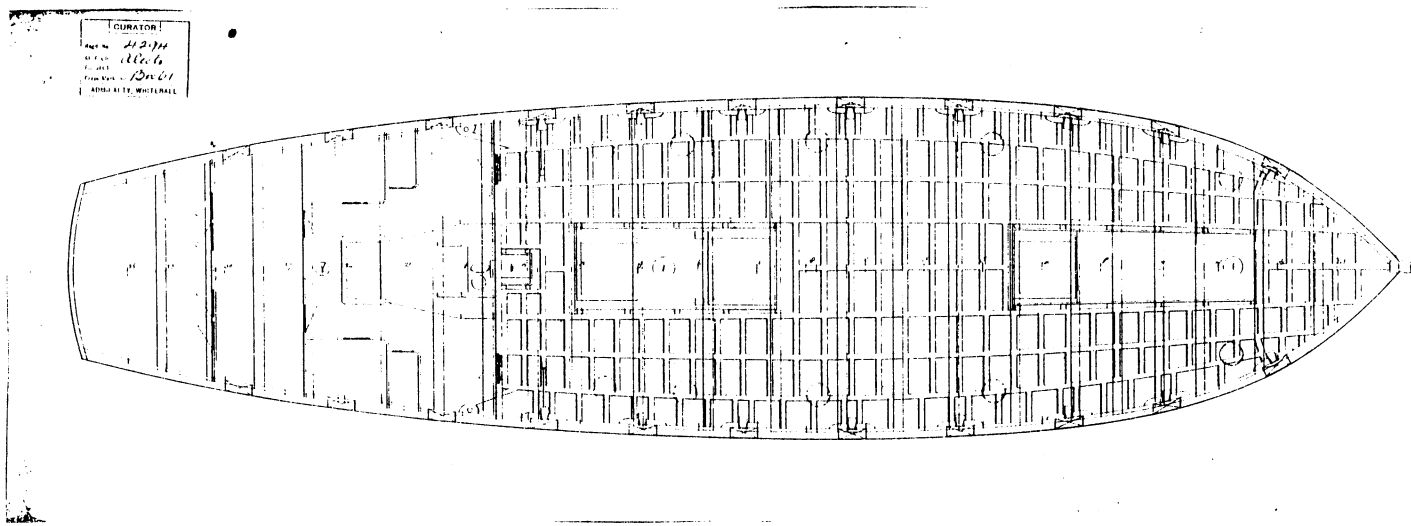
***Alecto* 1781**

ADM 4291: Lines & Profile*



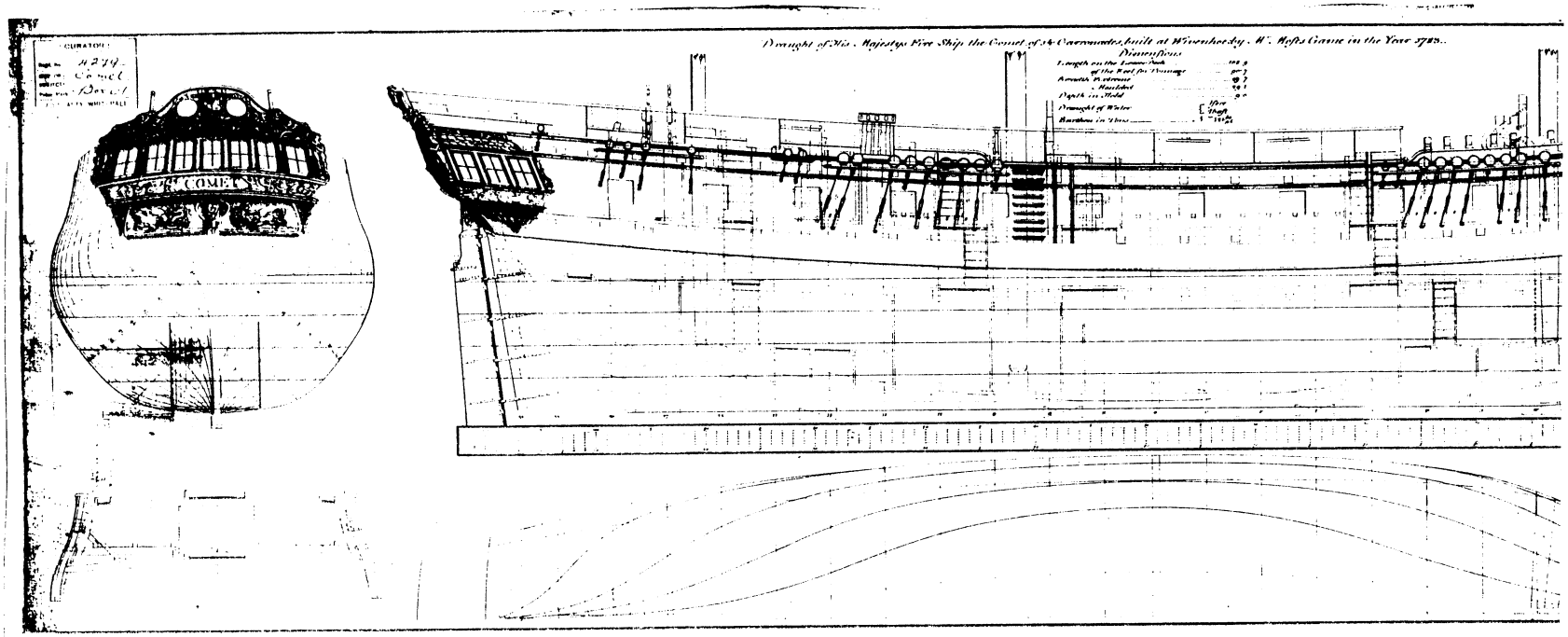
Alecto 1781

ADM 4294: Middle Deck



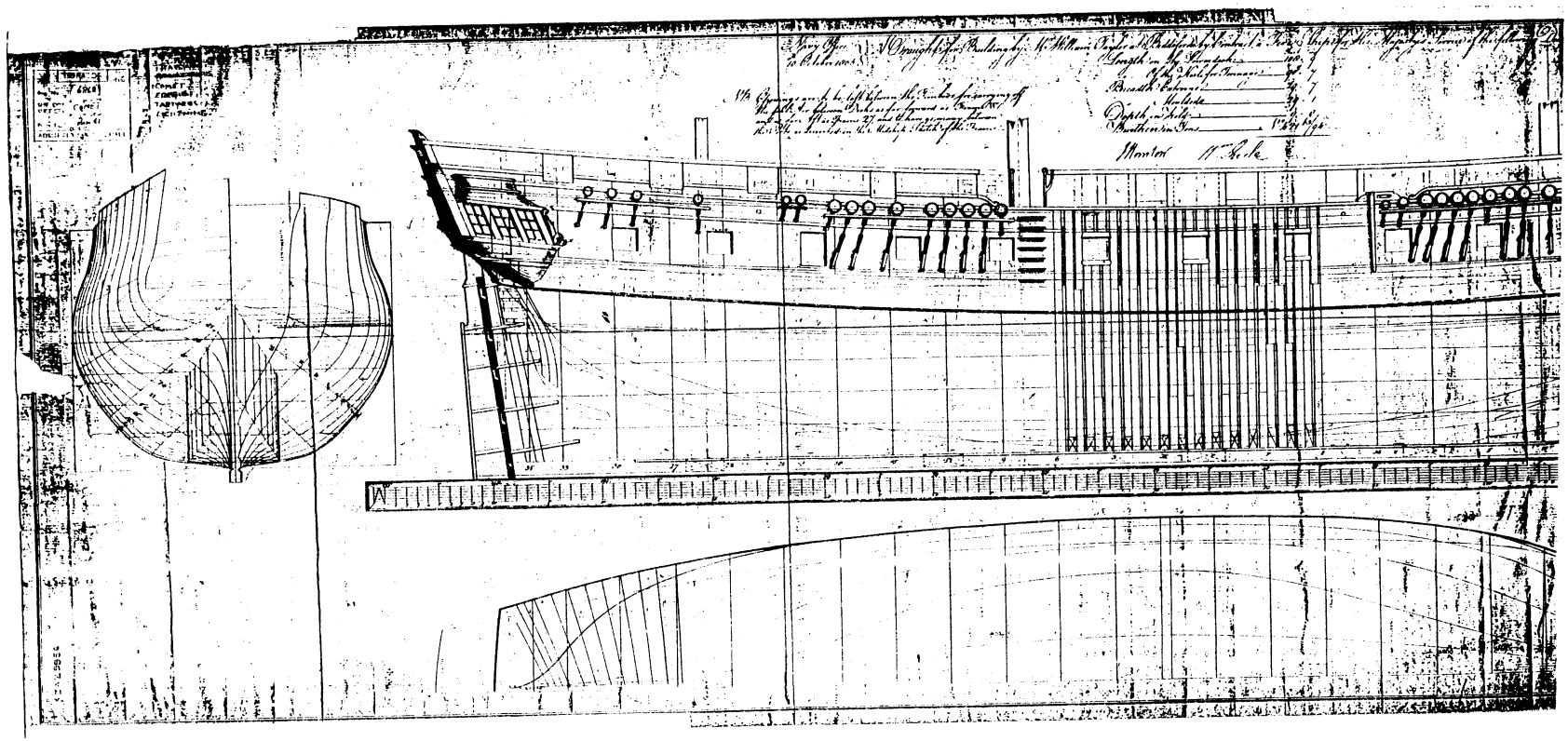
Comet 1783

ADM 4279: Lines & Profile*



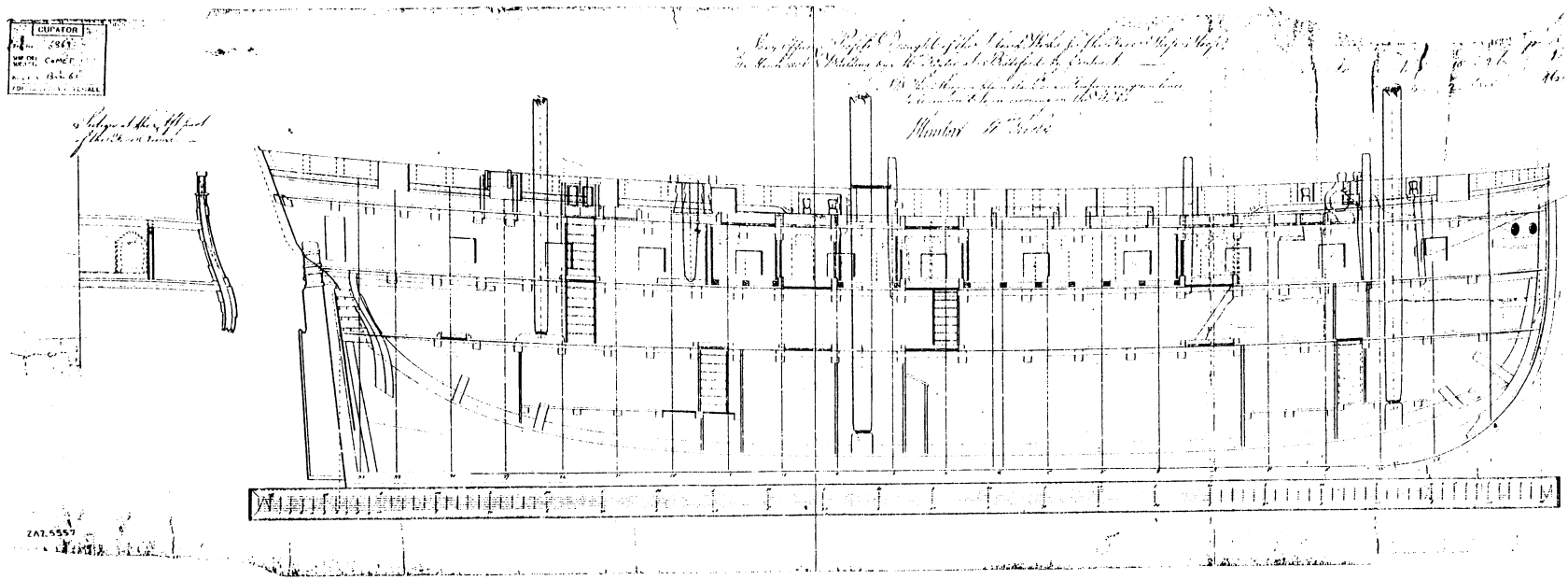
Comet 1807

ADM 6868: Inboard Profile*



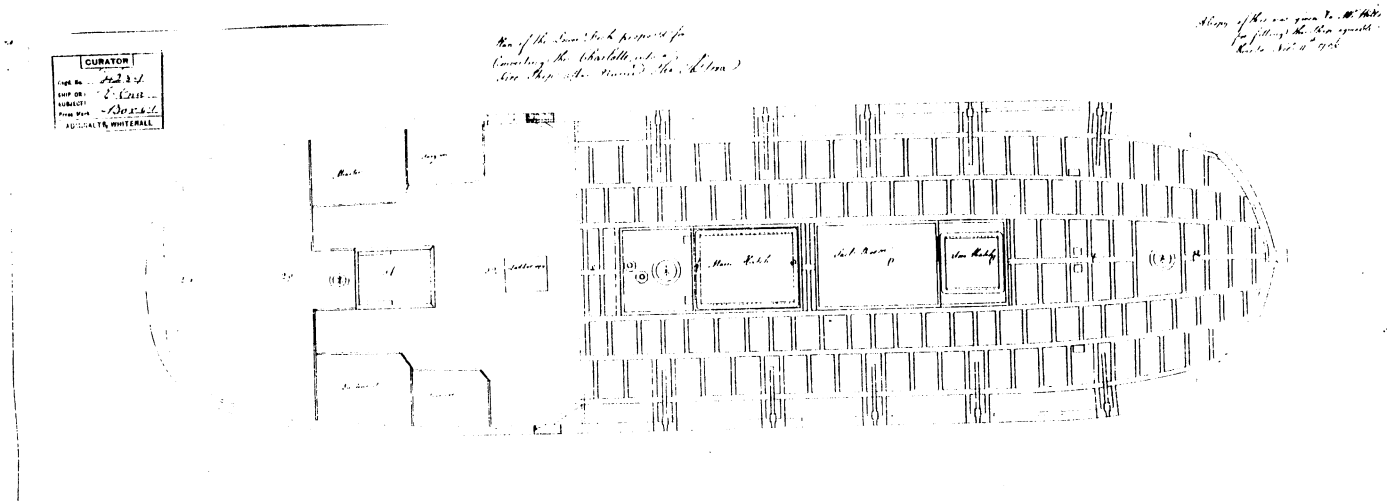
Comet 1807

ADM 6869: Inboard Profile*

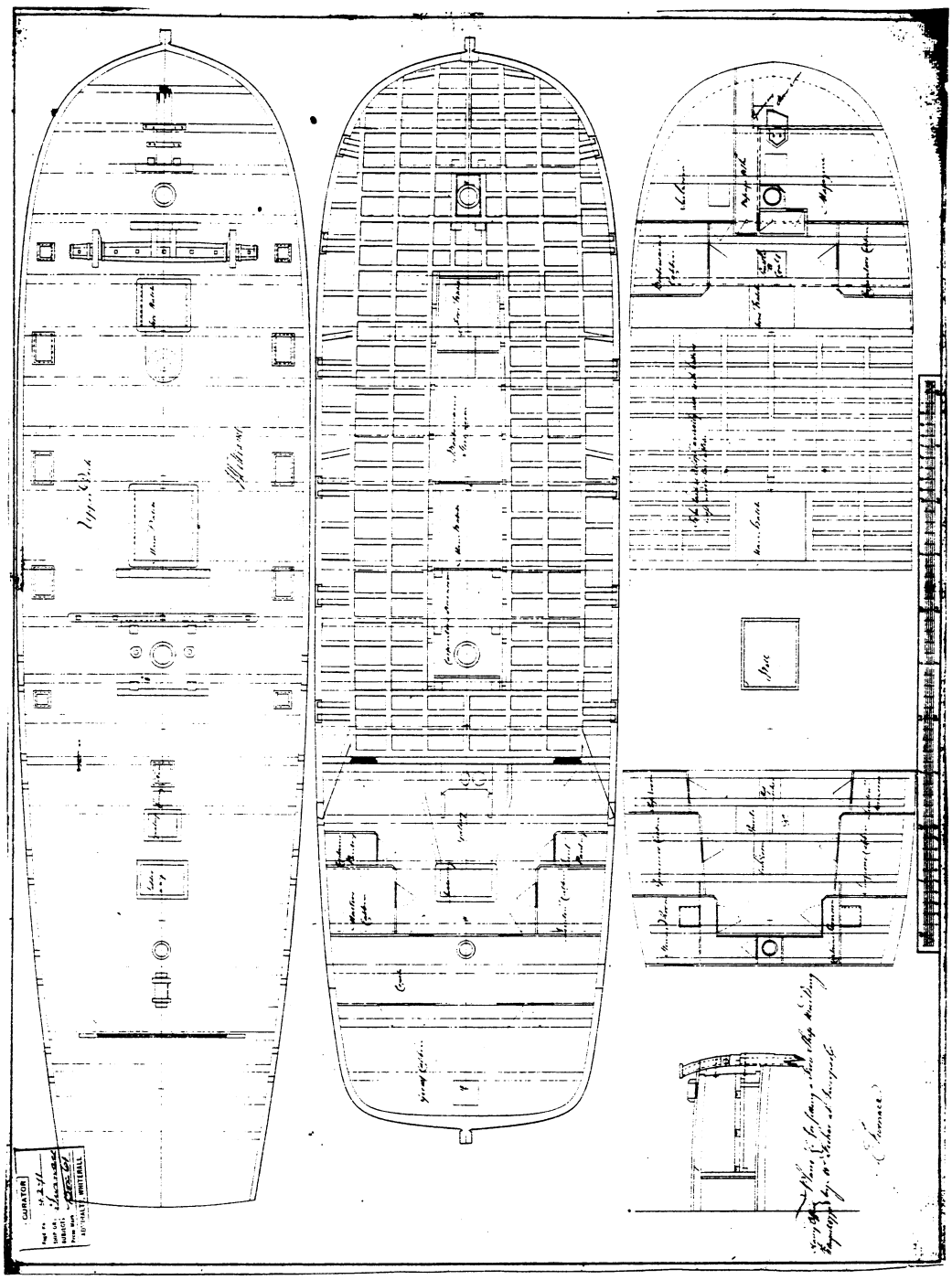


Etna 1756

ADM 4289: Lower Deck*

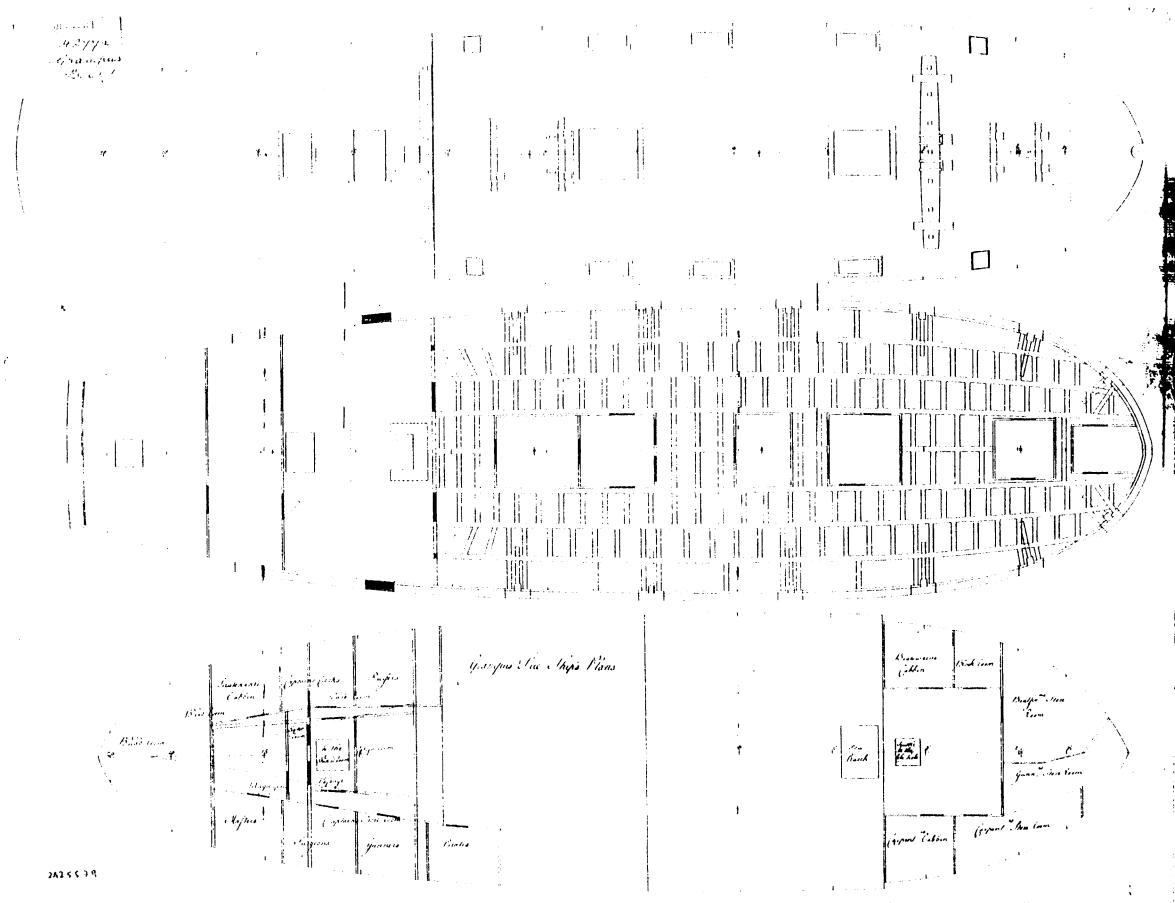


***Furnace* 1778**
ADM 4271: Decks*

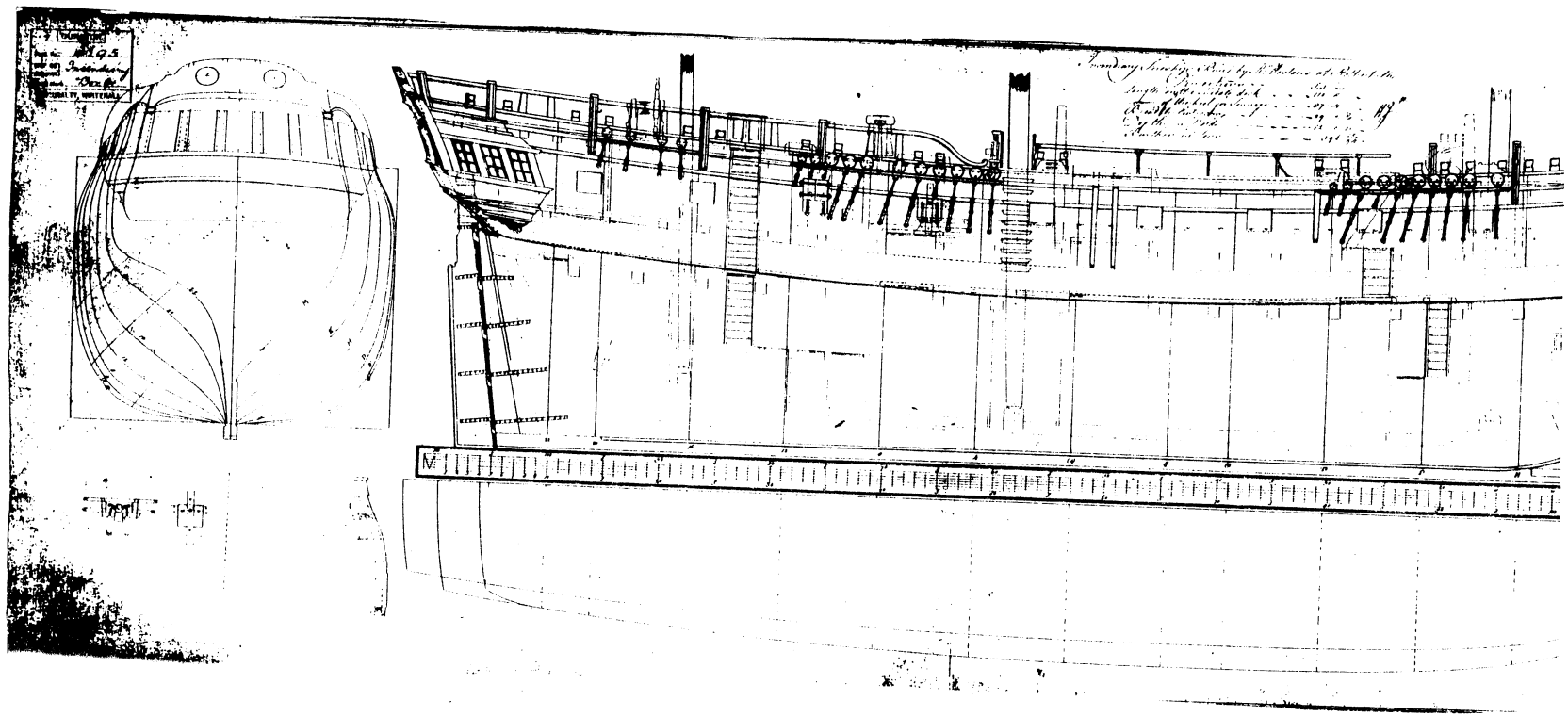


Grampus 1746

ADM 4277a: Decks

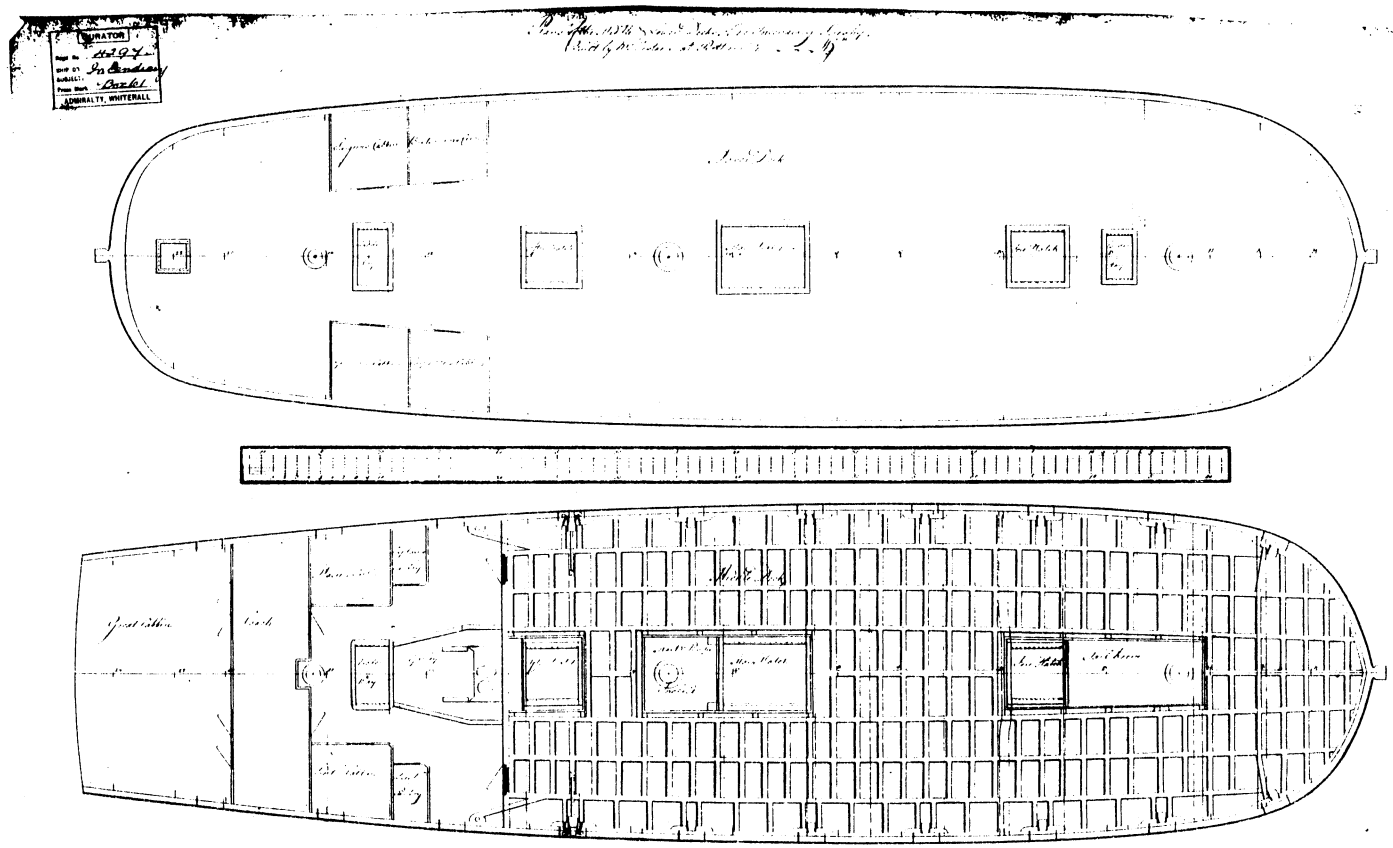


***Incendiary* 1778**
ADM 4295: Sheer & Profile*

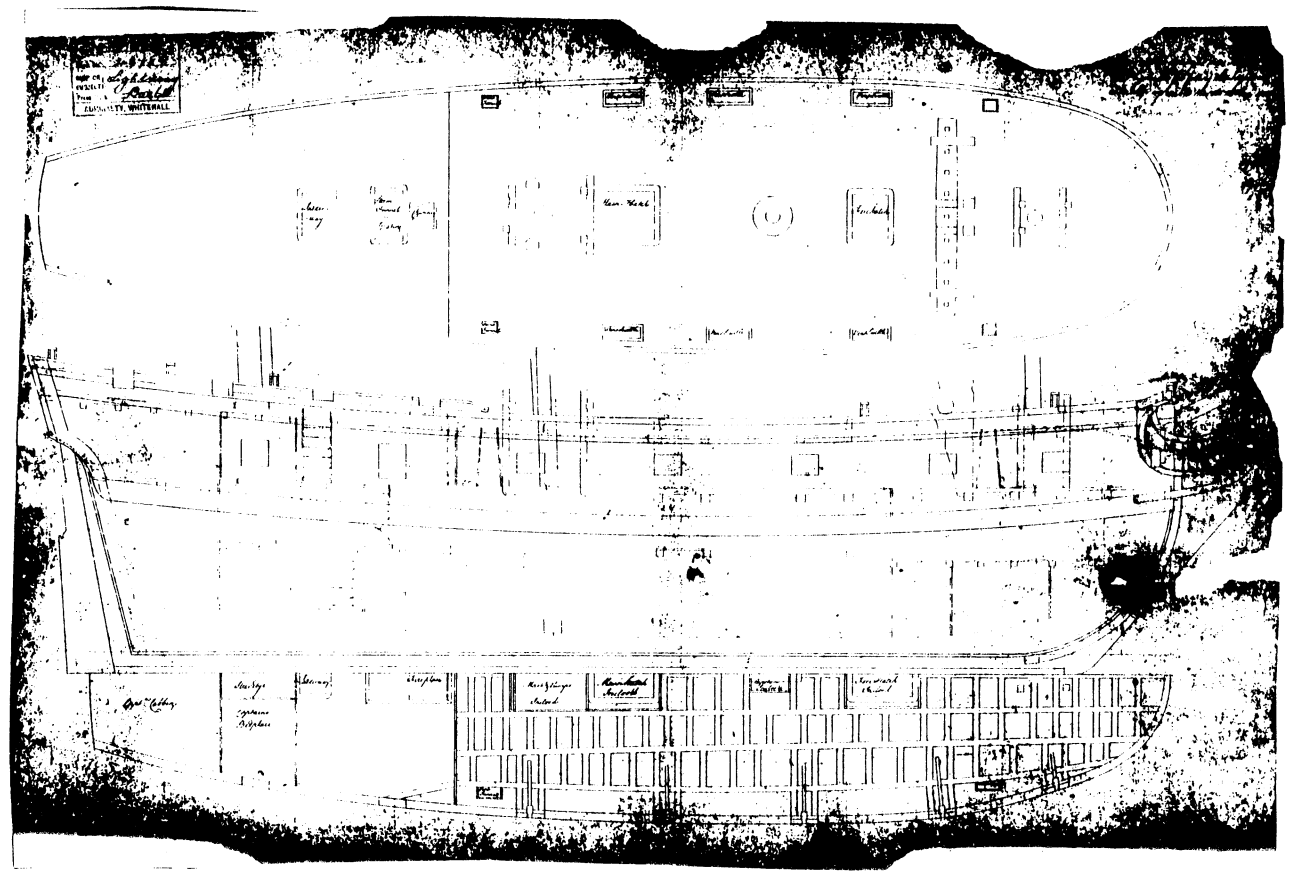


Incendiary 1778

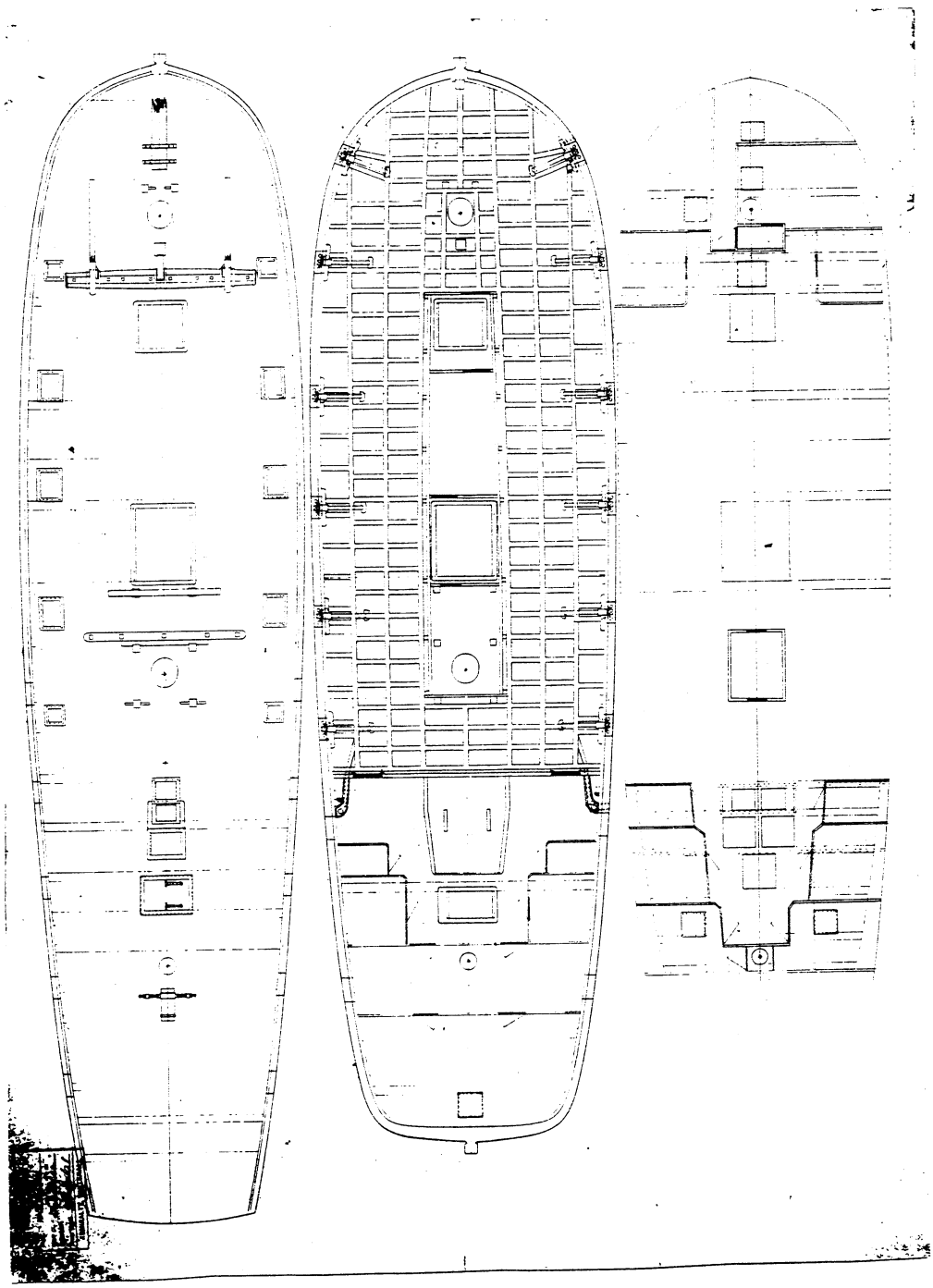
ADM 4297: Middle Deck*



***Lightning* 1755**
ADM 4278: Profile

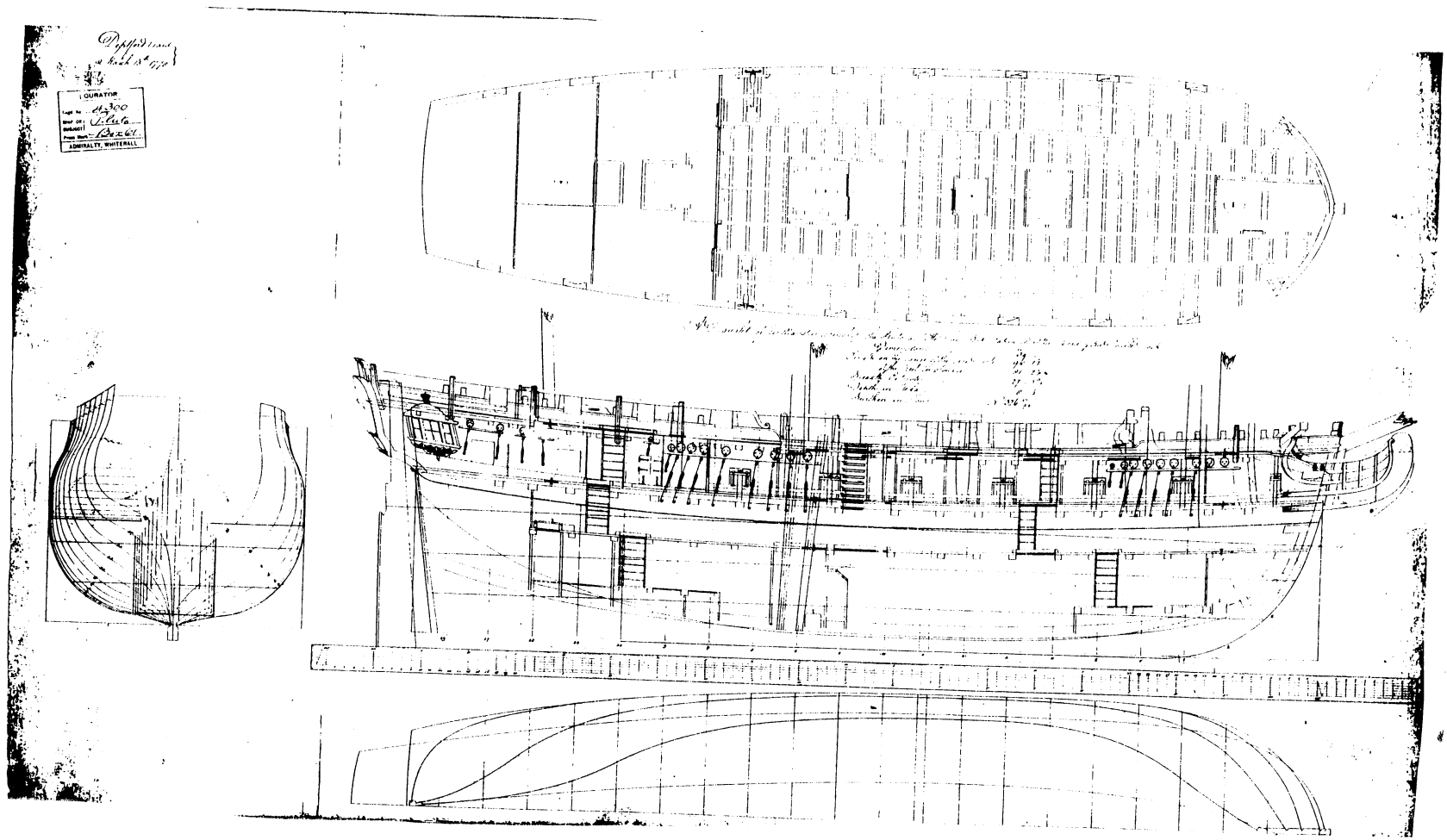


***Lucifer* 1775**
ADM 4265a: Decks*



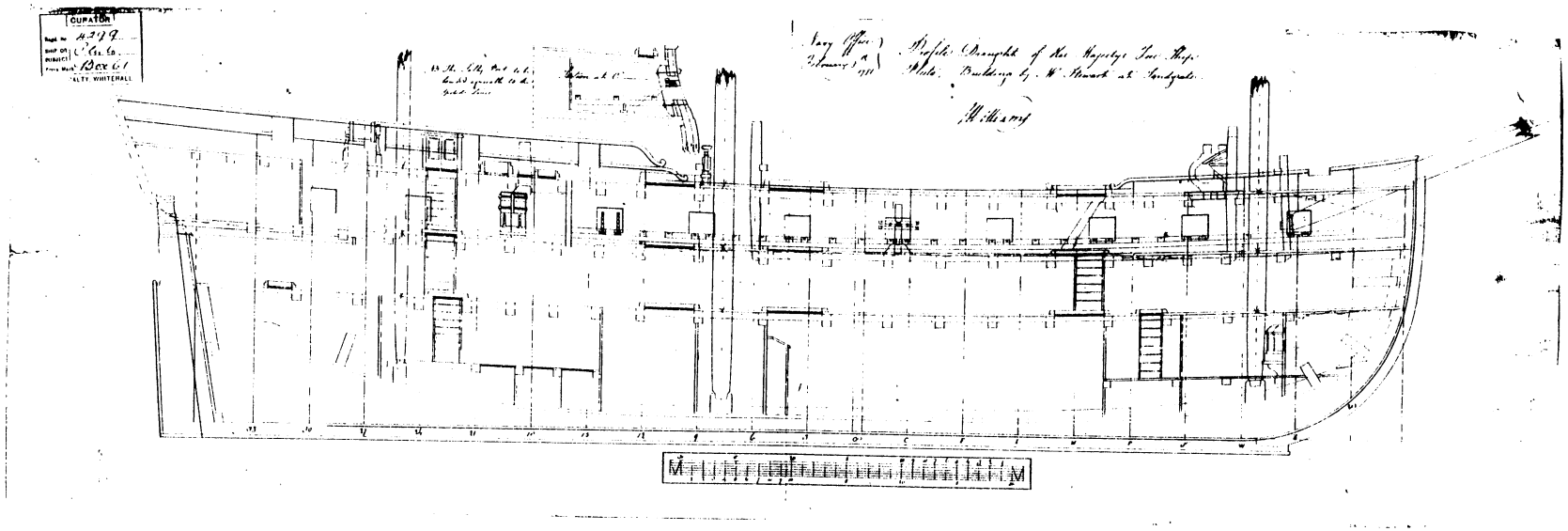
Pluto 1777

ADM 4300: Lines & Profile*



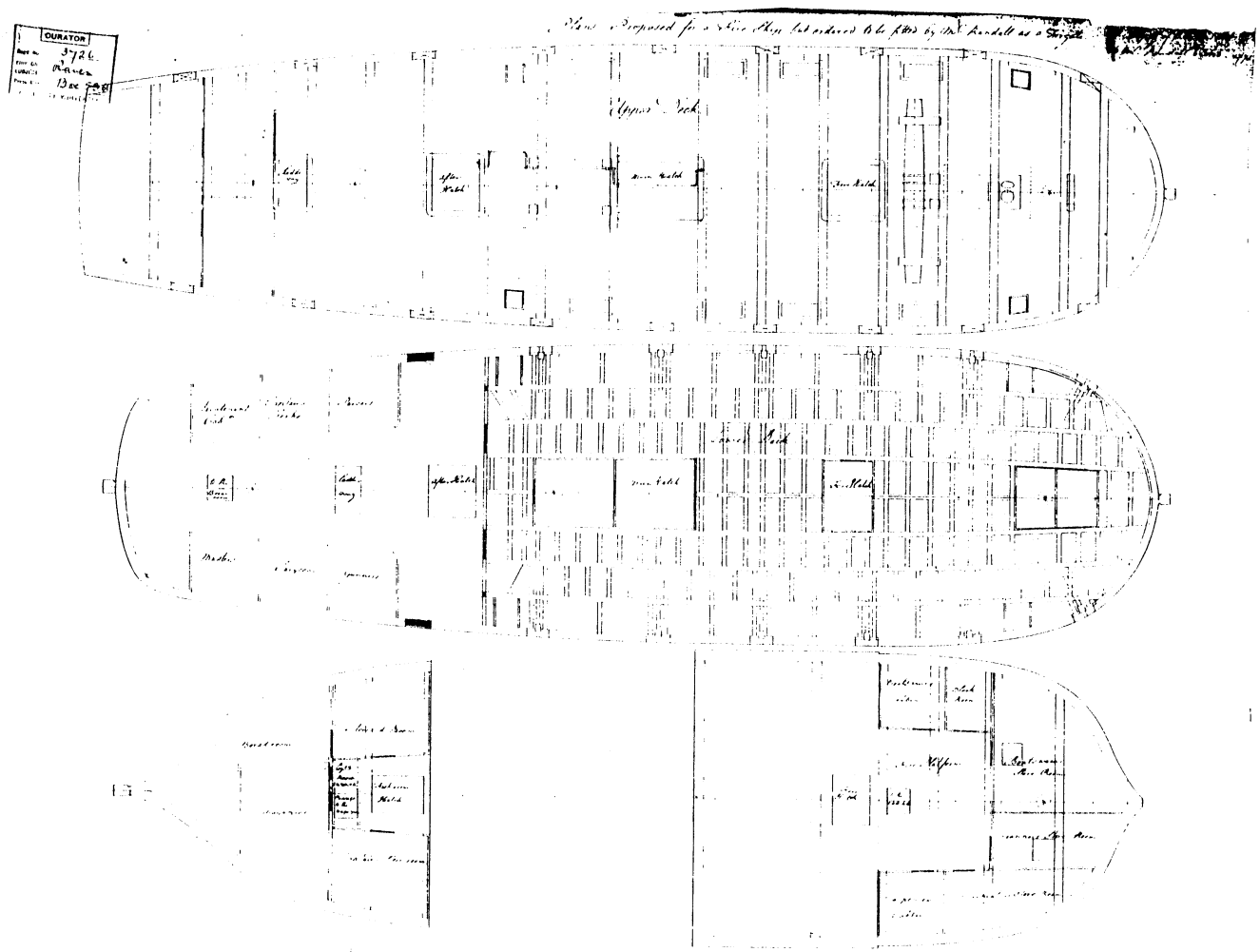
Pluto 1781

ADM 4299: Inboard Profile*



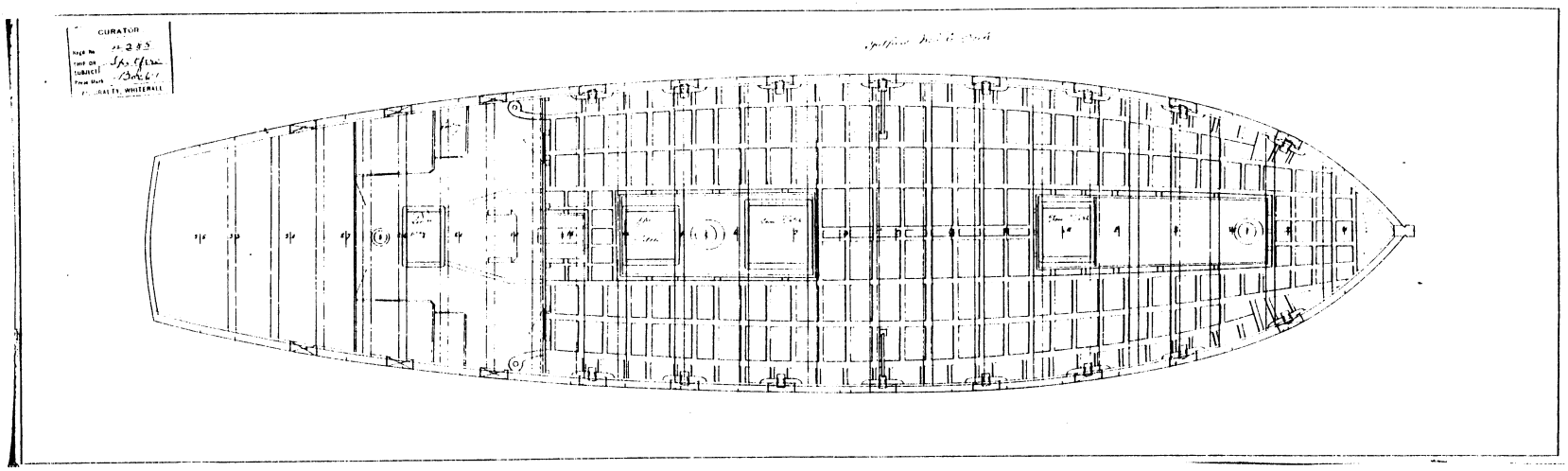
Raven 1771

ADM 3726: Decks*



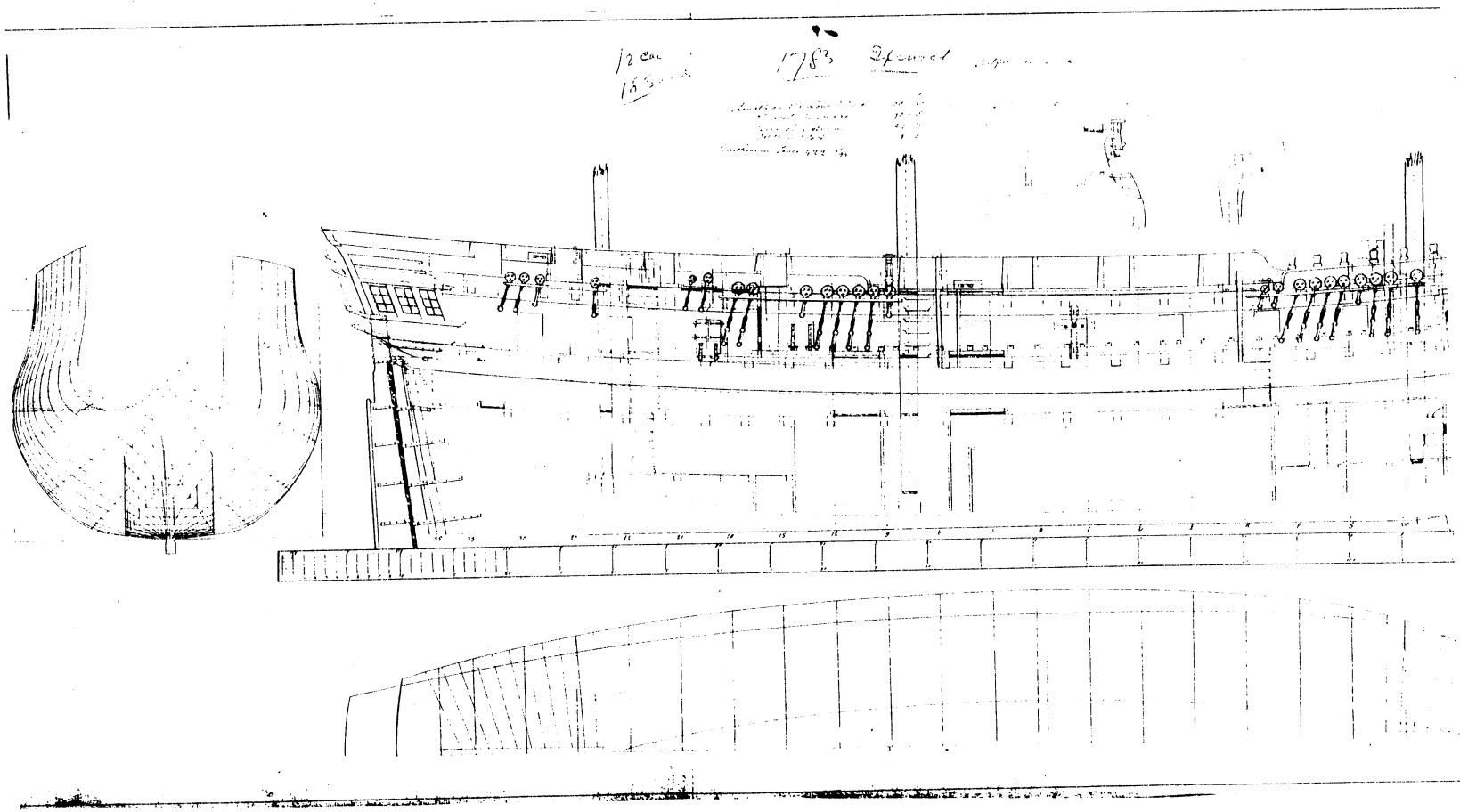
Spitfire 1783

ADM 4285: Middle Deck



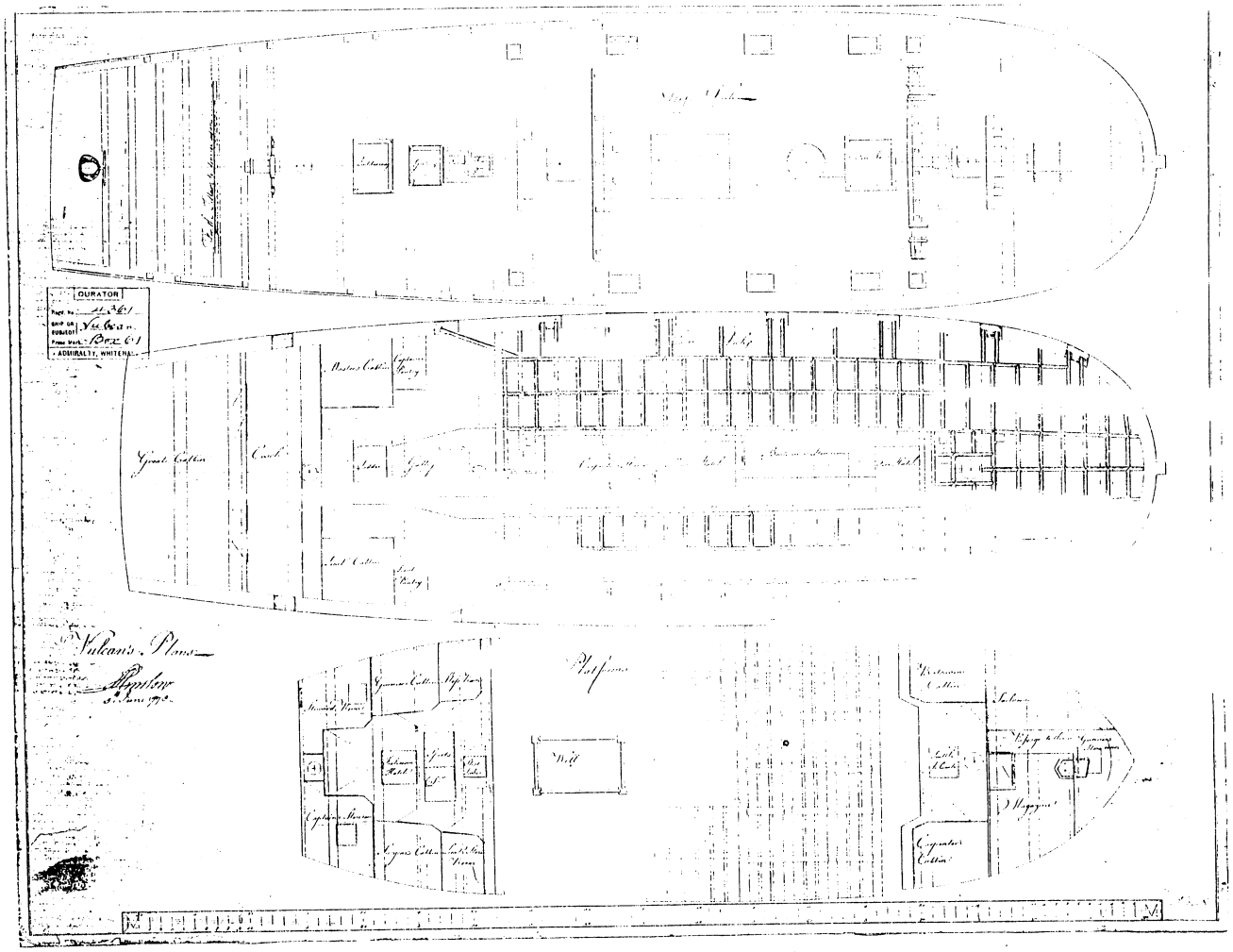
Spitfire 1783

ADM 4282: Lines & Profile*



Vulcan 1777

ADM 4361: Decks



TRANSCRIPTION OF HANDWRITING ON SELECT PRINTS

***Alecto* 1781**; Lines & Profile
Alecto and Tisiphone fireships
Profile draught
A copy to the plans was sent to Majs King and for fitting the Alecto and Tisiphone at Dover Jun 21, 1780
The Incendiary by the above plans
A copy of this was sent to Mr Stewart at Landgate for the Pluto Feb 9 1781

***Comet* 1783**; Lines & Profile
Draught of his Majesty's fireship the Comet of 14 carronades built at Wivenhoe by Mr Moses Game in the year 1783
Dimensions

Length of the lower deck	108' 9"
Length of the keel for tonnage	90' 7"
Breadth Extreme	29' 7"
Moulded	29' 3"
Depth in Hold	9' 0"
Burthen in tons	421 63/94

***Comet* 1807**; Inboard Profile
Thais, Prometheus, Comet, Erebus, Tartarus, Lightning [written in a modern hand]
Navy Office
Oct 10, 1805
A Draught for building by Mr William Taylor at Biddeford by contract a fireship for his majesty's service of the following dimensions

Length on the lower deck	108' 9"
Length of the keel for tonnage	90' 7"
Breadth Extreme	29' 7"
Mouldage	29' 1"
Depth in Hold	9' 0"
Burthen in tons	421 63/94

NB Openings are to be left between the timbers for carrying off the foul air between decks as far forward as frame W and as far aft as frame 27 and to have as many between the ports as described in the midship sketch of the frame

***Comet* 1807**; Inboard Profile
zaz 5556
Section at the aft part of the fireroom

Navy Office
Mar 11, 1806
Profile of the inboard works for the fireship sloop building by Wm Taylor at Biddeford by contract
NB The sheer in plain black and alterations in green line to confirmed to in carrying on the works

***Etna* 1756**; Lower Deck
Plan of the lower deck proposed for converting the Charlotte into a fireship after named the Aetna
A copy of this was given to Mr Wells for fitting the ship agreeable thereto Nov 11, 1756

***Furnace* 1778**; Decks
Navy Office
Aug 8, 1778
Plans for fitting a fireship by Mr Fisher at Liverpool

***Incendiary* 1778**; Sheer & Profile
Incendiary fireship built by Mr Maesters at Rotherithe

leng on the Middle Deck	110' 8"
of the keel for tonnage	87' 4"
Breadth Extreme	298' 5/8"
Depth in Hold	12' ½"
Burthen in Tons	396 55/94
Launched	Oct 1778

***Incendiary* 1778**; Middle Deck
Plans of the Middle & Lower Decks of the Incendiary Fireship
Built by Mr. Maesters at Rotherithe

***Pluto* 1777**; Lines & Profile
Deptford yard
Mar 13, 1778
A draught of his majesty's fireship the pluto as fitted then body taken off at the head of the double deck.

Length of the fire deck	96' 1½"
Length of the keel for tonnage	81' 2⅛"
Breadth extreme	275' ¾"
Depth in Hold	8' ¼"
Burthen in tons	326 5/94

***Pluto* 1781**; Inboard Profile
NB The Sally port to be forward agreeable to the spotted line
Navy Office
Feb 8, 1781
Profile draught of his Majesty's fireship Pluto; Building by Mr Stewart at Sandgate

***Raven* 1771**; Decks
Box 5361
Plans proposed for a fireship but ordered to be fitted by Mr Randall as a frigate (feb 6) 1771

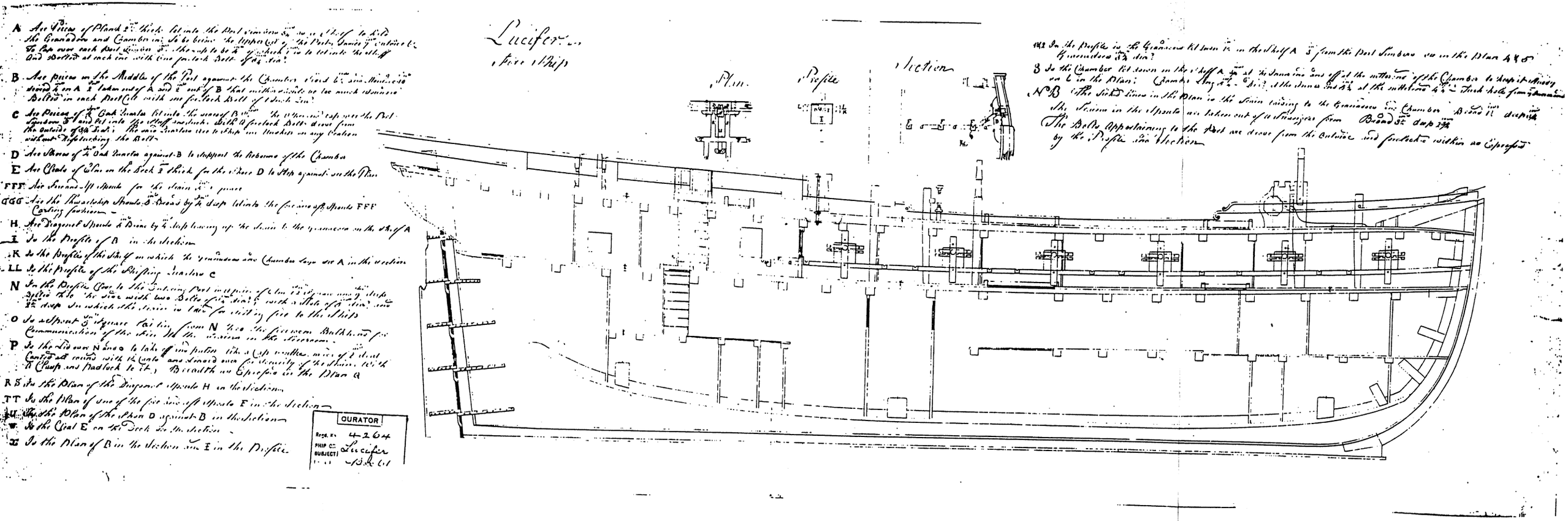
***Spitfire* 1783**; Lines & Profile
12 can, 18 swivel, 1783 Ipswich [written in a modern hand]

Length of the lower deck	108' 10"
Length of deck for tonnage	90' 8"
Breadth Extreme	29' 7"
Depth in Hold	9' 0"
Burden in tons	422 4/94

APPENDIX E

LUCIFER 1775 PROFILE

ADM 4264: Inboard Profile



TRANSCRIPTION

A are pieces of plank 2¼" thick set into the port timbers ¾" as a shelf to hold the granadoes and chamber in; to be before the upper sill of the port, Inside 7" outside 6½" to cap over each port timber 8" the cap to be 4" of which 1" is to set into the staff and bolted at each one with one forelock bolt of ¾" diameter

B are pieces in the middle of the port against the chamber sided 6½" and moulded 10" scored 4" on **A**; 2" taken out of **A** and 2" out of **B** that neither should be too much wounded. Bolted in each Port cill with one forelock Bolt of one inch diameter

C are pieces of 4" oak quarter set into the sides of **B** ¾". The other end set over the port limbers 8" and set into the staff one inch with a forelock. Both drove from the outside of ¾" diameter The said quarters are to ship and unship on any location without disturbing the bolts

D are shores of 4" oak quarter against **B** to support the rebound of the chamber

E are cleats of elm on the deck 2" think for the shore **D** to stop against. See the plan

FFF are fore- and aft-spouts for the train 5" square

GGG are the thwartship spouts 5" broad by 4" deep set into the fore and aft spouts **FFF**

H are diagonal spouts 5" broad by 4" deep leading up the train to the granadoes on the shelf **A**

I is the profile of **B** in the section

K is the profile of the shelf on which the granadoes and chamber lays. See **A** in the section

LL is the profile of the shifting quarters **C**

N in the profile close to the entering port is a piece of elm 12" square and 9" deep bolted thro the side with 2 bolts of ¾" diam; with a hole of 5" diameter and 2½" deep in which the train is laid for setting fire to the ship

O is a spout 5" square leading from **N** thro the fireroom bulkhead for communication of the fire to the trains in the fireroom

P is the lid over **N** and **O** take off and put on like a cap scuttle made of 2" diameter canted all round with 1½" cants and leaded over for security of the train with a clasp and padlock to it, breadth as beforesaid in the plan **Q**

R S is the plan of the diagonal spouts **H** in the section

TT is the plan of one of the fore and aft spouts **F** in the section

U is the plan of the shore **D** against **B** in the section

W is the cleat **E** on deck. See the section

X is the plan of **B** in the section and **I** in the profile

1&2 in the profile is the grenadoes set down 1½" in the shelf **A** 3" from the port limbers See in the plan **4** and **5** granadoes 3¼" diameter

3 is the chamber set down on the shelf **A** ¾" at the inner end and off at the outer end of the chamber to keep it steady. See **6** in the plan; Chamber length 5¼" diameter to the inner and 5¼" at the outer end 4¼" and touchole from inner end 4¼"

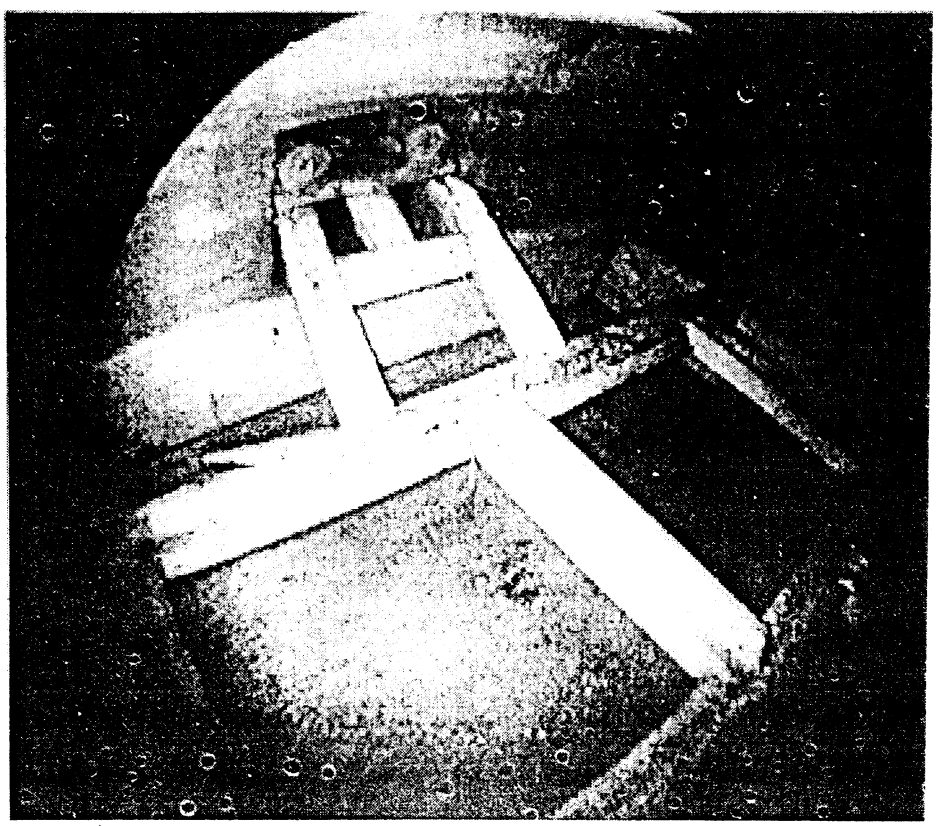
NB The ticked lines is the plan in the train leading to the granadoes and chamber broad 1½" deep ¾"

The trains in the spouts are taken out of a triangular form broad 3½" deep 2¾"

The bolts appertaining to the port are drove from the outside and forelocked within as beforesaid by the profile and section

APPENDIX F

INTERIOR VIEW OF A FIRESHIP MODEL



Interior view of a fireroom cross-brace from a fireship, HHR # 42, at the U.S. Naval Academy Museum. This image has not been published but its photographer, Grant H. Walker, Assistant Curator of Models, and the Department of the Navy have kindly allowed me to include it in this thesis.

APPENDIX G

FIRESHIP LIST

The following is a list of the fireships, firevessels, machines, and miscellaneous *ad hoc* incendiaries that sailed in the Royal Navy between 1643 and 1807. It contains the history of each fireship as well as who commanded them and when. Its main primary source is ADM 7/549-553 and 8/1-96. I favored these records, especially ADM 8, for any discrepancy with other sources.

For fireships after 1688, the list's main secondary source is Lyon's invaluable *Sailing Navy List*. For the sake of consistency, I stayed with Lyon's statistics if they differed only negligibly with conflicting sources. Hepper's *British Losses in the Age of Sail* was indispensable throughout, especially for the eighteenth and nineteenth centuries. For fireships before 1688, the *Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*, volume I, is the main source. The Pepysian Manuscripts can be inconsistent as, for example, *Barbados Merchant*, *Tulip*, and *Warwell* are all noted as fireships under their captains' names, but are not in the ship list. The Pepysian list also does not differentiate between vessels temporarily hired and those actually purchased by the Royal Navy; the phrase "hired as a fireship" can mean either here. Two other important works are R.C. Anderson's *English Ships, 1649-1702* and *List of English Naval Captains, 1642-1660*.

One problematic source is the ship list of Pitcairn Jones on microfiche at the National Maritime Museum. His hand-typed Sailing Ships list contains the dimensions and captains of each fireship as well as at which battles the vessel was present. I have not been able to find collaborative sources for some of his information, but it would be arrogant of me to assume that Jones is incorrect simply because I can not prove it otherwise. Though I may be perpetuating faulty information, any of Jones's problematic captains or ships are noted as such in my lists.

The Royal Navy built new fireships in 1689, 1780, and 1806. The 1689 ones did not have a specific design. Nine of the ten from 1780 are based on the lines of the French *Amazon* corvette prize, which was captured in 1745; Lyon labels this second group as the *Tisiphone/Pluto* Class of 1780 and each vessel had approximate dimensions of 108'9"x90'7"x29'7"x9' and 422 tons. The 1806 Class was based on Henslow's adaptations of the *Tisiphone* Class of 1780; Lyon designates these vessels as the *Thais* Class of 1805 and their approximate dimensions were 108'9"x90'7"x29'7"x9' and 422 tons. Of the six, only four actually sailed as fireships.

The firevessels, machines, and *ad hoc* fireships are included, but they had little impact on any naval activity or event. The firevessels, which were simply very small fireships, were bought in the early years of the Napoleanic wars, but were too little to be of much value in combat and most were sold off by 1807. The machines were an experimental vessel that lasted for only two years and are more thoroughly discussed in Fyers's, 'The Story of the Machine Vessels;' Please note that a handful of machines are not listed in *The Sailing Navy List*.

Abbreviations

*	Killed in action or died while captain
*	I found the information only in the noted source, but it might be correct.
unregistered	Ship not found in any of Lyon's main primary sources
PB	Purpose Built as a fireship for the Royal Navy + Name of Shipyard where built
PO	The Crew was paid off at that date
FS/FV	Converted and/or commissioned as a fireship/firevessel
BU	Broken Up
RB	Rebuilt

Beatson	*Naval and Military Memoirs*
Charnock	*Biographia Navalis*
Clowes	*Sailing Ships: Their History and Development*
Colledge	*Ships of the Royal Navy*
CSPD	Calendar of State Papers, Domestic series
DNB	*Dictionary of National Biography*
ENT	Entick, *A New Naval History*
Hastings	HMC Hastings
LEMW	Anderson, *List of English Men-of-War 1509-1649*
LENC	Anderson, *List of English Naval Captains 1642-1660*
lyon-x	*Sailing Navy List* + page number
Marshall	*Royal Naval Biography*
MM-36	Robinson, 'Admiralty and Naval Affairs, May 1660 to March 1674'
Mountagu	Anderson, *Journal of Edward Mountagu*
NRS-17	Volume II of Gardiner, *First Dutch War*
NRS-112	Rowland, *Rupert and Monck Letter Book*
pepys	*Naval Manuscripts in the Pepysian Library* Volume I
PJP	Pitcairn Jones's Papers on microfiche at the National Maritime Museum
Powell	*Documents Relating to the Civil War*
ROWL	Rowland, *The Letters of Robert Blake*
Schomberg	*Naval Chronology*
Teonge	*The Diary of Henry Teonge*

Key to the Dimensions of the Fireships
Pepys= Length of Keel x Breadth x Depth in Hold x Draught of Water
Lyon= Length of Deck x Length of Keel x Breadth x Depth in Hold + Tons
+ Number of cannon: weight is listed if known; swivel guns are not really cannon, but rather anti-personnel guns firing ½lb. balls
+ Number of crewmen
+ Captains: An underlined month signifies that the particular month was the first or last one when the captain commanded his vessel. A month not underlined means that a captain commanded the ship during that month, and that he might have been in it earlier or later that year.

Examples

Dolphin
pepys
64'x20'6"x9'6"x9'8" 143 4/30

1666	Purchased as a fireship
1666	**Leonard Harris**
?-1667 jun	**Charles Mansell**
1667 jun	Sunk to block the Medway at Chatham; Valued at £450, the hull sold for £33

The main source of information for this ship is volume I of *The Naval Manuscripts in the Pepysian Library*

Length of Keel	64'
Breadth	20'6"
Depth in Hold	9'6"
Draught of Water	9'8"
Tons	143
Number of Cannon	4
Number of Crewmen	30

+ Harris was its captain sometime in 1666
+ Mansell was its captain in 1667; when he started as captain is not known but in June he left command when *Dolphin* was sunk

Eleanor
lyon-200
85'6"x63'8½"x23'9¾"x11'6" 193 8x6/45

1739 jun	Purchased as a fireship
1739 jul-1740 may	**Robert Henly**
1740	**Charles Colby**
***1741** [PJP only]	**Henry Dennis**
?-1741 dec	**Thomas Lake**
1742 may	Sunk as a breakwater at Sheerness

The main source of information on this ship is Lyon's *Sailing Navy List* on page 200

Length of deck	85'6"
Length of keel	63'8½"
Breadth	23'9¾"
Depth in Hold	11'6"
Tonnage	193
Number of cannon	8 six-pounders
Number of crewmen	45

+ In June of 1739, *Eleanor* was purchased as a fireship
+ Henly began as captain in July of 1740 and stayed through May, and possibly longer
+ Colby was its captain sometime in 1740 after Henly
+ Dennis is listed as its captain, but only in Pitcairn Jones's papers, though this might be correct
+ Lake started as captain sometime in 1741 and left in December.
+ *Eleanor*, probably because it was old or not worth selling, was sunk at Sheerness as a foundation for some structure like a mast pond

Fireships

Abigail
pepys
63'x20'8"x9'9"x9'10" 143 4/35
1666 Purchased as a fireship
?-1666 jul **Thomas Willshaw**
1666 jul Expended at the St. James's Day Battle

Aetna; see *Etna*

Albemarle
pepys
64'x22'x10'x10'6" 164 6/40
1667 Purchased as a fireship
?-1667 jul **John Shelley**
1667 jul Expended in the Thames Estuary off Tilbury vs. the Dutch

Alborough
lyon-50 & 29
55 men
1706 Launched as a 6th rate
1727 BU and RB as a 6th rate
1737 FS
1737 aug-1738 dec **George Pocock**
1741 PO
1742 BU

Alecto
lyon-99
Tisiphone Class of 1780
c.108'9"x90'7"x29'7"x9' c.422 10/55
1781 may PB [King, Dover]
1781 jun-1782 jan **Mathew Fortescue**
1782 apr-1782 aug **Richard Fisher**
1782 sep-1783 jun **Thomas Butler**
1783 jun PO
1798 may Recommissioned
1798 may-1798 dec **John Allen**
***1799 jan†** [PJP only] **Thomas Capel**
1798 dec-1799 may **Henry Garrett**
1799 jun-1800 jun **Lenox Thompson**
1800 aug-1802 jun **Robert O'Brien**
1802 Sold
†For January only

Alexander
Lyon-189
150 tons 6/35
1688 or 1689 FS; French prize
1689 may-1689 jun **Thomas Jennings**
1689 jun Accidentally burned at Spithead

Alice and Francis
pepys
76'x25'8"x11'x11'6" 266 6/40
1672 Purchased as a fireship
1672 **William Pooley**
1672 apr-1672 may **Ezekial Yennis**
1672 may Expended at the Battle of Solebay

Allepin
pepys
76'x24'x11'x11'10" 233 6/40
1666 Purchased as a fireship
1666 aug-1667 sep **Andrew Ball**
1667 sep Foundered off the Irish coast in a storm

Amity
pepys
76'x25'x11'x11'10" 252 6/40
1673 Purchased as a fireship
1673 aug **William Pooley**
1673 oct To be paid off being unfit for service
1673 nov Sunk as a paving place at Sheerness

Andrew and John
Powell & LENC
220 tons 13 men
1643 **Thomas Croft**

Anne Galley
Lyon-200
97'9"x80'x26'7¾"x12'3" 302 8x6+6 swivels/55
1739 jun Purchased as a fireship for £1208 13s. 7¼p.
1739 sep-1740 jun **Richard Hughes**
1741 **De L'Angle Merrick**
1741 dec-1742 aug **James Hodsell**
1742 dec-1744 feb **James Mackie**
1744 feb Destroyed a Spanish admiral off Toulon

Anne and Christopher
pepys
76'x25'5"x10'x11'6" 261 8/40
1672 Purchased as a fireship
1672 apr-1673 jan **William Humble**
1673 mar **Robert Fortescue**
1673-1674 aug **Richard Haddock**
1674 sep-1676 oct **John Votier**
1678 feb **John Pollea**
1678 sep **Thomas Draper**
1686 Ordered to be sold
1693 Sunk as a breakwater at Portsmouth

Anne and Judith
pepys
76'6"x25'6"x11'4"x11'6" 264 6/35
1672 Purchased as a fireship
?-1672 may **Joseph Harris**
1672 may Sunk at the Battle of Solebay

Antigua
lyon-225
8 guns 50 men
1779 Purchased or prize
1779 Temporary fireship
1780 Brig
1783 Sold

Bantum
pepys
75'x26'3"x10'x11' 276 6/40
1672 Purchased as a fireship
1672 apr-1672 may **Henry Pattison**
1672 may Sunk at the Battle of Solebay

Barbados Merchant
pepys
1664 **John Heath**

Barbados Merchant
pepys
76'x23'6"x10'6"x11'6" 223 8/44
1666 Purchased as a fireship

1666-1667 jun **Thomas Gilling**
1667 jun Sunk to block the Medway at Chatham; Valued at £600, the hull bottom sold for £3 15s.

Basilisk
Lyon-220
92'6"x74'3"x26'9"x10'10" 282 8/45
1776 *Grasshopper* ship sloop; Purchased
1779 Hulked
1779 aug FS and renamed *Basilisk*
1779 sep-1780 may **Arthur Philip**
1781 Hulked at Plymouth as a slop ship
1783 Sold

Basing
lyon-189; unregistered
1688-1698 Active as a fireship

Batchellor†
pepys
?x83'x27'x? 322
1667 **Jacob Sandford**
†There is also a *Batchellor* flute in 1669

Beaver
LENC
6 guns
1655 6th; Royalist ketch prize
1655-1656 mar **Richard Penhallow**
1658 Condemned and BU

Bedford Galley
lyon-36
c.103'3½"x91'8"x29'x11'2" c.410 8/55
1697 Launched as a 5th rate
1709 BU and RB as a 5th rate
1716 feb FS
1716 mar-1716 apr **William Davies**
1717 PO
1719 jul-1720 jan **James Luck**
1720 aug-1720 sep **Daniel Morris**
1720-1721 jan **John Weller**
1725 may Sunk as a breakwater at Sheerness

Benjamin
pepys
57'x20'9"x9'x9'6" 130 6/24
1673 Purchased as a fireship; ex-6th rate
?-1673 aug **John Pollea**
1673 aug Captured by a Dutch caper off Great Yarmouth

Blackmore/Blacknose†
pepys
47'x19'x8'6"x9' 90
1656 Launched as a Ketch
1659 Pink
1667 FS
?-1667 nov **Joseph Paine**
1667 nov Sold as useless
†Probably the same ship with different names

Blast
Local vessel from Port Mahon, Minorca
1756 jun [jun only] **Henry Philips**
1756 jun Abandoned on the surrender of Port Mahon to Richelieu

Blast
Lyon-220
89'x74'2⅝"x27'x11'10" 288 8x4+6 swivels/45
1776 *Druid* ship sloop; Purchased
1779 sep FS and Renamed *Blast*
1779 nov-1780 dec **George Bowen**
1781 jan-1782 aug† **William Northesk**
1782 nov†**-1783 may** **Charles Paterson**
1783 sep Sold
†See notes in the Captains List for Northesk and Paterson

Blaze
Lyon-29
?x76'1"x25'4"x? 260 8/45
1691 mar PB [Snellgrove, Dartmouth]
1691 mar [mar only] **Thomas Rook**
1692 mar-1692 may **Thomas Heath**
1692 may Destroyed *Soleil Royal* at Cherbourg

Blaze
lyon-29
92'x77'8"x24'9"x10' 253 8/45
1694 PB [Johnson, Blackwall]
1694 feb-1697 may **John Wooden**
1697 may Captured by the French off Scilly

Blaze
lyon-200
79'9½"x61'8"x23'6"x11'2" 181 8x6/45
1739 sep Purchased as a fireship; ex-*America*
?-1740 apr **Solomon Gideon**
1740 apr-1740 jun **Essex Holcombe**
1741 may-1742 mar **James Broadley**
1742 apr BU
1744 Sold

Blaze
lyon-201; unregistered
10 guns
1745-1750 Active as a fireship

Blaze
Lyon-207
10 guns
1756 jul Purchased as a fireship in India
1756 jul **Richard King**
1757 Taken out of service
1759 Sold

Blessing
pepys
63'x22'9"x10'x10'6" 173 4/20
1666 Purchased as a fireship
1666 **Thomas Willshaw**
?-1666 jul **William Maiden**
1666 jul Sunk at the St. James's Day Battle

Blessing of Harwich
pepys
4 guns
1667 jun Hired as a fireship
1667 jun-1667 jul **Ralph Mayhew**
1667 jul Lost off Gravesend†
†*CSPD* 1667 says it was discharged on Sept. 8th

Blessing
pepys
57'x19'x9'x9'9" 109 4/16
1673 Purchased as a fireship
?-1673 aug **William Andrews**
1673 aug Burned at the Battle of Texel

Blue Boar
pepys

1665	Flyboat 'which sails well'; Dutch prize
1666	FS
***1666 mar** [CSPD only]	**William Younger**
1666	**John Hewitt**
1666	Redelivered to the prize office as unfit; sold for £192 13s. to Sir W. Warren

Bonaventure
pepys

1667	**Robert Sumpter**
1667	**John Crawford**

Same as *President*/*Bonaventure*?
102'9"x30'x13'x16' 500

1650	Launched as the 4th rate *President*
1660	Renamed *Bonaventure*
1663	RB
1683	RB
1699	RB
1711	RB

Bramble
pepys
59'x20'x8'6"x9'6" 125 8/25

1657	6th rate; Ostend privateer prize
1665	FS
1665	**William Younger**
?-1665 jun	**Nepthali Ball**
1665 jun	Burned the day after the Battle of Lowestoft

Bridgewater
lyon-27
110'5"x90'11"x29'2"x11'5½" 411 8/55

1698	Launched as a 5th rate
1727 jan	FS
1727 apr	**John Temple**
1729	RB as a 6th rate
1733	FS
1733 mar-1737 jan	**George Pocock**
1738 apr	BU
1739	RB
1743	Wrecked off Newfoundland

Bryer
pepys
70'x26'x8'10"x11' 252 12/40

1649	5th rate; Royalist *Peter* prize
1664	FS
1664-1665 apr	**Richard Cotton**
?-1665 aug	**Vincent Pearce**
1665 sep-1666 jul	**Joseph Paine**
1667 oct	Given to Mr. Golding

Bull
pepys
60'x19'6"x9'x9'2" 121 4/30

1666	FS; Dutch prize
1666	**Joseph Paine**
1666 aug	**Henry Browne**
1667	**Peter Bonamy**
1667 sep	Discharged being valued at £412 10s. 6d.
1674 oct	Sold

Buss
pepys
52'x17'x8'x7'2" 80 4/14

1672	FS; Dutch buss prize
1673 aug	**John Mayne**
1684 oct	Sold

Cadiz Merchant
lyon-187
?x83'6"x25'4"x? 320 12/45

1688 dec	Purchased as a fireship
1689 mar-1690	**David Greenhill**
1691 jun-1691 oct	**John Wright**
1692 feb-1692 may	**Robert Wynn**
1692 may	Expended at the Battle of Barfleur

Calabash
pepys
?x78'x25'2"x? 262

1680	FS; Algerine prize
1680 dec-1682	**Peter Pickard**
1684 dec	Sold as useless

Camel
pepys
62'x19'10"x9'2"x9' 130 6/30

1666	FS; Dutch prize
1666-1667 jul	**William Maiden**
1667 jul	Burned in the Thames Estuary off Tilbury vs. the Dutch

Castle
lyon-15
85'x27'x11'x11'6" 329 8/45

1672 may	FS; Dutch prize from the Battle of Solebay
1672 may	**Leonard Harris**
1672 sep-1673	**Thomas Willshaw**
1673	**John Sumers**
1673	Frigate
1678	FS
1678 feb-1679 oct	**John Elliott**
1679 nov	**Matthew Aylmer**
1682	Guardship
1683	Ordered to be sold
1693	Sunk as a breakwater at Portsmouth

Cat; also *Catherine*
pepys
78'x23'3"x10'x11' 224 4/25

1666	FS; Dutch prize
1666 aug	**John Tanner**
1666-1667	**John Prideaux**
1668 may	Sold

Catherine
pepys
76'x27'x12'6"x12' 294 6/40

1672	Purchased as a fireship
***1672 feb** [CSPD only]	**South**
1672 apr-1672 may	**Thomas Andrews**
1672 may	Burned at the Battle of Solebay

Catherine 1673; see *Katherine*

Charity
LENC

1650	FS; French prize *Charite*
1651-1652 aug	**Simon Orton**
1652 aug	Expended off Plymouth vs. the Dutch while trying to save *Bonaventure* 4th

Charles
pepys
67'x24'3"x11'x11'2" 209 6/40

1666	Purchased as a fireship
1666 sep	**John Johnson**
1667 nov	Sold

Charles
lyon-187
90 tons 6/20

1688 aug	Purchased as a fireship
1688 sep-1689	**Abraham Potter**
1689 apr-1689 jun	**Thomas Dilkes**
1689 nov-1690	**Anthony Roope**
1690	**John Crofts**
1693 jan [jan only]	**Thomas Hardy**
1693 jan	**James Lance**
1694 feb	**Kenneth Anderson**
1694 jun-1694 oct	**Christopher King**
1695 mar-1695 jul	**Edward Durley**
1695 jul	Expended at St. Malo

Charles and Henry
lyon-187
12' draught 120 tons 6/25

1688 sep	Purchased as a fireship
1688 sep-1689 nov	**William Stone**
1689 nov	Wrecked near Plymouth

Combustion
lyon-226
8/55

1782	Purchased as a fireship
1782 jan-1782 apr	**Henry Newcombe**
1782 sep	**William Wolseley**
1782 aug-1782 dec	**Henry Reynolds**
1783 jan-1783 sep	**William Clark**
1783 dec-1784 jul	**Simon Mackenzie**
1784 aug	Sold

Comet
lyon-93
88'6"x73'1"x24'8"x10'10" c.231 8/45

1756	Launched as *Diligence* snow sloop
1779 aug	FS and renamed *Comet*
1779 aug-1780 may	**Walter Long**
1780 dec	Sold

Comet
lyon-100
Tisiphone Class of 1780
c.108'9"x90'7"x29'7"x9' c.422 10/55

1783	PB [Game, Wivenhoe]
1793 jul-1794 jul	**William Bradley**
1794 jul	**Joseph Larcom**
†1794	**James Young**
1794 oct-1795 apr	**Edward Codrington**
1795 may-1796 jan	**Robert Redmill**
1796 feb-1797 jun	**Edward Hamilton**
1797 jul [jul only]	**Henry Duncan**
1797 jul	PO
1799-1800 jul	**Thomas Leef**
1800 jul	Expended at Dunkirk Roads

†PJP and Marshall say Young was made commander in 1794 on his return from the West Indies; Schomberg also says that Young acted as captain of *Zealous* 3rd on the Mediterranean station, and then returned to *Comet* until October of 1795.

Comet
lyon-149
Thais Class of 1805
c.108'9"x90'7"x29'7"x9' c.422 c.16/55

1807 apr	PB†
1808	Ship sloop
1815	Sold

†Not listed in ADM 8/93 or 8/94; it may have been a fireship for only a month or two. There is mention of a *Comet* firevessel, but these are probably two different ships.

Comte D'Estaing
lyon-231; unregistered

1782	Active as a fireship

Conflagration
lyon-231
8/45

1781	Purchased as a fireship in North America; ex-*Loyal Oak*
1781 oct-1781 nov	**Lt. Henry Duncan**
1781 nov	Foundered off the coast of Virginia

Conflagration
lyon-99
Tisiphone Class of 1780
c.108'9"x90'7"x29'7"x9' 422 8/55

1783	Launched as a fireship, but not used as such
1790	Hospital ship
1793	FS
1793 may-1793 dec	**John Loring**
1793 dec	Expended to avoid capture at the evacuation of Toulon

Conqueror
lyon-201
94'2"x75'8"x27'9"x11'9" 308 8x6+8 swivels/55

1745 or 1746	FS; French prize
1746 feb-1747 apr	**William Cooper**
1747 jul-1748 jun	**David Edwards**
1749 mar	Sold for £421

Constant John
pepys
67'x22'6"x10'4"x11'6" 180 6/40

1665	Purchased as a fireship
1665-1666 aug	**James Blake†**
1666-1667 jun	**John Kelsey**
1667 jun	Sunk to block the Medway at Chatham; Valued at £600

†In *CSPD* 1666-1667, Blake sold *Constant John* for £700 in August of 1666.

Convert
CSPD
?x90'x36'x? 324

1652	30 gun warship; French prize
1656 jan	FS
1661	Sold

Cormorant
lyon-206
100'8"x81'3⅝"x30'7"x13'6" 408 8x6+8 swivels/45

1757	Sloop; Purchased, ex-*Machault of Nantz* frigate (1755)
1758	FS
1758 may-1761 jul	**Patrick Mouat**
1762 apr-1762 dec	**John Hamilton**
1762 dec	Sold

Cornelian
CSPD
52'x19'x8'8"x8'10" 100 20 men

1652	6th; French prize, Brest privateer
1655	Royal prize
1658-1659 mar	Active as a fireship
1659 mar	**William Gregory**
1660	No longer listed

Crescent
lyon-187
85'x70'6"x25'x10'5" 234 8/45
1692 FS; French prize
1693 mar-1696 sep **John Viall**
1697 jan-1698 **Charles Adamson**
1698 Sold

***Culpepper*†**
pepys
1673 jul **Joseph Culpepper**
†Probably hired with the owner as captain

Cumberland
lyon-200
79'x62'9¼"x23'3½"x11'4" 181 8+6 swivels/45
1739 jun Purchased as a fireship for £782 2s. 4½p.; ex-*Alex Robert*
1739 aug-1740 may **Robert Maynard**
1741 jan-1741 mar **Thomas Broderick**
1741 mar-1741 jun **Charles Steevens**
1741 dec-1742 mar **Silvester Kennedy**
1742 mar BU

Cygnet; also *Signet*
CSPD
233 tons 8/30
c.1643 Frigate; Purchased, ex-Dunkirk privateer
1650 FS
***1650 feb** [Clowes only] **William Wheatley**
1650 mar **Rose**
1651 Frigate
1654 Sold

Cygnet
lyon-187, pepys
100 tons 8/25
1688 sep Purchased as a fireship
1688 sep-1689 jun **John Shelley**
1690 mar-1690 jun **Robert Wilmot**
1692 jan-1692 may **Francis Hilsley**
1692-1693 may **Piercy Kirk**
?-1693 sep **John Perry**
1693 sep Captured by two French vessels off Cape Clear near Ireland

Daniel
pepys
63'x21'9"x10'x10' 159 6/40
1666 Purchased as a fireship
1666 **Henry Pattison**
1666 **John Gill**
1667 nov Sold as useless

Dartmouth
pepys
57'x20'6"x9'8"x10' 127 4/30
1672 FS; Dutch prize
1672 **Richard Sadlington**
1672-1673 aug **John Burdick**
1674 may Sold

Dartmouth
lyon-13
80'x25'x10'x12' 266 6/25
1655 Launched as a 5th rate
1688 aug FS
1688 aug **Woolfran Cornwall**
1688 nov **Thomas Legge**
1689 jan 5th rate
1690 Wrecked off the Isle of Mull

Diligence 1756-1780; See *Comet*

Dolphin
pepys
70'x20'x9'x10' 149 4/35
1653 *Fleetwood* 5th; French prize
1655 *Wexford*; Royalist prize and renamed
1658-1659 feb Active as a fireship
1660 Renamed *Dolphin*
1665 FS
?-1665 jun **William Gregory**
1665 jun Burned at the Battle of Lowestoft

Dolphin
pepys
64'x20'6"x9'6"x9'8" 143 4/30
1666 Purchased as a fireship
1666 **Leonard Harris**
?-1667 jun **Charles Mansell**
1667 jun Sunk to block the Medway at Chatham; Valued at £450, the hull sold for £33

Dolphin
lyon-26
93'6"x82'x24'9½"x9'8" 267 8 guns
1690 PB [Chatham Royal Dockyard]
1690 mar-1691 feb **William Vickars**
1691 feb **Robert Hancock**
1691 5th rate
1709 BU
1711 RB
1730 BU

Dolphin
lyon-50
c.106'x87'x30'5"x9'2" c.428 6+8 swivels/55
1732 6th rate
1746 oct FS
***1746** [PJP only] **Henry Rosewell**
1747 apr **Richard Dorrill**
1747 jun-1748 may **Edward Crickett**
1755 jul Renamed *Firebrand*
1755 oct-1755 nov **John Clark**
1755 dec-1756 nov **Taylor Penny**
1757 oct 6th and renamed *Penguin*
1760 Burned by the French off Oporto

Duke
lyon-200
83'1"x66'2⅛"x23'9½"x11'1" 199 8x6+6 swivels/55
1739 jun Purchased as a fireship from Captain Windham
†1739 jul-1740 mar **Savage Mostyn**
***1740-1741** [PJP only] **William Russell**
1740 mar-1742 jun **Smith Callis**
1742 jun Burned 5 Spanish galleys at St. Tropez
†ADM 8/22 has Mostyn as captain in April of 1740, but ADM 6/113 has Russell as captain on January 14 of 1740; PJP has Russell in *Duke* from 1740-1741. ADM 6/113 also lists Callis as a new captain starting on March 12, 1740

Duke
lyon-201
106'10"x83'8"x32'6"x15'4" 469 8+8 swivels/45
1745 FS; French prize
***?-1745 may** [PJP only] **Lionel Daniel**
1745 may-1747 apr† **Mathew Barton**
1747 jul-1748 jun **Robert Coleman**

1749 feb Sold for £220
†See note in the Captains List

Dumbarton or ***Dunbar***
lyon-15
This was a pink captured from the Earl of Argyle and prepared as a fireship in June of 1685, but never used as such. In 1691, it was condemned in Virginia.

Eagle
pepys
56'x13'x6'x6 50 6/14
1670 FS; Algerine prize
?-1671 may **Lt. Dominick Nugent**
1671 may Accidentally burned at Bugie Bay

Eagle
pepys
74'x23'x10'x10'2" 208 6/30
1672 Purchased as a fireship
1672-1673 apr **Richard Kigwin**
1673 apr Sank in the northern Atlantic

Eagle
lyon-14, pepys
85'6"x25'6"x10'x12' 295 12/45
1654 Launched as the *Selby* 5th
1660 Renamed *Eagle*
1674 FS
1675 jun-1677 apr **William Booth**
1678 may **William Jaques**
1678 dec-1679 **Robert Wilford**
-left for a while and re-appointed
1685 may-1688 dec **Robert Wilford**
1689 jun **Edward Dover**
1690 jan-1693 **William Fareby**
1694 Sunk as a foundation at Sheerness

Eagle
lyon-202 & Colledge; unregistered
10 cannon + 20 swivels
1745 Sunk as a breakwater

Eaglet
CSPD, pepys
40'x16'x7'x8 54 tons 8 guns
1655 Launched as a ketch
1659 jul Active as a fireship
1674 Sold

Earl Galley
lyon-195
8/45
1703 Given to the English Crown by the government of Jamaica
1703 may-1703 nov **Thomas Mathews**
1704 feb-1705 jan **Gilbert Burrington**
1705 or 1706 Sold

Eleanor
lyon-200
85'6"x63'8½"x23'9¾"x11'6" 193 8x6/45
1739 jun Purchased as a fireship
1739 jul-1740 may **Robert Henly**
1740 **Charles Colby**
***1741** [PJP only] **Henry Dennis**
?-1741 dec **Thomas Lake**
1742 may Sunk as a breakwater at Sheerness

Elizabeth and Mary
pepys
?-1667 jul **Henry Keeble**
1667 jul Expended off the Isle of Sheppey vs. the Dutch

Elizabeth and Sarah
lyon-187
100 tons 6/35
1688 aug Purchased as a fireship
1688 sep **Edward Dover**
1689 jun **William Kiggins**
1690 Sunk as a foundation

Erebus
lyon-149
Thais Class of 1805
c.108'9"x90'7"x29'7"x9' c.422 c.16/55
1807 aug L†, but used as a rocketship
1808 Ship sloop
1810 6th rate
1819 Sold at Sheerness
†Like *Comet* (1806-1815), it probably never sailed in the fleet as a fireship.

Etna; also *Aetna*
lyon-29
90'11¼"x81'3"x25'7½"x9'6" 283 8/45
1691 mar PB [Frame, Hull]
1691 may-1693 **Richard Carverth**
1694 jul-1697 apr* **Kenneth Anderson**
1697 apr Captured by the French off Devon

Etna
lyon-200
81'8"x66'5½"x22'9"x11' 183 8x6+8 swivels/45
1739 sep Purchased as a fireship; ex-*Mermaid* sloop
1740 mar-1741 may **Benjamin Fenwich**
1741 jun-1742 dec **William Boys**
1743 jan-1743 aug **Charles Powlett**
1743 dec-1744 feb **Elliot Elliott**
1744 aug-1744 sep **David Brodie**
1745 jan-1745 dec **Edward Keller**
1746 apr-1746 jun **Leonard Marshall**
1746 Sold

Etna
lyon-207
98'5"x79'9¼"x27'4"x11'8½" 317 8x4+6 swivels/45
1756 Sloop; Purchased, ex-*Charlotte* (1750)
1758 FS
1758 mar-1758 jul **George Balfour**
1758 aug-1759 aug **Richard Bickerton**
1759 aug-1762 dec **Michael Pascal**
1763 Sold

Exeter
pepys
1667 **William Bonner**

Expedition
pepys
90'x27'4"x11'x13'6" 357 8/45
1637 Launched as a 4th rate
1667 jun FS
1667 **John Turner**
1667 oct Sold

Expedition
SP 42/5 and *CSPD* 1699-1700 only
New fireship burned in the Downs.

Extravagent
lyon-187
95'x80'x25'6"x11'6" 277 10/45
1691 FS; French prize
1692 jan-1692 may **Fleetwood Emms**
1692 may Burned at the Battle of Barfleur

Fagons
CSPD
82'x24'6"x10'x12' 262
1654 Launched as a 5th rate
1659 jul Active as a fireship
1660 Renamed *Milford*
1673 Accidentally burned at Leghorn

Golden Falcon†
LENC & LEMW
10/30
1652 10 gun warship; Dutch prize
1653 FS
1653 apr **William Tuttle**
1653 sep **Coxe**
1654-1655 **William Tickle**
1655-1658 **John Gardener**
1658 Sold
†There was also *Falcon* flyboat, a Dutch prize captured in 1653 and sold in 1658.

Falcon
lyon-256
c.78'7"x60'8"x25'x11' c.202 10x4
1782 Launched as a brig sloop
1798 FS
1798 may-1798 jun **Charles Adam**
?-1799 jan **Matthew St. Clair**
1799 jan-1799 jun **Philip Broke**
1800 jan-1800 jun **George Ross**
?-1800 jul **Henry Butt**
1800 jul Expended at Dunkirk Road

Falmouth
CSPD
1652 20 gun warship; ex-Dutch prize *Rotterdam*
1654 jul Active as a fireship

Fame
pepys
68'x23'x10'6"x12' 208 12/34
1654 5th rate; French prize *Renommee*
1665 FS
1665 jun **John Gething**
1665 jun Expended at the Battle of Lowestoft

Firebrand
lyon-29
92'3"x78'x25'5"x9'7" 268 2 falconets+6 minions/45
1694 mar PB [Haydon, Limehouse]
1694 jul-1694 oct **William Carter**
1694 oct-1695 **John Soule**
1695 dec-1698 may **Josiah Hickman**
1701 mar-1701 dec **John Balchen**
1702 jul-1705 jan **Henry Turvill**
1705 sep **Sampson Bourne**
1706 dec-1707 oct **Francis Piercy**
1707 oct Wrecked off Scilly on the Bishop and Clerk rocks in Shovell's Disaster

Firebrand
lyon-200
87'3"x69'7"x24'3½"x11'7" 221 8x6+8 swivels/45
1739 sep Purchased as a fireship; ex-*Charming Jenny*
1740 mar-1741 dec **Isaac Barnard**
1742 jan-1742 mar **William Parkinson**
1743 dec Sold

Firebrand 1755-1757; See *Dolphin*

Firebrand
lyon-220
?x86'x29'7⅝"x11'4¾" 402 8+8 swivels/55
1777 *Porpoise* ship sloop; purchased, ex-*Annapolis*
1778 jul FS and renamed *Firebrand*
1778 sep-1780 jan **George Berkeley**
1780 may-1781 may **George Robertson**
1781 aug-1781 oct **Richard Hill**
1781 oct Accidentally burned in Falmouth Harbor

Flame
lyon-29
91'7"x80'x25'4½"x9'8" 273 8/45
1691 mar PB [Gressingham, Rotherhithe]
***1691** [PJP only]* **David Greenhill**
1692 feb-1692 jul **James Stewart**
1692 aug-1694 jul **George Symonds**
1694 sep **Thomas Lake**
1695 apr-1696 sep **John Edwards**
1697 jan [jan only] **Joseph Moore**
***1697** [PJP only]* **Thomas Day**
1697 jun-1697 aug **Henry Searle**
1697 aug Abandoned off Cape Rosa in the West Indies

Fogo; also *Togo*
Lyon-201
55 men
1747 feb Purchased as a fireship in the East Indies
1748 jan-1748 dec **John Falkingham**
1748 dec Sunk in storm off St. David, Madras

Fortune
LENC & LEMW
10/30
1652 may FS; Dutch prize
1653 feb-1653 sep **Humphrey Morris**
1654 Cast away

Fortune
pepys
94'x28'x12'6"x12'2" 392 6/70
1666 FS; Dutch prize
1666 may-1666 jul **William Lee**
1666 jul Burned at the St. James's Day Battle

Fortune
lyon-188
88'6"x73'x26'x11' 262 8/45
1692 FS; French prize
1693 mar-1696 apr **Henry Lumley**
1696 apr-1696 sep **Robert Arris**
1697 jul-1697 dec **Thomas Day**
1698 Sold

Fountain
pepys
88'x28'2"x11'6"x14' 371 8/35
1664 5th rate; Algerian prize
1671 FS
1671 sep-1672 may **Robert Stout**
1672 may Burned at the Battle of Sole Bay

Fox
LEMW
10/30
1650 FS; French prize
1653 jun-1653 sep **Cornelius**
1655-1656 jul **William Pickering**
1656 jul Burned a Genoese galley and other vessels at Malaga
†Lyon says it was ordered on Oct. 31, 1690, but launched on Mar. 15, 1690. I have found no captain earlier than 1691, so it may just be a typo in *The Sailing Navy List*.

Fox
pepys
72'x23'x8'6"x10'2" 203 6/35
1656 6th rate; Dutch prize *St. Anthony of Ostend*
1666 FS
?-1666 aug **John Elliott**
1666 aug Burned at Holmes's Bonfire

Fox
lyon-29
93'4"x79'1"x25'1"x9'8" 265 8/45
1690 apr PB [Barrett, Shoreham]
1690 apr-1690 may **William Stone**
1691 jan-1691 feb **Andrew Leake**
1692 feb-1692 may **Thomas Killingworth**
1692 may Burned at the Battle of Barfleur

Francis
pepys
71'x23'8"x9'10"x10' 211 4/36
1666 French prize
1667 Purchased from Captain Hubbard as a fireship
1667 **Jeremy Crawley**
1667 dec Sold

Little Francis
unlisted; Same as *Francis* or *Old Francis*?
1669-1670 oct **Stephen Sartain**
1670 **William Flawes**
1671 apr-1671 oct **Thomas Willshaw**
1671 **Charles Juxon**

Old Francis
pepys
59'x16'6"x7'x8' 85 8/40
1657 6th rate; Royalist prize
1672 FS
1672 **John Pollea**
1672 dec **Robert Fortescue**
1673 oct-1674 mar **William Mather**
1674 may Sold

Friendship
pepys
64'x23'x10'x10'4" 180 6/30
1673 Purchased as a fireship
?-1673 aug **John Kelsey**
1673 aug Burned at the Battle of Texel

Furnace
lyon-225
100'7"x82'6"x28'10"x13'2" 365 8x4+8 swivels/45
1778 dec Purchased new as a fireship
1778 dec-1780 may **George Stoney**
1780 may-1782 aug **John Wright**
1782 nov-1783 jan **Robert Tomlinson**
1783 apr Sold

Gabriel
pepys
1667 nov **Richard Lestock**

Garland; also *Guardland*
lyon-13
81'x24'6"x10'x11'6" 263 ?/50
1654 *Grantham* 5th
1660 Renamed *Garland*
1688 aug FS
1688 aug-1688 sep **John Jennifer**
1689 5th rate
1698 Sold

Garland
lyon-26
108'x90'x28'7"x10'9" 391
1695 Launched as the *Scarborough* 5th
1710 Captured by the French
1712 Recaptured from the French and named *Garland*
1716 feb FS
1716 mar-1717 **John Temple**
1718 jan-1718 aug **Samuel Atkins**
1718 dec-1720 dec **John Hubbard**
1721 BU
1744 Sold

George
CSPD
1652 apr **John White**

George
pepys
86'x29'4"x12'x12'6" 393 6/45
1672 Purchased as a fireship
1672 aug-1674 oct **John Marshall**
1674 oct Sunk as a graving place at Sheerness

Great Gift; also *Gift Major*
pepys
98'x30'6"x12'6"x13'6" 485 4/50
1652 5th rate; French prize *Don de Dieu*
1666 FS
?-1666 jul **John Kelsey**
1666 jul Burned at the St. James's Day Battle

Gooning Assi; also *Gooning Api*
lyon-262
55 men
1797 Acquired as a fireship in the Orient
1797 jul-1799 jan **Henry Stuart**

Grampus
lyon-91
c.90'x74'6"x26'x12' c.268 ?/45
1746 Launched as a sloop
1762 FS
1762 apr-1762 oct **John MacBride**
1762 oct-1762 dec **John Gell**
1772 or 1775 FS and renamed *Strombolo*
1776 mar **William Shackerly**
1776 aug-1777 nov **Charles Phipps**
1777 dec-1778 oct **Samuel Clayton**
1778 dec-1779 sep **Peter Aplin**
1779 dec-1780 dec **Jahleel Brenton**
1780 Hulked as a prison ship in New York
1780 Sold
†1781 jan-1783 sep Active as a fireship
†Listed in the ADM papers and other sources as an active fireship

from 1781-1783, but with no names of captains.

Greyhound
pepys
60'x26'6"x8'6"x10' 224 6/45
1655 5th rate; Royalist prize
1665 FS
1665 sep-1666 jun **William Flawes**
1666 jun Burned on day 4 of the Four Days Battle

Griffin
lyon-29
94'9½"x82'4"x24'8½"x9'9¼" 266 8/45
1690 apr PB [Castle & Rolf, Rotherhithe]
1690 apr-1690 jun **Clifford Chamberlain**
1690 aug **Gabriel Hughes**
1691 jan-1691 feb **William Cross**
1692 mar-1692 jul* **Robert Partridge**
1692 jul-1693 **Robert Hancock**
1694 jan-1695 aug **Kerrill Roffey**
1696 jan-1697 jul **Thomas Long**
1698 may-1700 **Thomas Coal**
1701 BU
1702 jan RB as a fireship [Sheerness Royal Dockyard]
94'7"x78'9½"x25'1½"x9'6" 264 8/45
1702 jan-1702 oct **William Scalley**
1703 may-1707 jan **George Ramsey**
1707 jun-1708 aug **William Holding**
1709 oct-1713 **John Stevens**
1716 mar-1717 **Francis Knighton**
1718 mar-1718 aug **Humphrey Orme**
1719 sep **William Lloyd**
1721 jan **Taylor**
1726 mar-1727 apr **James Cornwall**
1727 may-1727 jun **Peter Warren**
1727 jun **John Smith**
1729 may-1729 nov **Edward Bennett**
1732 jul **John Towry**
1733 mar-1735 mar **William Weighman**
1735 apr-1735 may **Thomas Fox**
1735 may-1736 dec **Samuel Faulkner**
1737 Sold

Guernsey
pepys, lyon-13
80'x24'6"x10'x12' 245 ?/50
1654 Launched as *Basing* 5th
1660 Renamed *Guernsey*
1688 aug FS
1688 aug **Robert Arthur**
1689 5th rate
1693 Condemned and sold

Half Moon
lyon-15
?x67'4"x25'x? 214 8/35
1685 6th rate; Algerine prize *Sallee*
1688 jun FS
1688 jul **John Munden**
1688 dec-1690 may **John Bounty**
1690 may **John Hailes**
1690 oct **Rupert Kempthorne**
1691 may **John Guy**
1692 feb-1692 may **John Knapp**
1692 may Expended on an attack at La Hogue

Hambrough
pepys
1672-1673 **William Greene**

Golden Hand
pepys
90'x24'6"x12'x10'6" 287 6/50
1665 FS; Dutch prize
1672 aug **John Heathcock**
1672-1673 aug **William Mather**
1673 aug Foundered off the coast of Terschelling, Holland

Happy Entrance
pepys
76'x24'x9'10"x11' 233 6/35
1657 *Litchfield* 5th; Royalist prize *Patrick*
1665 Renamed *Happy Entrance*
1666 FS
?-1666 jun **Andrew Ball**
1666 jun Burned on day 4 of the Four Days Battle

Hardareen
pepys
65'x20'x10'9"x9' 138 ?/25
1665 Flyboat; Dutch prize
1671 FS
1671 **John Kelsey**
1672 **John Votier**
1672 **Isaac Gelding**
1674 oct Sold

Hare
pepys
67'x22'6"x10'6"x10'8" 180 6/40
1665 FS; Dutch prize
1665 sep **John Ditty**
1665 oct-1666 feb **George Liddell**
1666 feb Accidentally burned by a dropped candle at Harwich

Harman
lyon-194
8/45
1702 feb Given to the English Crown by the government of Jamaica
***1702** [PJP only] **Philip Boys**
1703 may-1704 aug **Henry Partington**
1705 feb Sunk as unserviceable in Jamaica; 'Nobody would buy her'

Harpy
lyon-221
102'9"x85'x28'6"x11' 367 8/55
1777 Ship sloop
1779 FS
1779 may-1781 jan **Philip Walsh**
1781 mar-1782 jan **William Cayley**
1782 may-1783 jan **James Barclay**
1783 mar Sold

Hawk
pepys
16 men
1673 may-1674 feb **John Lucas**

Hawk
lyon-29
94'10½"x86'8"x25'x9'7" 288 8/45
1690 apr PB [Frame, Wapping]
1690 apr-1692 may **William Harman**
1692 dec **John Hartnoll†**
1693 may **John Anderson**
1694 jul-1695 aug **Cooper Wade**

1695-1696 mar	**James Jesson**
1696 may-1697 dec	**Richard Brown**
1700-1701 jun	**Josiah Hickman**
1701-1702 oct	**Bennett Allen**
1703 may	**Jordan Sandys**
1703 jun	**Walter Riddle**
1704-1705 sep	**John Williams**
1707 jan-1707 jun	**Abraham Tudor**
1708 feb-1710 aug	**Thomas Richards**
1710-1712 dec	**Joseph Lingen**
1713	Sunk as a breakwater at Plymouth

†See Braithwaite in the Ship List

Golden Hart
pepys
57'x19'x9'x8'9" 109 4/25

1667	Purchased as a fireship
1667 jun-1667 jul	**Charles Juxon**
1667 jul	Burned off the Isle of Sheppey vs. the Dutch

Henry
Active as a fireship in NRS-112 only

1665-1666 jun	**John Harman**

Hester
pepys
50'x19'6"x9'x8'9" 101 6/20

1673	Purchased as a fireship
1673	**Edward Harvy**
?-1673 jul	**Richard Painter**
1673 jul	PO
?-1673 dec	**William Pooley**
1673 dec	Accidentally blown up at Sheerness

Hind
CSPD, pepys
41'x16'x8'x7' 55½ tons

1655	Launched as a ketch
1659 jul	Active as a fireship
1667	Cast away off Scilly

Holmes
pepys
80'x22'9"x12'9"x13'6" 220 8/35

1671	5th rate; Purchased from Sir Robert Holmes
1675	FS
1675 may-1677	**Henry Williams**
1677 jun-1677 jul	**John Votier**
1682 feb	Sold as useless

Homer
Teonge only

1679 feb	Active as a fireship

Hope
pepys
52'x18'2"x8'6"x8'4" 91 2/16

1672	FS; Dutch prize
1672 apr-1673	**John Martin**
1674 jan	**Francis Turner**
1674 may	Sold

Hopefull Adventure
pepys
64'x22'x10'6"x11'4" 165 4/35

1666	Purchased as a fireship
1666	**Abraham Goodheart**
1667 oct	Sold

Hopewell
pepys
70'x25'6"x11'x11'4" 242 6/35

1672	Purchased as a fireship
1672 apr	**Ralph Wrenn**
?-1673 aug	**Henry Fitton**
1673 aug	Expended at the Battle of Texel

Hopewell
lyon-29
93'8½"x79'4"x24'10½"x9'8½" 261 8/45

1690 apr	PB [Ellis, Shoreham]
1690 apr-1690 jun	**Thomas Warren**
1690 jun	Accidentally burned in the Downs

Hopewell
lyon-187
253 tons 8/45

1690 aug	Purchased as a fireship
1690 aug [aug only]	**Robert Wilmot**
1691 jan-1691 feb	**Edward Bibb**
1692 feb-1692 may	**William Jumper**
1692 may	Expended at the Battle of Barfleur

Hound
pepys
80'x22'x10'x11' 206 8/45

1655	5th rate; Jamaican prize
1665	FS
1665 sep-1666 jun	**James Coleman**
1666 jun	Expended on day 4 of the Four Days Battle

Hound
lyon-29
93'8"x81'8½"x25'x9'8" 272 8/45

1690	PB [Graves, Limehouse]
1690 apr-1692 may	**Thomas Foulis**
1692 may	Expended at Cherbourg

Humber; misnomer of *Hunter*

Hunter
LEMW
10/30

1652	Sloop; French prize *Chasseur*
1653	FS
?-1653 jul	**John Bowry**
1653 jul	Sunk in the Battle of Scheveningen

Hunter; also *Humber*
lyon-29
93'6"x84'7"x24'10"x9'11" 277 2 falconets +6 minions/45

1690 apr	PB [Shish, Rotherhithe]
1690 apr-1690 jun	**Thomas Kercher**
1691 jan-1691 feb	**Gerard Ellwes**
1691 apr-1692 may	**Thomas Rook**
1692 dec	**James Braithwaite**
1693 jul-1694 oct	**John Herne**
1696 sep-1697 jan	**John Cranby**
1697 aug-1698 may	**Henry Crofts**
1701 mar-1701 jul	**James Jesson**
1702 jul-1702 oct	**Charles Rich**
1703 may-1704 aug	**Thomas Legg**
1705 jan-1707 jun	**Robert Bowler**
***1707** [PJP only]	**James Stewart**
1708 feb-1710 sep	**Francis Drake**
†1710	5th
1710 sep	Captured by the Spanish off Cape St. Mary

†At some point in 1710, *Hunter* was converted to a 5th and Drake continued as captain.

Incendiary
lyon-99
110'8"x87'4"x22'3"x12' 397 8+8 swivels/45-55
1778 nov PB† [Mestaers, Thames]
1778 nov-1779 sep George Robertson
1779 sep-1780 dec William Merrick
1780 dec Lost on the Needle Rocks off the Isle of Wight
†Lyon feels it was probably not built as a fireship, but rather purchased on the stocks and converted; the hull was also coppered

Incendiary
lyon-99
Tisiphone/Pluto class of 1780
c.108'9"x90'7"x29'7"x9' c.422 14/55
1782 aug PB [King, Dover]
1782 aug-1783 mar Matthew Fortescue
1793 jan-1794 jan William Hope
1794 feb-1794 jun John Cooke
1794 jun-1794 sep Richard Bagot
1795 jan-1795 jun John Draper
1795 jul-1795 aug Thomas Rogers
1795 aug-1796 dec Henry Digby
1796 dec-1801 jan George Barker
1801 jan Captured and scuttled by Gantheaume's squadron in the Gulf of Cadiz

Infernal
lyon-225
97'6"x79'6¾"x26'11'x13'9" 307 8x4+8 swivels/45
1778 nov Purchased new as a fireship
1778 nov-1780 may Thomas Allen
1780 jun-1781 jan James Williams
1781 jan-1781 dec† Henry Darby
1782 jan†-1783 mar James Almes
1783 mar PO
1783 may Sold
†PJP says Almes started in September of 1781, but ADM 8/57 has Darby from September to December of 1781

Jacob 1666-1667; See *St. Jacob*

Jason
pepys
61'x21'3"x10'6"x10'8" 146 4/36
1673 Purchased as a fireship
1673 dec-1674 feb Francis Turner
1674 may sold

John of Chatham
39'x16'x8'x8' 53
1667 Purchased as a fireship; ex-hoy
1667 Josias Hare
1667 jun Henry Williams
1667 John Wood
1668 jan Returned to its owners with freight

John of Dublin
lyon-189
6/35
1689 FS; French prize
1689 may-1690 jan Thomas Warren
1690 jan Sunk as a breakwater

John and Alexander
pepys
69'x22'x9'8"x11' 178 8/35
1678 Purchased as a fireship, but loaned to the Hudson Bay Company to protect trade in North America for a few years.
1682 jul Lawrence Wright
1682 aug Dominick Nugent
1686 may Sold

John and Elizabeth; another name for *John and Sarah*

John and Sarah
pepys
59'x20'6"x10'x9'8" 132 4/35
1666 Purchased as a fireship
1666 William Minterne
?-1667 jun Anderson Gibbons
1667 jun Sunk to block the Medway at Chatham; Valued at £450, and later sold for £30

John the Baptist
CSPD
10/30
1652 22 gun prize
1653-1654 may Active as a fireship
1656 Sold

Jonathan
csp1658-1659
1658 Active as a fireship
1658 nov Discharged

Joseph; also *St. Joseph*
pepys
55'x18'6"x9'6"x9'6" 101 4/35
1665 Purchased as a fireship; ex-hospital ship
1665 James Watkins
1666-1667 John Wyborne†
1666 sep-1667 feb Christopher Batters
1667 jun Richard Dickenson
1667 jun Burned at Martinique vs. the French
†Pepys lists him as a captain in 1666, but PJP has him following Batters's command.

Joseph
lyon-188
99'x74'6"x26'6"x11'3" 278 8/45
1692 FS; French prize
1693 jan Robert Stapleton
1694 feb-1695 aug William Eyton
1695-1696 mar Richard Carverth
1696 sep-1697 jul John Ward
1698 Sold

Julian
lyon-194 & PJP; unregistered
1704 Active as a fireship

Katherine
pepys
67'x22'6"x11'x11' 180 6/35
1672 Purchased as a fireship
1673 may-1673 aug John Votier
1673 aug Burned at the Battle of Texel

Land of Promise
pepys
68'x23'x11'x10'8" 191 6/45
1665 FS; Dutch prize
1665 oct-1666 mar Charles Juxon
?-1666 jul William Minterne
1666 jul Burned at the St. James's Day Battle

Lawrence; also *St. Lawrence*
pepys

60'x22'x10'9"x10'6" 154 6/30
1672 Pink; purchased
1673 jun FS
?-1673 aug **John Cooke**
1673 aug Burned at the Battle of Texel

Leopard
pepys
68'x25'x10'9"x11' 226 6/35
1672 Purchased as a fireship
1672-1673 aug **Mathias Bird**
1673 aug Burned by the Dutch at the Battle of Texel

Lightning
lyon-29
91'2"x80'x25'2"x9'8½" 270 8+6 swivels/45
1691 mar PB [Taylor, Rotherhithe]
1691 mar-1693 **Lawrence Keck**
1693 nov-1694 oct **Robert Audley**
1696 mar-1696 sep **William Carter**
1697 feb-1697 mar **Charles Ormerod**
1697 aug-1698 may **Barrow Harris**
1698 Ordered to be sold
1701 apr-1701 jul **Lawrence Keck**
1701-1702 oct **Thomas Mitchell**
1703 may-1705 nov **Archibald Hamilton**
1705 nov Captured by the French

Lightning
lyon-58
91'x74'9"x26'1"x12'1" 271 8+6 swivels/45
1746 Launched as *Viper* sloop
1755 jul FS and renamed *Lightning*
1755 nov-1756 mar **James Hobbs**
1756 may-1756 nov **Richard Kempenfelt**
1757 jan-1757 nov **Henry Martin**
1757 dec-1758 nov **William Goostrey**
1759 jun-1760 nov **Mitchell Graham**
1760 nov-1762 dec **Joseph Norwood**
1762 dec Sold for £1105

Lightning
lyon-220
85'x68'x27'6"x11'8½" 274 8x4+8 swivels/55
1776 *Sylph* ship sloop; Purchased, ex-*Lovely Lass*
1779 FS and renamed *Lightning*
1779 aug-1780 may **Robert Calder**
1780 aug-1781 sep **George Campbell**
1781 nov-1782 aug **John Fortescue**
1782 oct-1783 jan **James Hewett**
1783 may Sold

Lightning
lyon-149
Thais Class of 1805
c.108'9"x90'7"x29'7"x9' c.422 10/56
1806 oct PB [Ayles, Topsham]
1807 mar-1807 oct **Bentinck Doyle**
1808 Ship sloop
1815 Sold

Lion of London
Powell & LENC
1643 **John Flower**

Young Lion; also *Little Lion*
pepys
42'x14'x5'x9' 44 8/30
1665 6th rate ketch; Purchased Dutch prize
1666 FS
1666 **Thomas Clapp**
1667 oct Sold
1668 apr Repurchased
1668 **Daniel Stephens**
1671 **Daniel Stephens**
1672-1673 jan **Edward Boswell**
?-1673 aug★ **Thomas Foulis**
1673 Sunk as a foundation at Sheerness

Lizard
pepys
60'x22'9"x9'x9'6" 165 6/45
1652 5th rate; Royalist prize
1666 FS
1666 **William Maiden**
?-1666 aug **Joseph Harris**
1666 aug Burned at Holmes's Bonfire

Louisburg
lyon-201
250 tons 8/45
1745 Purchased as a fireship for £800; French prize *St. François Xavier*
?-1746 dec **Philip Delamott**
1746 dec Taken by the French off The Lizard, Cornwall

Lucifer
lyon-221
97'10"x79'4¼"x28'4¼"x12'11" 339 ?/45
1778 oct Purchased on the stocks as a fireship
1778 oct-1779 dec **Howell Lloyd**
1779 Ship sloop and renamed *Avenger*
1783 Condemned and sold in New York

Lucifer
lyon-226
8/45
1781 oct Purchased as a fireship
1782 jan-1783 may **Charles Patton**
1783 nov No longer fitted out
1784 Sold

Machine
lyon-188
109'x92'x28'3"x10'6" 391 12/50
1692 sep FS; French prize
1693 jan-1694 oct **Leonard Crow**
1695 apr-1695 aug **Valentine Bowles**
1696 mar **Philip Downes**
1696 jul Sunk as a breakwater at Sheerness

Malaga Merchant
pepys
62'x25'x11'x12'4" 206 4/35
1666 Purchased as a fireship
1666-1667 jan **William Seale**
1667 **Thomas Willshaw**
1667 nov Sold as useless

Marigold
pepys
74'9"x28'11'x12'x12'2" 332 4/45
1672 Purchased as a fireship
1672-1673 **Abraham Goodheart**
1673 apr-1673 aug★ **John Rice**
1673 aug Lost in the Battle of Texel†
†Hepper says it was abandonned as unseaworthy the day before the Battle of Texel, but Charnock says it was lost in that action.

Mary of Fredericstadt
pepys
55'x19'6"x9'6"x9'4" 111 4/35
1666 oct — Purchased as a fireship
1666 — **William Flawes**
1666 — **William Maiden**
1667 mar — Seized as a prize by Captain Elliott of *Revenge*†
1667 oct — Sold as useless
†The owners were given £809 8s. as compensation

Mary
pepys
56'x19'x8'9"x9' 108 4/35
1667 — Purchased as a fireship for £450
?-1667 jul — **John Swayne**
1667 jul — Burned off the Isle of Sheppey vs. the Dutch

Megaera
lyon-100
Tisiphone Class of 1780
108'11"x90'10"x29'8"x9' 425 14x18/55
1783 — PB [Teague, Ipswich]
1793 jul-1794 jul — **Charles Mansfield**
1794 jul-1795 jun — **Henry Blackwood**
1795 aug-1795 sep — **Samuel Ballard**
1795 sep-1796 dec — **Archibald Dickson**
1796 dec-1797 jun — **John Miller**
1797 sep — **George Shirley**
1798 jan — **Francis Vesey**
1798 apr-1799 jun — **George White**
***1799 nov** [PJP only] — **Henry West**
1800 jan-1800 jun — **Peter Bover**
***1800 sep** [PJP only] — **Henry Hill**
1801 jan — **Tristram Ricketts**
1801 mar-1802 jun — **John Newhouse**
1803 oct-1805 jun — **Archibald Duff**
1807-1815 — In ordinary at Portsmouth
1817 — Sold

Mercury
lyon-200
89'11"x71'10¼"x23'10¼"x11'1 217 8x6+6 swivels/45
1739 jun — Purchased as a fireship
1739 aug-1740 jan — **George Graham**
***1740** [PJP only] — **George Balchen**
1741 dec-1742 mar — **John Wickham**
1742 aug-1743 jun — **John Davies**
1743 dec-1744 dec — **Moses Peadle**
1744 dec — Foundered in Margate Roads and disappeared†
†Hepper notes it was officially paid off in July, 1745.

Mermaid
Lyon-14
86'x25'x10'x12' 286 ?/50
1651 — Launched as a 5th rate
1688 oct — FS
1688 oct-1689 apr — **Thomas Ley**
1689 apr — 5th rate
1694 — Sunk as a foundation at Sheerness

Mermaid
lyon-186
78'x62'x23'x10'3" 174 12/40
1692 nov — FS; French prize
1693 jan-1693 feb — **Edward Rigby**
1693 feb — Accidentally burned at Plymouth by a dropped candle

Milkmaid
pepys
68'x21'x9'8"x9'10" 159 4/22
1666 — FS; Dutch prize
1666 aug — **Thomas Willshaw**
1667 feb — Exchanged with Mr. Penn for the *Sarah*

Mousenest
LEMW
1652 may-1652 jun — Active as a fireship

Nathanial
lyon-187
120 tons 2.2.1/40
1689 aug — Purchased as a fireship
1689 sep-1689 nov — **William Wright**
1689 nov-1690 may — **William Kiggins**
1692 — Sunk as a breakwater at Sheerness

Nazareth
ADM only
8/45
1744 aug-1745 apr — **Thomas Knowler**
1745 may-1746 jan — **Thomas Hutchenson**

Olive Branch
pepys
65'6"x24'x11'6"x11'8" 200 6/35
1672 — Purchased as a fireship; ex-prize from 1652
1672 apr-1673 aug — **William Lee**
1673 aug — Foundered off Texel in a storm

Olive Branch
lyon-189 & Colledge; unregistered
1690 — Captured by the French

Orange
pepys
69'x23'x10'9"x10' 194 6/40
1672 — FS; Dutch prize
1672 jul-1673 jun — **Francis Turner**
1673 jun — Accidentally blown up

Orange Tree
pepys
68'x21'x9'8"x9'10" 159 6/30
1672 — Purchased as a fireship
1672-1673 may — **John Johnson**
1673 may — Accidentally burned off Rye

Ostrich
pepys
1667 — **John Perryman**

Otter
lyon-98
c.78'7"x60'8"x25'x11' c.202 8/45
1782 — Brig sloop
1798 — FS
1798 may-1801 jul — **George McKinley**
1801 sep — **Richard Pellows**
1801 dec — Sold

Owners Endeavour
pepys
?-1667 jul — **John Ward**
1667 jul — Burned off the Isle of Sheppy vs. the Dutch

Owners Love

lyon-187
?x71'2"x22'6"x9'6" 200 10/40
1688 dec Purchased as a fireship
*1689 [PJP only] **Thomas Marshall**
1689 apr-1691 feb **Thomas Heath**
1692 feb-1693 **John Perry**
?-1693 may **Francis Hilsley**
1693 may **Cooper Wade**
1693 sep **William Carter**
1694 feb-1694 jul **Robert Holliman**
1694 aug-1696 sep **James Mighells**
1697 feb **John Aldred**
?-1697 jul **Robert Lloyd**
1697 jul Crushed by ice in Hudsons Bay, Canada

Pacahunta
lyon-224
98'x82'10½"x25'4"x10'10" 242 14 guns
1780 Sloop purchased and stationed in Jamaica
1783 mar† **D. Gould**
†Only Schomberg and Steel list it as a fireship

Paul 1666-1667; see *St. Paul*

Peace
pepys
64'x20'8"x9'10"x10'8" 145 8/30
1678 Purchased as a fireship
1679 Active as a fireship
1687 dec Sold as unserviceable

Pearl
pepys
63'x22'x10'9"x10'6" 162 6/30
1673 Purchased as a fireship
1673 jun-1673 aug **William Booth**
1673 aug Burned at the Battle of Texel

Pearl
lyon-13, pepys
86'x25'x10'x12' 285 10/50
1651 Launched as a 5th rate
1688 aug FS
1688 aug†-1689 jul **Thomas Coal**
1689 jul 5th rate
1697 Foundation at Harwich
†Also listed as starting in April of 1689

Pelican
lyon-187
200 tons 8/35-45
1690 jul FS; French prize
1690 jul-1691 feb **John Norris**
1692 Sunk as a breakwater at Sheerness

Phaeton
Lyon-29
91'5"x79'x25'7½"x9'6" 263 8/45
1691 mar PB [Castle, Deptford]
1691 apr **Richard Short**
1692 mar-1692 may **Robert Hancock**
1692 may Expended at the Battle of Barfleur

Phaeton
lyon-200
84'1"x64'4½"x24'6"x11'6" 214 8x6+8 swivels/45
1739 sep Purchased as a fireship for £860; ex-*Poole*
1740 mar-1740 apr **L'Estrange Mordaunt**
1740 jan-1741 apr **Silvester Kennedy**
1741 jun-1741 oct **Charles Steevens**
1741 dec-1742 mar **Thomas Pellatt**
1742 dec-1743 jan **Thomas Sturton**
1743 jul Sold for £101

Phoenix
lyon-29
91'x76'x25'2½"x9'10½" 256 2 falconets+6 minions/45
1694 mar PB [Gardner & Dalton, Rotherhithe]
1694 jul-1694 oct **Edward Rigby**
1694 dec-1697 sep **John Douglas**
1697 oct **Hercules Mitchell**
1700-1701 jul **Josiah Soanes**
1702 apr **William Cock**
1702 jul-1702 oct **John Mitchell**
1702-1703 may **Unton Deering**
1703 jun **John Trotter**
1704 feb-1705 jan **Edmund Hicks**
1705 sep-1707 oct **Michael Sansom**
1707 oct Grounded off Scilly in Shovell's Disaster and refloated
1708 BU
1709 RB as a fireship [Portsmouth Royal Dockyard]
93'6"x76'9"x25'10½"x9'8" 273 8/45
1709 oct-1710 aug **Thomas Graves**
1711 feb 6th rate
1727 BU and RB
1742 Hulked
1744 Sold

Phosphorus
PJP only
62'x25' 206 6 guns
1666-1667 Active as a fireship

Plover
LEMW & CSPD
1652 26 gun warship; Dutch prize *Morgenstar*
1656 jan Active as a fireship
1657 Sold

Pluto
lyon-200
85'6¾"x69'5⅛"x26'11½"x11'½" 268 8x6+8 swivels/45
1745 aug Sloop; Purchased, ex-*Roman Emperor*
1745 nov FS
1745 nov-1746 jun **Henry Huish**
1746 jul-1747 oct **Julian Legge**
1747 oct Sold for £306

Pluto
lyon-207
86'3"x67'10⅜"x27'4½"x12'4" 271 8x6+8 swivels/45
1756 dec Purchased as a fireship for £825; ex-*New Concord* sloop
1757 apr **John Lindsay**
1757 sep-1758 mar*† **James Hume**
1758 apr-1761 nov **James Johnston**
1759 jun [jun only‡] **Lt. Robert Taylor**
1761 nov-1762 dec **William Allen**
1762 dec Sold for £1305
†See note in the Captains List
‡Acting captain while Johnston commanded another vessel for a month

Pluto
lyon-94
96'4"x78'10"x27'4"x8'3" 313 8+8 swivels/45
1758 Launched as *Tamar* sloop
1777 sep FS and renamed *Pluto*

*1778 apr [PJP only]	**Henry Pemberton**
1778 jul-1780 may	**James Bradby**
1780 aug-1780 nov	**Thomas Geary**
1780 nov	Captured by the French 140 miles off Scilly

Pluto
lyon-100
Tisiphone Class of 1780
c.108'9"x90'7"x29'7"x9' c.422 8/55

1781 feb	PB [Stewart, Sandgate]
1781 aug-1782 jan	**George Teer**
1782 jun-1783 mar	**James Mosse**
1783	Paid Off
1790	Recommissioned as a fireship
1790 sep	**William Nowell**
1790 aug-1790 oct	**Thomas Parr**
1790 nov-1790 dec	**John Laugharne**
1791 apr-1791 sep	**Robert Faulkner**
1793	Sloop
1809	Hulked as a receiving ship at Portsmouth
1817	Sold

Poole
lyon-27
108'6"x96'1½"x28'2½"x10'7" 382 8/55

1696	Launched as a 5th rate
1719 apr	FS
1719 jun-1720 jan	**Isaac Townsend**
1720 aug-1721 jan	**Henry Medley**
1721 feb-1721 apr	**John Trevor**
1721-1722 sep	**Edward Brooke**
1726 mar-1727 apr	**William Hervey**
1729 may-1729 nov	**Richard Herbert**
1733 mar-1736 dec	**Gilbert Wallis**
1737 jan [jan only]	**Lt. John Forbes**
1737 may	Sunk as a breakwater at Harwich

Poulette
lyon-263
Unregistered corvette/6th; see note under Miller in the Captains List

President; also *Old* and *Little President*
LEMW & CSPD
220 tons

1646	26 gun warship; purchased and exchanged for *Sampson*
†1656 jan	FS
1656 mar	**Valentine Tatnell**
1656	Sold

†*President* is listed both as a fireship and as a 20-gun armed ship.

Young Prince
90'x28'x10'2"x13'6" 375 8/50

1665	4th; Dutch prize *Jonge Prins*
1666	FS
1666 may-1666 jun	**William Bustow**
1666 jun	Expended on day 2 of the Four days Battle

Princess; see *Priscilla*

Priscilla; also *Princess*
pepys

1667	**William Wayman**

Project
pepys
ex-bark

1679 oct	**James Gillery**

Prometheus
lyon-149
Thais Class of 1805
109'6"x91'5"x29'9"x9' 432 14x18 + 2x9/55

1807 mar	PB [Thompson, Southampton]
1807 mar-1807 oct	**Hyde Parker**
1808	Ship sloop
1819	Hulked as a lazaretto at Portsmouth
1839	Renamed *Veteran*
1852	BU

Prosperine
lyon-207
Local Minorcan vessel

1756 apr-1756 jun	**Paul Ourry**
1756 jun	Abandoned on the surrender of Port Mahon to Richelieu

Prosperine
lyon-207
90'9"x75'6½"x25'4½"x11'6" 253 8x4+8 swivels/45

1757 jan	Hired armed ship; ex-*Maryland Planter*
1757 oct	FS
1757 nov	**Francis Banks**
1758 jan-1758 nov	**Thomas Warwick**
1759 jan-1759 jul	**Raby Vane**
1759 jun†	**Richard Temple**
1759 sep [sep only]	**Robert Taylor**
1759 sep-1761 jan	**Robert Keeler**
1761 may-1762 dec	**George Talbot**
1763 feb	Sold

†Acting captain for June only

Prosperous
pepys
62'x25'x11'x11'4" 206 6/30

1666	Purchased from Captain Hubbard as a fireship
1666	**John Boone**
1666	**William Humble**
1667 apr	**William Hammond**
1667	Sold in the West Indies for £120

Protector
lyon-211; unregistered
8 guns

1756	Purchased as a fireship in India
†1760	Active as a fireship
1760 jan	Sank

†Only Hastings lists it as a fireship

Providence
pepys
60'x21'8"x9'6"x9'8" 150 6/45

1664	Purchased as a fireship
1664 aug-1666 jul	**John Wood**
1666 jul	Sunk at the St. James's Day Battle

Providence
pepys
90'x27'4"x11'x13'6" 358 6/45

1637	Launched as a 4th
1667	FS
1668 may-1668 oct	**Hugh Ridley**
1668 oct	Accidentally burned off the shore of Tangier

Providence
pepys
67'x22'6"x10'6"x10'8" 180 6/45

1672	Purchased as a fireship

1672 dec-1673 may **William Andrews**
1673 may Sunk at the First Battle of Schooneveld

Providence
pepys
67'x22'4"x9'9"x10'6" 175 8/30
1678 Purchased as a fireship
1678 may **Thomas Draper**
1686 may Ordered to be sold

Prudent Mary
pepys
76'x26'6"x12'6"x12'10" 294 6/45
1672 Purchased as a fireship
1673 jan-1673 may **Henry Pattison**
1673 may-1673 aug **Christopher Billop**
1673 aug Burned at the Battle of Texel

Pyl; also *Pijl*
Lyon-251
200 tons 8x18/45
1796 Brig sloop; Dutch prize *Pyl* (1784)
1798 FS
1801 Sold

Racehorse
lyon-207
96'7"x77'1¼"x30'8"x13'4" 385 8x6+8 swivels/45
1757 Ship sloop; Purchased, ex-French *Le Marquis de Vandreuil*
1758 FS
1758 jun-1758 jul **Francis Burselm**
1758 sep Bomb ketch
1773 Arctic exploration vessel
1775 Bomb ketch and renamed *Thunder*
1778 Captured by the French

Rachel
pepys
60'x20'6"x9'8"x10' 134 8/30
1672 Purchased as a fireship
1672 apr-1673 may **John Kelsey**
1673 may Expended at the First Battle of Schooneveld

Raven
lyon-55
c.91'x74'9"x26'x12' c.269 ?/45
1745 Launched as a sloop
1753 Ship rig
1762 FS
1762 apr-1763 mar **Alan Gardner**
1763 mar Sold

Renown
Colledge & LEMW
10/30
1651 dec FS; French prize *Renommee*
1652-1653 **Nathaniel Mead**
1653 jun-1653 sep **James Salmon**
1654 Sold

Richard
pepys
62'x24'6"x11'x11'2" 198 4/44
1666 Purchased as a fireship
?-1666 aug **Henry Browne**
1666 aug Burned at Holmes's Bonfire

Richard and John
lyon-187
160 tons 10/40
1688 nov Purchased as a fireship
1688 nov [nov only] **William Wright**
1688 dec-1689 **Simon Foulks**
1689 jun-1691 feb **Edward Poulson**
1692 Sunk as a breakwater at Harwich

Richmond
lyon-13
72'x23'6"x9'9"x11'6" 211 ?/45-50
1655 Launched as *Wakefield* 5th
1660 Renamed *Richmond*
1688 aug FS
1688 aug **Stafford Fairborne**
1689 feb 5th rate
1698 Sold

Robert
pepys
52'x21'x10'9"x10'6" 122 4/30
1666 Purchased as a fireship
1666 sep **Daniel Stephens**
1666-1667 **John Elliott**
1667 nov Sold

Robert
pepys
50'x20'6"x9'6"x9'4" 112 8/35
1672 Purchased as a fireship
1672 apr-1673 mar **Richard Collins**
1673 oct PO
1674 Sunk as a graving place at Sheerness

Roebuck
lyon-187
?x64'x19'6"x9'2" 80 8/45
1688 aug Purchased as a fireship
1688 sep-1688 dec **William Pooley**
1690-1692 See note in *Roebuck* 1690-1701
1692 Sunk as a breakwater at Portsmouth

Roebuck
lyon-26
96'x84'5"x25'6"x9'9¾" 292 8/45
1690 Begun building as a fireship but launched as a 5th rate†
1690 apr-1690 jun **Isaac Townsend**
1690 jul-1690 aug **John Walford**
1690 aug-1691 jan **Andrew Leake**
1691 jan-1692 jun **Francis Manley**
1693 FS†
1693 mar-1693 nov **Richard Wyatt**
1693 nov-1694 jul **Robert Kirkton**
1694 aug-1695 may **Edward Owen**
1695 may 5th rate
1701 Foundered off Ascension Island
†Lyon says it was a 5th from 1690-1692, but PJP says it was a fireship in this period; the only other option for the 4 captains from 1690-1692 is command of the purchased *Roebuck* of 1688, but that means the ship was not used in all of 1689. The 1688 one was also probably a poor-quality vessel as it was sunk as a foundation only 4 years after service.

Roman Emperor
lyon-207
91'10"x75'7¾"x26'x11'6" 272 8x4+8 swivels/45
1757 Sloop; Purchased (1749)
1758 FS
1758 jun-1758 jul **William Newsom**
1758 Sloop

1762 FS
1762 apr-1763 jan **William Locker**
1763 jun Sold

Rosario
lyon-254
89'x71'4"x23'6"x? 209 6x18+8 swivels/45
1797 Sloop; Spanish *Nuestra Señorita del Rosario* prize brig
1798 jun FS
1798 jun-1800 jul **James Carthew**
1800 jul Expended at Dunkirk Road

Rose
65'6"x18'x7'6"x8' 112 4/20
1670 FS; Algerine prize
?-1671 may **Master's Mate Henry William**
1671 may Accidentally burned at Bugie Bay while preparing to attack the Algerines

Golden Rose
pepys
66'6"x21'6"x9'8"x11' 163 6/35
1681 FS; Algerine prize
1681 **John Golding**
1687 dec Sold as unserviceable

Sallee Rose
lyon-15, Clowes
64'x23'x10'2"x10'8" 180
1684 6th rate; Algerine prize, ex-pirate ship
1688 FS
***1688 dec** [ENT only] **Bishop**
1690 jul **Piercy Kirk**
1690 6th rate
1696 Sold

Rose
pepys
75'x24'x10'x12'6" 229 10 guns
1674 Launched as a 5th rate
1690 FS
1691 jan-1694 jul **John Beer**
1695 apr-1696 mar **Thomas Pinder**
1696 may-1698 may **Thomas Willshaw**
1698 sep Sold

Ruzee
lyon-188
135 tons 6 guns
1692 FS; French prize (1689)
1692 jun-1692 jul **Charles Wager**
1692 jul Accidentally burned off St. Helens, Isle of Wight

St. Jacob
pepys
65'x22'6"x11'x11' 175 4/40
1666 FS; Dutch prize
1666 **William Humble**
1667 **William Flawes**
1667 nov Sold to Sir Edward Spragg; Appraised value of £592 13s.

St. Jacob
90'x24'x12'x11'6" 276 4/40
1667 Purchased as a fireship
?-1667 jul **George Colt**
1667 jul Burned off the Isle of Sheppey vs. the Dutch

St. Joseph; see *Joseph*

St. Lawrence 1673; see *Laurence*

St. Paul
pepys
84'x25'6"x9'8"x10'6" 290 4/50
1666 FS; Dutch prize
1666 **Daniel Stephens**
1666 **William Andrews**
1666 aug **William Lee**
1666 sep-1666 oct **George Hilson**
1666 **Charles Juxon**
1667 oct Sold

St. Paul
lyon-15, pepys
74'x25'9"x11'2½"x14' 260 10/45
1679 5th rate; 'A Dutch prize recovered from the Algerines'
1688 apr FS
1688 apr-1689 **Henry Boteler**
1689 apr-1689 jun **John Crofts**
1689 nov **John Jennings**
1689 dec-1691 feb **John Bumpsted**
1691 jul **Josiah Crow**
1692 mar **Phineas Bowles**
1692 may-1692 jun **Richard Pugh**
1692 jun-1693 **Samuel Vincent**
1694 feb-1696 sep **John Mitchell**
1697 jun **Robert Dunbar**
1698 may Sold

St. Vincent
lyon-188
?x71'6"x22'11"x9'6" 200 8/45
1692 jun FS; French prize
1692 jun-1693 **Jebediah Barker**
1693 dec-1696 sep **John Huntington**
1697 jul **Mark Noble**
1698 may Sold

Salamander
lyon-200
95'7½"x74'6¾"x27'8½"x11'9¼" 304 8x6+8 swivels/45
1745 sep Sloop; Purchased, ex-plantation built *Pelham*
1746 nov FS
1746 nov-1747 jul **Matthew King**
1747 oct-1748 may **Thomas Hanbury**
1748 may PO
1748 jun Sold

Salamander
lyon-207
88'7½"x72'2¼"x25'7¾"x11'8½" 253 8x4+8 swivels/45
1757 jan Sloop; Purchased, ex-*Applewhite and Frere*
1757 mar FS
1757 may-1758 nov **John Elphinston**
1759 mar-1762 dec **William Williams**
1762 Sold

Salamander
lyon-220
96'3"x78'4½"x29'5"x9' 313 8x4+8 swivels/45
1776 Launched as the *Shark* slip sloop
1778 jul FS and renamed *Salamander*
1778 nov-1779 sep **James Kinneer**
1779 sep-1781 sep **H. Finch**
***1781 feb** [PJP only†] **Robert Hichens**

*1781 [PJP only]	**Henry Stanhope**
*1781 sep [PJP only]	**Edward Bowater**
1781 dec-1782 jan	**Edward Bowater**
1782 mar-1782 aug	**Richard Lucas**
1782 sep-1783 aug	**Henry Deacon**
1783 aug	Sold

†Beatson notes a R.H. Hichens as captain of *Salamander* on April 17th, 1780.

Sallee Rose; see *Rose*

Sampson
pepys
78'x24'1"x10'8"x12' 240 12/45

1678	Purchased as a fireship
1678 may-1679 dec	**John Main**
1680 apr [apr only]	**Peter Pickard**
1680 dec	**Benjamin Poole**
1688 apr-1689 mar	**John Harris**
1689 mar	Sunk as a foundation at Sheerness

Samuel
pepys
54'x20'6"x9'6"x11'2" 121 4/35

1666	Purchased as a fireship
?-1666 aug	**William Seale**
1666 aug	Burned at Holmes's Bonfire

Samuel and Anne
pepys
73'3"x25'x10'6"x10'9" 243 6/40

1672	Purchased as a fireship
1672 apr-1673 may	**Richard Haddock**
1673 may	Burned at the First Battle of Schooneveld

Sarah
LENC
250 tons 14 men

1643	**Lambert Pitches**

Sarah
pepys
58'x17'x8'x8'1" 89 4/18

1667 feb	Exchanged with Mr. Penn for *Milkmaid*
1667	**John Mingen**
1667 nov	Sold

Sarah
pepys
64'x20'6"x9'2"x10'6" 143 6/25

1678	Purchased as a fireship
1678 may-1679	**Edward Furlong**
1686 may	Ordered to be sold

Scarborough 1695-1721; See *Garland*

Scipio
Lyon-200
71'7"x61'7¾"x22'10"x10'2" 171 8x6+8 swivels/45

1739 sep	Purchased as a fireship for £811 11s. 10¼p. from Robert Jones
1740 jan-1740 jun	**William Campbell**
1741 apr-1741 sep	**Robert Young**
1741 oct-1742 aug	**James Brown**
1742 dec-1743 aug	**William Parkinson**
1743 oct-1743 dec	**Patrick O'Hara**
1744 jan-1744 feb	**Thomas Innes**
1744 apr-1745 jan	**Archibald Stuart**
1745 feb-1745 apr	**Thomas Cleland**
1745 apr-1745 dec	**John Reynolds**
1746 jan-1746 mar	**Robert Harland**
1746 mar-1746 sep	**Warren Belitha**
1746 oct	Sold for £399

Snake
lyon-224

1777	Sloop; Purchased
1779	Temporary fireship
1780	Hulked as a slop ship at Portsmouth
1783	BU

Society
pepys
82'x27'x12'8"x12' 318 6/45

1673	Purchased as a fireship
?-1673 aug	**Robert Washborne**
1673 aug	Expended at the Battle of Texel

Solebay
lyon-37
95'10"x80'10"x25'2"x10'8" 272 8/45

1711	Launched as a 6th rate
1726	Bomb ketch
1734	FS
1735 may-1738 dec	**Thomas Cooper**
1742	Hulked as a hospital ship
1748	Sold

Sophia
lyon-15
72'3"x20'1"x9'6"x11' 145 or 246 6/22

1685	6th rate; Prize captured from the Duke of Argyle
1688 jun	FS
1688 sep	**Christopher Myngs**
1689 may-1689 jun	**William Harman**
1690	Hoy
1713	BU

Sovereign
NRS-17 only

1652 aug	Active as a fireship

Spanish Merchant
pepys
79'x26'0¾"x10'2"x11'6" 250 8/40

1678	Purchased as a fireship
1678 may-1679	**Matthew Dawson**
†1682 jul	**Thomas Roomcoyle**
1686 may	Sold

†Only PJP lists it as a fireship for 1682

Speedwell
lyon-187
?x?x22'6"x? 127 8/25

1688 aug	Purchased as a fireship
1688 sep-1688 dec	**Edward Poulson**
1688 dec	**Thomas Robinson**
1692	Sunk as a breakwater at Portsmouth

Speedwell
lyon-26
94'x78'6"x24'11"x9'8" 259 8/45

1690 apr	PB [Gressingham, Rotherhithe]
1690 apr-1691 feb	**John Mason**
1691 jul	**Stephen Woolgate**
1692 mar-1693 jun	**Thomas Symonds**
1694 jan-1694 oct	**David Wavell**
1694	5th rate
1702	BU

1716 RB as a 6th
1719 RB as a bomb ketch
1720 Wrecked on the Dutch coast

Spitfire
lyon-92
c.75'6"x62'3"x28'7½"x9'4" c.141 8/55
1752 Launched as the *Speedwell* sloop
1779 aug FS and renamed *Spitfire*
1779 sep-1780 may **James Norman**
1780 dec Sold

Spitfire
lyon-99
Tisiphone Class of 1780; 'A Fine Ship'
108'10"x90'8"x29'7"x9' 422 8/55
1782 mar PB [Teague, Ipswich]
1782 mar-1782 aug **Robert Mostyn**
1782 nov-1783 jan **Thomas Byard**
1783 jan-1783 mar **Charles Bartholomew**
1783 Ship rigged sloop
1790 FS
1790 may-1790 sep **Robert Watson**
1790 sep-1790 dec **New Eastwood**
1791 mar-1791 sep **Thomas Fremantle**
1791 sep Sloop
1807 feb FS
***1807 feb** [PJP only] **Henry Butt**
1807 jun-1807 oct **John Ellis†**
1825 Sold
†Ellis remained captain until 1815

Young Spragg
pepys; lyon-15
46'x18'x9'x8'6" 79 6/25
1673 6th rate; Purchased from Sir Edward Spragg
1677 FS
1677 jul-1679 **Ralph Wrenn**
1688 sep-1690 may **Robert Wiseman**
1693 Foundation at Portsmouth

Spread Eagle
pepys
74'8"x24'8"x12'6"x12'4" 240 6/40
1665 FS; Dutch prize
1665 sep-1666 jun **William Seale**
1666 jun Burned on day 2 of the Four Days Battle

Spry
lyon-202 & PJP; unregistered
1742 Active as a fireship

Spy
lyon-29
91'6"x80'x25'3½"x9'6½" 272 8/45
1690 apr PB [Taylor, Rotherhithe]
1690 apr-1690 may **Frederick Weighman**
1691 jan-1691 feb **Thomas Sherman**
1691 dec-1693 jan **John Norris**
1693 jan Accidentally burned at Portsmouth

Star
pepys
54'x20'6"x9'7"x9'8" 121 4/25
1667 Purchased as a fireship
1667 jun-1667 jul **Hugh Ridley**
1667 jul Expended at the Thames Estuary off Tilbury vs. the Dutch

Strombolo
lyon-29
91'6"x78'1½"x25'4"x9'6¾" 266 8/45
1691 mar PB [Johnson, Blackwall]
1691-1694 jan **Thomas Urry**
1694 jul-1696 sep **Thomas Legge**
1697 jan-1697 dec **Edward Cole**
1701 mar **Hercules Mitchell**
1701 jul-1702 jan **William Russell**
1702 jul-1703 **Charles Smith**
1703 may-1703 aug **Henry Hobart**
1703 nov **Francis Gregory**
1704 apr **Mathew Tate**
1704 5th rate
1713 Sold

Strombolo
lyon-200
88'x70'6"x24'0½"x11'6" 217 8x6+8 swivels/45
1739 sep Purchased as a fireship; ex-*Mollineux*
1740 mar-1740 may **Thomas Langstaffe**
1741 feb-1741 jun **Charles Holmes**
***1741 jul-1741 oct** [PJP only] **William Hay**
1741 dec-1742 mar **Stephens**
1742 aug-1743 dec **Edmund Beavor**
1744 feb Sold

Strombolo
lyon-207
92'10"x74'2¾"x26'1"x11'4" 269 8x6+8 swivels/45
1756 Sloop; Purchased, ex-*Owners Goodwill*
1758 FS
?-1758 oct **James Smith**
1758 oct-1759 dec **Richard Smith**
1759 dec-1761 nov **Chaloner Ogle**
1762 may **Chas. Garanciers**
1762 jul-1762 dec **Mark Pattison**
1762 PO
1768 Sold

Strombolo 1772-1780; see *Grampus*

Success
pepys
1665 **Nepthali Ball**
1667 **George Tyete**
Same as *Success* 5th?
?x85'x25'6"x10'12 294 tons
1657 *Bradford* 5th
1660 Renamed *Success*
1680 Wrecked in Jamaica

Success
pepys
51'x21'8"x9'9"x9'8" 127 6/30
1672 Purchased as a fireship
1672 apr **Matthew Dawson**
***1672** [MM-36 only] **John Harley**
1672-1673 feb **John Rice**
1673 feb Stranded at the Nore and refloated
1673 mar Condemned

Success
lyon-37
94'x76'6"x26'6½"x11'10" 275 8+6 swivels/55
1712 Launched as a 6th rate
1739 FS
1739 mar-1740 may **James Peers**
†1739 dec [dec only] **John Wilson**
1740-1741 **Daniel Hore**
1741 jun-1742 jan **Charles Holmes**

1742 feb-1742 aug	**Thomas Hanway**
1743	RB as a hospital ship
1748	Sold

†Acting captain for December only

Sulphur
lyon-225
8x4+8 swivels/45

1778 jul	Purchased as a fireship by Lord Howe in North America
1778 aug	**James Watt**
1779 jul-1781 dec	**Thomas Boston**
***1782** [PJP only]	**Thomas Ley**
1782 aug-1783 jan	**George Losack**
1783 apr	Sold

Golden Sun
ADM 7/549 only

1667 jun	**Benjamin Holmes**

Supply
pepys
73'x24'4"x10'6"x11' 230 6/35

1672	Purchased as a fireship
1672 apr-1673 aug	**Henry Williams**
1673 aug	Expended at the Battle of Texel

Supply
pepys
130 tons 9 guns

1688 nov	Purchased as a fireship
1688 nov [nov only]	**George Cross**
1688	Hoy

Swan
Powell & LENC
200 tons 12 men

1643	**Robert Hudson**

Swan of London
pepys
52'x16'x7'10"x8' 71 2/14

1667	FS; ex-pink
1667 jun-1667 jul	**John Votier**
1667 jul	Burned off the Isle of Sheppey vs. the Dutch; Appraised at £200

Swan
lyon-15, pepys
74'x25'x10'x11' 246 10/50

1673	5th rate; Purchased
1688 aug	FS
1688 aug-1688 sep	**Thomas Johnson**
1689	5th rate
1692	Destroyed in an earthquake at Port Royal, Jamaica

Swifts Prize
lyon-196 & PJP; unregistered

1717	Active as a fireship

Tartarus
lyon-149
Thais Class of 1805
c.108'9"x90'7"x29'7"x9' c.422 16/55

1806 jun	PB [Davy, Todsham]
1807 jan-1807 oct	**Thomas Mainwaring**
1808	Ship sloop
1816	Sold

Tarleton
lyon-232 & 263
Unregistered brig sloop; see note under Brisbane in the Captains List.

Tenth Whelp
CSPD & rowl
?x62'x25'x? 186 tons 8/80

1627	Launched as a sloop
1649	FS
1649 dec-1650 mar	**Robert Baynes**
1650	6th
1655	Sold

Terrible
Lyon-26
92'3"x76'x25'x9' 253 8/45

1694 jun	PB [Ellis, Shoreham]
1694 jun-1694 oct	**John Fletcher**
1696 mar	**Timothy Bridges**
1696	5th rate
1701	FS
1701 apr-1701 jul	**John Anderson**
1701-1702 oct	**Edward Rumsey**
1703 feb-1705 sep	**William Jameson**
1706-1708 feb	**William Massam**
1708 aug	**John Goodall**
1709 oct	**Charles Constable**
1710	5th rate
1710	Captured by the Spanish off Cape Saint Mary

Thais
lyon-149
Thais Class of 1805
c.108'9"x90'7"x29'7"x9' c.422 c.16/55

1806 aug	PB [Tanner, Dartmouth]
1807 jul-1808 jan	**Isaac Ferrieres**
1808	Ship sloop
1818	Sold

Thomas and Anne; another name for *Samuel and Anne*

Thomas and Catherine
pepys
60'x20'7"x9'10"x10'6" 135 8/30

1678	Purchased as a fireship
1678 may	**William East**
1686 may	Ordered to be sold

Thomas and Edward
pepys
72'x24'x11'4"x11'6" 221 6/35

1672	Purchased as a fireship
1672 mar-1672 aug	**John Holmes**
1673 may	**Matthew Dawson**
1674 may	Sold

Thomas and Elizabeth
lyon-187
184 tons 10/40

1688 nov	Purchased as a fireship
1689 apr-1690 aug	**Thomas Marshall**
1691 may	**Robert Partridge**
1692 feb-1692 may	**Edward Littleton**
1692 may	Expended at La Hogue

Thomas and George
pepys
72'x25'3"x12'x11'9" 245 6/35

1672	Purchased as a fireship

?-1672 oct **Theophilus Scott**
1672 oct Cast away and foundered

Tisiphone
lyon-99
Tisiphone Class of 1780;
'Fine, fast sailing ship of a new construction'
c.108'9"x90'7"x29'7"x9' c.422 8/55
1781 may PB [Ladd, Dover]
1781 aug-1782 feb **James Saumarez**
1782 feb-1783 jan **Charles Sandys**
1790 jun-1790 sep **Clotworthy Taylor**
1790 nov-1790 dec **Henry Curzon**
1791 apr-1791 sep **Anthony Hunt**
1803 Floating battery
1816 Sold

Togo; see *Fogo*

Trimmer
lyon-225
83'9½"x64'1⅜"x28'4⅞"x10'9¼" 275
1782 Brig; American prize
1798 Temporary fireship
1801 Sold

Truelove
pepys
59'x18'x7'1"x8'6" 102 2/25
1649 6th rate; Royal prize *Katherine*
1668 FS
1668 **John Shelley**
1670 **John Dawson**
1671 jul **William Peach**
1672-1673 aug **Peter Bonamy**
1673 aug Burned at the Battle of Texel

Tulip
CSPD
1654 jul Active as a fireship

Tulip
pepys
1666 **John Elliott**

Little Unicorn
pepys
72'x22'x10'6"x9'6" 185 4/40
1665 5th rate; Dutch prize *Eenhorn*
1665 FS
1665 sep-1666 jun **John Kelsey**
1666 jun Burned on day 4 of the Four Days Battle

Unicorn
pepys
64'x23'x10'6"x11'9" 180 6/35
1666 Purchased as a fireship
1666 **John Licorris**
1666 aug-1666 sep **John Wood**
1667 **Michael Young**
?-1667 jun **Charles Greene**
1667 jun Sunk to block the Medway at Chatham; Valued at £450

Unicorn
pepys
1673 **John Rogers**

Unity
lyon-187
?x83'x27'8"x? 120 6/25
1683 Hospital ship
1688 Purchased as a fireship
1688 sep-1688 dec **Francis Wyvell**
1690 Hoy and renamed *Sophia*
1707 RB

Valeur
lyon-192
110'9"x81'x27'4"x11'8" 322 20 guns
1705 'Corvette' 6th rate; French Prize
1716 feb FS
1716 apr **Richard Davis**
1717 6th rate
1718 BU

Vesuvius
lyon-29
92'x80'x25'2"x9'8½" 248 8/45
1691 mar PB [Taylor, Rotherhithe]
***1691** [PJP only]* **William Kiggins**
1692 mar-1693 nov **John Guy**
1693 nov Expended at St. Malo as a machine

Vesuvius
lyon-188
92'x77'6"x25'7"x10'6" 269 8/45
1694 Purchased new as a fireship
1694 jul-1694 oct **Robert Stapleton**
1695 may-1697 jul **William Passenger**
1700 apr-1700 may **Edward Owen**
1701 mar-1702 jan **Thomas Swanton**
1702 jul-1703 aug **Lawrence Keck**
?-1703 nov **George Paddon**
1703 nov Stranded by the 'Great Gale' at Spithead
1704 Refloated without success
1705 sep Condemned & BU

Vesuvius
lyon-200
83'x65'8¾"x23'11"x11'8" 200 8x6+8 swivels/45
1739 sep Purchased as a fireship; ex-*Worcester*
1740 mar-1741 oct **Edward Guy**
1741 dec-1742 mar **Philip Durell**
1742 jul-1742 aug **Ormond Thompson**
1742 oct BU at Deptford

Vesuvius
lyon-207
91'6"x72'3¼"x27'10½"x12' 299 8x4+6 swivels/45
1756 Sloop; Purchased for £600, ex-*King of Portugal*
1758 FS
1758 apr-1758 jul **Joseph Deane**
1758 oct-1763 jan **James Chads**
1763 may Sold for £1900

Little Victory
pepys
75'x21'x10'x9' 175 6/35
1665 Launched as a 5th rate
1668 FS
1668-1671 may **Leonard Harris**
1671 may Burned at Bugie Bay vs. the Algerines

Virgin; also ***Virginia***
pepys
64'x20'10"x9'9"x9' 148 4/30
1666 Purchased as a fireship
1666-1667 jul **William Howe**

1667 jul — Burned off the Isle of Sheppey vs. the Dutch

Volcano
Lyon-225
89'x70'10"x25'6"x15'8" 247 8/45
1778 jul — Purchased as a fireship in North America by Lord Howe
***1778 jul [PJP only†] — William O'Hara**
1779 dec-1781 may — Edward Edwards
1781 may — Sold
†ADM has this *Volcano* entering the fleet in April of 1779 (but it does not list the name of its captain before December); Beatson lists a Captain Cha. O'Hara with Howe's squadron in 1778.

Volcano
lyon-226
8/45
1780 — Purchased as a fireship; ex-*Empress of Russia*
1782 mar-1782 jul — John Markham
1782 dec-1783 sep — James Kirkland
1784 — Sold

Vulcan
lyon-29
91'2"x80'x25'4½"x9'6" 273 8/45
1691 feb — PB [Shish, Rotherhithe]
1691 feb-1693 jun — Josiah Soanes
1693 sep-1696 sep — William Hockaday
1697 jun-1697 jul — Christopher Coulsea
1698 may-1699 jul — John Watkins
1701 apr-1701 jul — Richard Culliford
1701 dec-1702 oct — John Balchen
1702-1705 sep — John Clifton
1706 dec-1707 mar — William Faulkner
1707 mar-1707 oct — William Ockman
1708 — Sunk as a breakwater at Sheerness

Vulcan
Lyon-200
88'10"x70'9¾"x25'11⅛"x11'6" 253 8x6+8 swivels/45
1739 sep — Purchased as a fireship; ex-*Hunter*
1740 mar-1740 may — John Strutt
1740 jul-1741 oct — Thomas Pellatt
1741 dec-1742 mar — Ormond Thompson
1743 oct — Hulked in Jamaica

Vulcan
lyon-200
87'0¾"x71'3⅜"x24'4¼"x10' 245 8x6+8 swivels/45
1745 — Sloop; Purchased, ex-*Mary*
1745 — FS
1745 nov-1746 apr — Hugh Pigot
1746 apr-1748 may — William Pettigrew
1749 nov — Sold for £355

Vulcan
lyon-225
91'6"x72'x27'9"x12'3½" 296 8x6+6 swivels/45
1777 sep — FS; American prize *Vesuvius* firebrig
1778 apr-1778 sep — Thomas Lloyd
1778 oct-1781 may — Alexander Edgar
?-1781 sep — George Palmer
1781 sep — Sunk vs. the French at Yorktown

Vulcan
lyon-100
Tisiphone Class of 1780
108'11"x90'9"x29'8"x9' 425 12x18/55
1783 — PB [Edwards, Shoreham]
1790 sep-1790 dec — Charles Boyle
1791 mar-1791 sep — Solomon Ferris
1791 sep — PO
1793 jan — Recommissioned
1793 feb-1793 dec — John Mathews
1793 dec — Burned to avoid capture at the evacuation of Toulon

Vulture
CSPD, pepys
54'x17'6"x9'x10' 88
†1648 — 6th rate; Royalist prize
1658-1659 feb — Active as a fireship
1663 oct — Sold as useless
†Other sources say its origin is a 1656 Dunkirk prize

Vulture
lyon-29
93'1"x82'2"x24'10¼"x9'7½" 270 8/45
1690 apr — PB [Castle, Rotherhithe]
1690 apr-1690 jun — James Moodie
1690 aug-1690 sep — Thomas Symonds
1691 feb — Thomas Kercher
1692 feb-1693 — Hovenden Walker
1693 jun-1694 jan — William Lindsey
1694 may-1694 oct — Thomas Cleasby
1695 dec-1697 — John Symonds
1697 — Sailed to the East Indies, but probably not as a fireship
1700 apr-1701 mar — Richard Paul
1701 mar-1701 jul — Richard Cotton
1701-1702 oct — Thomas Long
1703 may-1703 nov — John Cow
1704 feb-1705 jan — George Fisher
1705 sep — Isaac Cooke
***1706 [PJP only] — Richard Lestock**
1706 sep-1708 dec — Caesar Brookes
1708 dec — Captured by the French off Ushant

Warwell
pepys
1667 — Mathias Bowry

Old Warwick
CSPD, pepys
140 tons
1643 — 5th rate; Privateer prize
1656 jan — FS
1656 feb — Matthew Browne
1660 — BU

Wasp
lyon-223
78'8"x56'11⅝"x26'2"x10'1" 207 8+8 swivels/45
1782 — Brig sloop; Purchased
1798 apr — FS
1798 jun-1800 jul — John Edwards
1800 jul — Expended at Dunkirk Road

Welcome
pepys
82'x29'x10'7"x12'6" 366 6/40
1653 — 4th rate; Dutch prize
1667 jun — Sunk to block the Dutch at Woolwich
1667 oct — Raised and later converted to a fireship
1669 — John Shelley
1671 — 5th rate
1672 — FS
?-1673 jun* — Abraham Goodheart

1673 jun Burned at the Second Battle of Schooneveld

Wexford; See *Dolphin*

Whelp; See *Tenth Whelp*

Whipster
pepys
58'x14'6"x5'x4'6" 64
1672 Launched as a brigantine bark sloop
1679 FS
1679 oct **John Carman**
1683 dec Sold

Wild Boar
pepys
67'x22'x9'6"x9'4" 172 ?/30
1665 Flyboat; Dutch prize
1666 FS
1666 **Joseph Harris**
1666 **John Bonn**
1666-1667 apr **John Boone**
1667 oct Sold as useless

Wildman
pepys & LENC
10/30
1652 14 gun prize
1653 FS
1655 **Henry Fenn**
1656 **Philemon Pownell**
1657 Sold

Wildman
pepys, but only Mountagu lists it as a fireship
1665 sep **William Bass**

Willoughby
pepys, but only Charnock lists it as a fireship
1667 **John Harly**

Wivenhoe
pepys
52'x19'1"x8'6"x7'6" 100 6/25
1666 Launched as a ketch
1669 Pink
1673 FS
1673 dec **William Jaques**
1675 mar-1675 may **Henry Williams**
1675 jun-1677 feb **Hugh Ridley**
1683 dec Sold as useless

Wolf
lyon-29
93'1"x81'10"x24'11"x9'9" 272 8/45
1690 apr PB [Castle, Deptford]
1690 apr-1690 may **Thomas Urry**
1691 jan-1692 may **James Greenaway**
1692 may Expended at Cherbourg

Wood Merchant
pepys
65'x21'8"x10'x10'6" 162
1665 Flyboat; Dutch prize
1667 FS
1667 **Gabriel Stacey**
1667 **Thomas Foulis**
1667-1668 mar† **John Cowdry**
†CSPD says that it was "sold in the year 1667 per contract for two year's transportation of his Majesty's naval stores between London and Chatham"

Zephyr
lyon-251
82'6"x62'7"x27'1"x10'8" 244 12/45
1795 Brig
1801 FS
1801 jan-1801 oct **Clotworthy Upton**
1804 jun-1806 jan **Anthony Abdy**
1808 jul Sold

Firevessels

***Akers* firevessel**
lyon-254
57'6"x43'11"x19'0½"x9'9½" 85 9 men

1794 apr	Purchased as a firevessel
1794 jul-1797 may	**Lt. George Packer**
1801 sep-1801 oct	**Lt. Rob. Jarrett**
1801 dec	Sold

***Amity* firevessel**
Lyon-254
67'6"x54'6"x19'2"x9' 106 9 men

1794 apr	Purchased as a firevessel
1794 jul-1795 aug	**Lt. William Symes**
1802	BU

***Beacon* firevessel**
Lyon-281
?x56'0½"x22'4"x8'10" 149 4x4/18

1804 jul	Purchased as a firevessel for £819 10s.; ex-*Duff*
1804-1806 jan	**Lt. Charles Claridge**
1806 jun	Active as a firevessel
1808	Sold

***Catherine* firevessel**
lyon-254
58'6"x43'1½"x20'4"x10'5" 95 9 men

1794 mar	Purchased as a firevessel
1794 jul-1796 dec	**Lt. John Beavan**
1801 dec	Sold

***Eruption* firevessel**
lyon-280
65'4"x?x16'6¾"x8'6¾" 74 8 men

1804 may	Purchased as a firevessel for £450; ex-*Unity* (1770)
1805 jan-1807 jul	Active as a firevessel
1807	Sold

***Euphrosyne* firevessel**
lyon-260, but only Colledge and PJP list it as a firevessel
125 tons 14 guns

1796	Purchased as a firevessel; ex-armed brig storeship
1799	**Lt. T.D. Whittle**
1800	**Lt. W. Shirley**
1801†	**Lt. T. Walker**
1802	Sold

†For May, 1801, Steel lists it as a brig, not a firevessel

***Experiment* firevessel**
lyon-254
62'9"x50'7½"x17'9"x9'7" 85 9 men

1794 mar	Purchased as a firevessel; ex-brig
1794 jul-1797 may	**Lt. James Stewart**
1801 sep	**Lt. J. Suckraft**
1801 dec	Sold

***Ferret* firevessel**
lyon-256
64'1"x57'5⅛"x14'7¼"x6'5" 66 14/30

1794	Purchased gunboat; ex-hoy
1796	Transport
1801	FV
1801 sep-1802 jan	**Lt., Jas. Williams**
1804	Sold

***Firebrand* firevessel**
lyon-254
60'1"x46'5¼"x19'x12'7½" 89 9 men

1794 may	Purchased as a firevessel
1794 jul	**Lt. Benjamin Morgan**
1795 aug-1795 nov	**Lt. G. Garnault**
1795 nov	PO
1796	Lighter/slop ship at Plymouth
1800	BU

***Firebrand* firevessel**
lyon-281
80'2"x?x20'1½"x? 140 18 men

1804 jul	Purchased as a firevessel; French prize *Waller*
1804 jul-1804 oct	**Lt. William McLean**
1804 oct	Struck a bar near Dover and sank

***Firebrand* firevessel**
lyon-281
55'x?x18'5"x? 73

1804	Purchased as a firevessel; ex-*Lord Lenox*
1805 jan-1807 jul	**M. Sean**
1807	Sold

***Firedrake* firevessel**
lyon-281
8 men

1794 or 1804 nov	Purchased as a firevessel; ex-*Ann*
1806 jan-1807 jul	Active as a firevessel
1807 nov	Sold

***Flambeau* firevessel**
lyon-281
50'3½"x?x16'1½"x? 51 8 men

1804 oct	Purchased as a firevessel; ex-*Good Intent*
1805-1807	**John Bailey**
1807 jun	Sold

***Flash* firevessel**
lyon-281
53'5"x?x15'7½"x? 53 8 men

1804 oct	Purchased as a firevessel for £370 in the East Indies; ex-*James*
1807	**W. Bliss**
1807 jul	Sold

***Friendship* firevessel**
lyon-254
50'9"x36'9"x16'11"x9'5½" 56 9 men

1794 mar	Purchased as a firevessel
1794 jul-1796 dec	**Lt. Jas. Bromwich**
1798 jan	**Lt. William Tatham**
1801 sep	BU

***Fuze* firevessel**
lyon-281
54'6"x24'6"x15'10½"x? 8/55

1804 oct	Purchased as a firevessel; ex-*William Adventure*
1806 jan-1807 jul	Active as a firevessel
1807 jul	Sold to Mr. Freake to be broken up

***Heart of Oak* firevessel**
lyon-254
51'x37'5¼"x16'5"x9'2" 54 5 guns/9 men

1794 mar — Purchased as a firevessel
1794 jul-1796 aug — **Lt. William Smith**
†1794-1796 — **Midshipman William Beard**
1796 dec — PO & Sold
†SP 36/12561 has a Midshipman/Commander William Beard replacing Smith in 1794. Steel also has Beard in command on 1796 dec, but ADM 8/70-72 has Smith as captain from 1794 to 1796.

***Ignition* firevessel**
lyon-281
69'3"x?x21'1"x11'7" 130 4x4/18
1804 jun or jul — Purchased as a firevessel for £1025; ex-*Jeany* brig
1805 jan-1806 jan — **James Grant**
1806 jun — **Lt. Charles Claridge**
1807 jan — **John Campbell**
?-1807 feb — **Lt. Phillip Griffin**
1807 feb — Wrecked in a gale off Dieppe

***Incendiary* firevessel**
lyon-280, but not in ADM 8/89-100
53'6"x?x17'4"x? 62
1804 may — Purchased as a firevessel; ex-*Diligence*
1812 apr — Sold

***Industry* firevessel**
lyon-254
59'6"x45'2½"x17'x8'5" 70 9 men
1794 mar — Purchased as a firevessel
1794 jul-1795 dec — **Lt. James Milne**
1795 — BU

***Lively* firevessel†**
lyon-254
59'5¾"x48'1½"x17'x8'9" 74 9 men
1794 mar — Purchased as a firevessel
1794 jul-1797 jun — **Lt. William Ross**
‡1798 jan-1799 jan — **Lt. B. Nicholson**
1799 — Sold
†There is also a *Lively* 5th 1794-1798
‡Steel lists Nicholson in *Lively* as early as 1796, but ADM has Brown

***Nancy* firevessel**
lyon-254
55'6½"x43'0½"x17'9"x10'1½" 72 9 men
1794 mar or apr — Purchased as a firevessel
1794 jul-1796 jan — **Lt. Jeremiah Brown**
1801 may-1801 sep — **Lt. William Owen**
1801 dec — Sold

***Olive Branch* firevessel**
lyon-254
62'5½"x48'5"x20'x9' 103 8 guns/ 9 men
1794 mar — Purchased as a firevessel
1794 jul-1796 dec — **Lt. Patrick Campbell**
1798 — **Lt. Adam Grieve**
1802 — Sold

***Phosphorus* firevessel†**
lyon-281
?x55'7"x19'9"x12'6" 115 4x4/18
1804 jun — Purchased as a firevessel for £1200; ex-Dutch *Haasje* brig
***1804** [PJP only] — **Lt. William Hughes‡**
1805 jan-1805 jun — **Lt. George Tremlett**
***1805** [PJP only] — **Lt. John Heslop**
1806 jan-1806 aug — **Lt. William Hughes**
1807 jun-1807 dec — **Lt. Robert Lancaster**
1810 — Sold

†There was both a *Phosphorus* FV and gun-boat from 1805-1807
‡See note in the Captains List

***Rifleman* firevessel**
lyon-281
80'2"x?x22'3"x? 160 4x12/20
1804 jun — Gun-brig; Purchased, ex-*Telegraph* (1799)
1807 jan-1807 jul — Active as a firevessel
1809 jul — Sold

***Rocket* firevessel**
lyon-281
52'4½"x?x17'0 ½"x? 62 4 guns/ 8 men
1804 oct — Purchased as a firevessel for £350; ex-*Busy*
1805 jan-1807 jul — Active as a firevessel
1807 — Sold

***Salamander* firevessel**
lyon-281
59'5"x?x18'x8'6" 78 8 men
1804 oct — Purchased as a firevessel for £370; ex-*Unity*
***1807** [PJP only] — **Master R.H. Harris**
1807 jul — Sold

***Satisfaction* firevessel**
lyon-254
64'3"x49'x18'x10'4" 84 9 men
1794 mar or apr — Purchased as a firevessel
1794 jul-1795 jan — **Lt. Lewis More**
1795 aug — **Lt. George Hunter**
1802 — Sold

***Sophia* firevessel**
lyon-241
56 tons ?/8
1804 jun — Purchased as a firevessel abroad for £280
1805 jun-1807 jul — Active as a firevessel
1807 jun — Sold

***Squib* firevessel**
lyon-281
4 guns/8 men
1804 oct — Purchased as a firevessel; ex-*Diligent*
1805 jan-1805 oct — Active as a firevessel
1805 oct — Driven ashore and bilged near Deal

***Thrasher* firevessel**
lyon-277
154 tons 32 men
1804 — Purchased as a firevessel; ex-*Adamant* brig
1807 jan-1807 jul — **Jo. Farsan**
1807 sep-1807 dec — **Jo. Darnford**
1814 — Sold

***Torch* firevessel**
lyon-281
62'6"x?x19'3"x? 91 8 men
1804 oct — Purchased as a firevessel; ex-*Fortune*
1805 jan-1807 jul — Active as a firevessel
1811 — BU

***Victory/Victoire* firevessel**
Lyon-254
62'10"x50'8"x16'5"x7'6" 73 2x4/20
1797 dec — French schooner prize
1801 may-1801 sep — **Lt., James Tillard**
1801 dec — Sold

***Wildfire* firevessel**
lyon-281

61'x?x16'3½"x8' 64 8 men

1804 nov	Purchased as a firevessel; ex-*John* (1766)
1806 jan-1807 jul	Active as a firevessel
1807	Sold to be broken up

Machines

***Abrahams Offering* machine**
lyon-188
55'x43'6"x16'7"x9 63 10 men

1692 jul	Purchased in Holland
1694 apr	Fitted out
1694 may-1694 jul	**Valentine Bowles**
1694 jul-1694 aug	**Francis Hosier**
1694 aug-1694 sep	**Edward Cole**
1694 sep	Expended at Dunkirk

***Blessing* smack machine**
Lyon-188
?x25'x11'10"x? 18 4 men

1694 jul	Purchased
1694	**William Rogers**
1695 jul-1695 sep	**Geo. Lister**
1695 sep	Discharged
1696	Sold

***Crowned Herring* machine**
lyon-188
65'x53'x15'6"x9'4" 68 10 men

1692 jul	Purchased in Holland
1694 may-1694 jul	**John Carleton**
1694 jul	Discharged
1695 apr	Sunk as a graving place at Portsmouth

***Endeavour #1* smack machine**
lyon-281
33'x23'8"x12'x5'9" 18 4 men

1694 jul	Purchased
1695 jul	Fitted out
1695 jul-1695 sep	**John Pace**
1695 sep	Discharged
1700	Smack
1705	Sold

***Endeavour #2* smack machine**
lyon-188
20 tons 4 men

1694 jul	Purchased
1695 jul	Fitted out
1695 jul-1695 sep	**George Dickson**
1695 sep	Discharged
1696	Sold

***Ephraim* machine**
lyon-189
170 tons

1695	Purchased
1695 jun	Fitted out
1695 jul-1695 aug	**John Carleton**
1695 aug	Expended as a smoker at Dunkirk

***Expedition* machine**
mm-11
100 tons

1695	**Dirrick Baker**
1695 aug	Active as a machine

***Fortune* hoy machine**
ADM
140 tons

1695	Purchased
1695 jun	**John Beckham**

***Frog* machine**
mm-11
8 men

1694 aug	Hired and fitted out but never used
1694 aug	**Vincent Larkin**

***Gabriel* pink machine**
lyon-189
20 men

1694 dec-1695 jan	**James Milleson**
1695 jun-1695 sep	**James Milleson**
1695 sep	Discharged

***Grafton* smack machine**
lyon-188
?x24'x13'6"x? 19 4 men

1694 aug	Purchased
1694	**Alexander Orrok**
1695 jul-1695 sep	**Collin Hunter**
1695 sep	Discharged
1696	Sold

***Greyhound* dogger machine**
lyon-188
10 men

1694 aug	Hired
1694 aug-1695 jan	**Thomas Fleet**
1695 jan	Discharged

***Happy Return* smack machine**
lyon-189
84 tons

1694 jun	Hired
1694 dec-1695 jan	**John Thatcher**
1695 jun-1695 aug	**Robert Isaac**
1695 aug	Expended as a smoker at Dunkirk

***Hopewell* smack machine**
lyon-188
?x25'x11'10"x? 19 4 men

1694 jul	Purchased
1694 dec-1695 jan	**Thomas Smith**
1695 jul-1695 sep	**Thomas Dursia**
1695 sep	Discharged
1696	Sold

***John and Martha* smack machine**
lyon-188
?x24'6"x11'8"x? 18 4 men

1694 aug	Purchased
1695 jul-1695 sep	**William Sanders**
1695 sep	Discharged
1696	Sold

***John and Mathew* hoy machine**

1695 jul-1695 sep	**John Pickett**

***London Bridge* hoy machine**
mm-11

c.1694-1695	Purchased but never used

***[Castle of] Maesterland* machine**
lyon-188
100 tons 10 men

1692 jul	Purchased in Holland
1694 apr	Fitted out

1694 may-1694 aug **John Ward**
1694 aug Discharged
1696 Sold

***Mayflower #1* smack machine**
lyon-189
109 tons 4 men
1695 jun Hired
1695 jun-1695 aug **John Dixon**
1695 aug Expended as a smoker at Dunkirk

***Mayflower #2* smack machine**
lyon-189
1694 jul Purchased
1694 **John Edgar**
1695 jul-1695 sep **Charles Kendal**
1695 sep Discharged
1696 Sold

***Oak* pink machine**
mm-11
10 men
1694 aug Hired
1694 aug-1694 oct **Robert Studley**
c.1695 jan Discharged

***Owners Goodwill* hoy machine**
lyon-188
38'10"x30'x12'6"x6'7" 25 4 men
1694 jul Purchased
1695 jun Fitted out
1695 jun-1695 aug **George Camocke**
1695 aug Discharged and made an attendant ship
1696 Sold for £15

***St. Nicholas* machine**
lyon-188
70'6"x57'x18'10"x10'7" 108 4 guns/10 men
1692 jul Purchased in Holland
1694 apr Fitted out
1694 apr-1694 jul **Robert Dunbar**
1694 jul Expended at Dunkirk in Dieppe Harbor

***Seaflower* pink machine**
ADM and mm-11
10 men
1694 jul Hired
c.1695 jan Discharged

***Seahorse* machine**
lyon-188
57'x45'6"x17'x19 70 10 men
1692 jul Purchased in Holland
1694 feb Fitted out
1694 may-1694 jul **Lt. George Clements**
1694 jul-1694 oct **John Carleton**
1694 dec-1695 feb **Edward Cole**
1695 jun-1695 aug **Edward Barker**
1695 aug Discharged and made a waterboat
1698 Sunk as a foundation at Sheerness

***Thomas and George* hoy machine**
mm-11
1695 jul-1695 sep **Wm. Lydall**
1695 sep Discharged

***Truelove* smack machine**
ADM
6 men
1695 jul-1695 sep **John Quantrill**
1695 sep Discharged

***Trumpet* machine**
lyon-188
63 tons
1692 jul Purchased in Holland
1694 apr Fitted out
1694 aug Sold
1695 Sunk as a foundation at Portsmouth

***William and Elizabeth* machine**
lyon-189
46 tons 6 men
1695 jun Hired
1695 jun-1695 aug **William Carleton**
1695 aug Expended as a smoker at Dunkirk

***William and Mary* machine**
lyon-188
smack
?x24'x13'6"x? 22⅘ 4 men
?-1694 sep **Thomas Robinson**
1694 sep Expended at Dunkirk

***Young Lady* machine**
lyon-188
63'x52'x15'1"x7'7" 70 8 men
1692 jul Purchased
1694 apr Fitted out
1694 may-1694 aug **William Jenifer**
1694 aug Discharged
1696 Sold

Miscellaneous *Ad Hoc* Fireships

English fireships used against the Spanish Armada in 1588

Name of Ship	Tons	Owner	Amount paid by the Queen as compensation
Bark Thomas of Plymouth	200	Drake	£1000
Bark Talbot	200	Henry Whyte	£900
Bark Bond	150	Hawkyns	£600
Hope Hawkins of Plymouth	180	William Hart	£600
Bear Yonge flyboat	140	John Yonge	£550
Angel of Hampton	120	Richard Goddard	£450
Elizabeth of Lowestoft	90	Thomas Meldrum	£411 10s.
An unnamed ship	150	Cure	£600

Some of the fireships that sailed with the fleet to La Rochelle in July of 1628; three captains are known:
Allin of Poole 7 guns
Anthony of London-Capt. Stephen Rowse
Charysis [Charybdis?] 13 guns
Christopher 7 guns
Elizabeth & Mary of London-Capt. John Daniell
Garry 7 guns
Jacob 3 guns
James of Sal(t)ombo
Lenoire
Mary 3 guns
Pastor 4 guns
Phoenix 3 guns
Rachel of Aldborough-Capt. Salleneuve
Little Saviour 8 guns

Fishing boats purchased and fitted out as *ad hoc* fireships and machines for an attack against the French at Boulogne in October of 1804:
Providence smack
Devonshire smack
Peggy smack
Amity schooner
The English made a similar attack against Calais in December of 1804 with *Susannah* fishing smack

Merchantmen purchased and fitted out as *ad hoc* fireships and machines for an attack against the French at Basque Roads in April of 1809:
Adventure brig
Agenoria brig
Alicia ship
Apollo ship
Ceres bark
George snow
Harmony brig
Hercules ship
Mary brig
Mediator storeship; Lyon says it was a small two-decker purchased by the Navy in 1804.
Merchant brig
Ocean brig
Sally (1) snow
Sally (2) snow
Sisters ship
Sophia ship
Thomas brig
Tiber snow
Triptolemus snow
William brig
Zephyr snow
The *Aeneas* brig was to be used two days later on a follow-up attack, but it struck a bank and was abandoned

APPENDIX H

CAPTAINS LIST

The following is a list of those captains who commanded fireships, firevessels, or machines for the Royal Navy. Like the Ship List, its main primary source is ADM 7/549-553 and 8/1-96. Three other important works include Charnock's *Biographia Navalis*, Anderson's *List of English Naval Captains 1642-1660*, and volume I of the *Descriptive Catalogue of the Naval Manuscripts in the Pepysian Library*. Syrett and DiNardo's *Commissioned Sea Officers of the Royal Navy* is also an invaluable resource for dates of commands and future commissions. If someone became an admiral, his highest rank as such is noted. Please note the differences between captains and commanders is not marked because, before the eighteenth century, the distinction is not clear enough and after, *Commissioned Sea Officers* already lists it. Included are those who commanded fireships in the Russian Navy; I did not come across an English captain who commanded a fireship for any other foreign nation. Information on the non-incendiary ships is not as accurate as that for the fireships because it was not based on the Admiralty papers, but rather on the Pepysian collection and other sets of naval biographies.

All abbreviations used in the Ship List are included here plus:

♦	The fireship was expended in battle or lost
FV	Firevessel
MAC	Machine
1Lt.\2Lt.	First\Second Lieutenant
1Capt.\2Capt.	First\Second Captain
Name (#)	There were a large number of duplicated names in the Royal Navy and the number in the paranthesis indicates that this was, for instance, the seventh Thomas Smith who became a captain as listed in *Commissioned Sea Officers*.
RAB, RAW, RAR	Rear Admiral of the Blue, White, or Red
VAB, VAW, VAR	Vice Admiral of the Blue, White, or Red
AB, AW, AR	Admiral of the Blue, White, or Red
AF	Admiral of the Fleet
FSL	First Sea Lord
MP	Member of Parliament
IMP	Irish Member of Parliament

Examples

Aylmer, Lord Matthew AF MP

1679	*Chatham* double-sloop
1679	*Date Tree* 5th
1679 nov	***Castle* FS**
1680 jul	*Swan*
1682	*Tiger Prize*
1685	*Mediterranean*
1685	*Charles Galley*
1688	*Swallow*
1688	*Mary*
1692	*Royal Katherine*
1720	Died

Aylmer commanded two vessels before he became captain of *Castle* in November of 1679. How long he stayed its captain is not known, but he became captain of *Swan* in July of 1680. Aylmer went on to become Admiral of the Fleet and a Member of Parliament.

Carthew, James AW

1799 jan-1800 jul♦	***Rosario* FS**
1800	*Shark* sloop
?	*Garland* frigate
?	*Astrea* frigate
?	*Crescent* frigate
1809	*Gloire* frigate
1855	Died

Carthew was commander of *Rosario* at least by January of 1799 and possible earlier. He left it in July of 1800 when his ship was destroyed. He commanded *Garland*, *Astrea*, and *Crescent* between 1800 and 1809 and became an Admiral of the White.

Abdy, Anthony
1804 jun-1806 jan *Zephyr* FV
1808 *Dotterel* brig
1838 Died

Adam, Sir Charles AW
1796 *Swift* sloop
1798 may-1798 jun ***Falcon*** **FS**
1799 jun *Sybille* 48
1805 *Resistance* frigate
1807 *Invincible* 74
1823 *Royal Sovereign* yacht
1852 Died

Adamson, Charles
1695 *SuffolK*
1697 jan-1698 ***Crescent*** **FS**
1702 *Swallow* 50
1707 *Greenwich* or *Experiment*
1708 Died in the West Indies

Aldred, John
1697 feb ***Owners Love*** **FS**
1697 apr *Essex Prize*
1704 *Solebay* 6th
1710 *Rochester* 50
1740 Died

Allen, Bennett
1699 *Maidstone*
1701-1702 oct ***Hawk*** **FS**
1702 *Lark*
1750 Died

Allen, John (2) VAR
1798 may-1798 dec ***Alecto*** **FS**
1853 Died

Allen, Thomas
1778 nov-1780 may ***Infernal*** **FS**
1780 Died

Allen, William (3) VAW
1761 nov-1762 dec ***Pluto*** **FS**
1765 *Juno* frigate
1768 *Glasgow* 20
1778 *Chatham* 50
1781 *Sceptre* 64
1781 *Cumberland* 74
1804 Died

Almes, James (2) VAR
†1782 jan-1783 mar ***Infernal*** **FS**
1800 *Repulse* 3rd
1816 Died
†See note in the Ship List

Anderson, John (1)
1693 may ***Hawk*** **FS**
1694 *Quaker* ketch
1701 apr-1701 jul ***Terrible*** **FS**
1703 *Reserve* 4th
1706 *Bristol* 4th
1724 Died

Anderson, Kenneth
1694 feb ***Charles*** **FS**
1694 jul-1697 apr ***Etna*** **FS**
1697 apr Killed vs. the French off Dover

Andrews, Thomas (1)
1672 apr-1672 may♦ ***Catherine*** **FS**
1673 *Falcon*

Andrews, William
1666 ***St. Paul*** **FS**
1672 dec-1673 may♦ ***Providence*** **FS**
?-1673 aug♦ ***Blessing*** **FS**

Aplin, Peter AW
1778 dec-1779 sep ***Strombolo*** **FS**
1780 *Fowey* 6th
1782 *Swift* sloop
1797 *Hector* 78
1817 Died

Arris, Robert
1696 apr-1696 sep ***Fortune*** **FS**
1700 *Looe*
1703 *Pembroke* 60
1711 *Devonshire* 80
1719 Died

Arthur, Robert
1678 *Preventor* sloop
1678 *Richmond* yacht
1688 aug ***Guernsey*** **FS**
1693 Died

Atkins, Samuel
1718 jan-1718 aug ***Garland*** **FS**
1718 dec *Charles Galley*
1728 *Falkland* 50
1765 Died

Audley, Robert
1690 *Kingfisher* ketch
1693 nov-1694 oct ***Lightning*** **FS**
1696 Killed in a duel

Aylmer, Lord Matthew AF MP
1679 *Chatham* double-sloop
1679 *Date Tree* 5th
1679 nov ***Castle*** **FS**
1680 jul *Swan*
1682 *Tiger Prize*
1685 *Mediterranean*
1685 *Charles Galley*
1688 *Swallow*
1688 *Mary*
1692 *Royal Katherine*
1720 Died

Bagot, Richard
1794 jun-1794 sep ***Incendiary*** **FS**
1798 Died

Bailey, John
1805-1807 ***Flambeau*** **FV**

Baker, Dirrick
1695 ***Expedition*** **MAC**

Balchen, George
1740** [PJP only] ***Mercury **FS**
1740 sep *Greyhound*
1742 *Folkestone* 44
1744 *Pembroke*
1745 Died

Balchen, Sir John AW

1697	*Virgin/Virginia* 32
1701 mar-1701 dec	***Firebrand* FS**
1701 dec-1702 oct	***Vulcan* FS**
1703	*Adventure* 44
1705	*Chester*
1707	*Chester* 50
1709	*Gloucester* 4th-60
1710	*Colchester* 48
1715	*Diamond* 40
1717	*Orford* 70
1718	*Shrewsbury* 80
1719	*Monmouth* 70
1722	*Ipswich* guardship
1726	*Monmouth*
1744	Died

Balfour, George; also Balson

1758 mar-1758 jul	***Etna* FS**
1758	*Bienfaisant*
1770	*Venus*
1772	*Royal Oak* 74
1773	*Venus*
1776	*Culloden* 74
1779	*Royal Oak* 74
1781	*Culloden* 74
1794	*Conqueror*
1794	Died

Ball, Andrew

?-1666 jun♦	***Happy Entrance* FS**
1666 aug-1667 sep♦	***Allepin* FS**
1668	*Orange Tree* 5th
1668 feb	Drowned in the Straights

Ball, Nepthali

?-1665 jun♦	***Bramble* FS**
1665	***Success* FS**
1667	*Roe* ketch
1667	*Assurance*
1672	*Richmond*
1672	*Greenwich*
1672	Died

Ballard, Samuel James VAB

1795 aug-1795 sep	***Megaera* FS**
1795	*Tremendous* 74
1796	*Pearl* frigate
1829	Died

Banks, Francis (1)

1757 nov	***Prosperine* FS**
1760	*Rose* 20
1761	*Lizard* 28
1775	*Renown* 50
1777	Died

Barclay, Sir James

1782 may-1783 jan	***Harpy* FS**
1793	Died

Barker, Edward

1695 jun-1695 aug	***Seahorse* MAC**

Barker, George (1) AW

1796 dec-1801 jan♦	***Incendiary* FS**
1851	Died

Barker, Jebediah

1692 jun-1693	***St. Vincent* FS**
1695	*Lyon*
1696	*Sterling Castle* 70
1702	Died

Barnard, Isaac

1740 mar-1741 dec	***Firebrand* FS**
1758	Died

Bartholomew, James

1783 jan-1783 mar	***Spitfire* FS**
1839	Died

Barton, Mathew AW

1745 may-1747 apr	***Duke* FS**
†1747 feb	*Antelope* frigate
1748	*Postilion* xebec
1755	*Litchfield* 50
1760	*Temeraire* 74
1763	*Devonshire*
1795	Died

†Most sources say he became captain of *Antelope* in February, but ADM says he stayed in *Duke* at least through April.

Bass, William

1664	*William*
1665 sep	***Wildman* FS**
1666	*London Merchant*
1666	*Oxford*
1668	*Portsmouth*

Batters, Christopher

1666 sep-1667 feb	***Joseph* FS**
1667 feb	Killed in a mugging

Baynes, Robert

1649 dec-1650 mar	***Tenth Whelp* FS**

Beckham, John

1695 jun	***Fortune* MAC**
1711	Master, *Pompey* store hoy

Beard, William

†1794-1796	**Midshipman, *Heart of Oak* FV**

†See note in the Ship List

Beavan, John

1794 jul-1796 dec	**Lt., *Catherine* FV**

Beavor, Edmund

1742 aug-1743 dec	***Strombolo* FS**
1744 apr	*Fox*
1745	Died with his crew

Beer, John

1691 jan-1694 jul	***Rose* FS**
1696	Died

Belitha, Warren

1746 mar-1746 sep	***Scipio* FS**
1758	Died

Bennett, Edward

1729 may-1729 nov	***Griffin* FS**
1731	*Flamborough* frigate
1732	Died

Berkeley, Sir George Cranfield AW MP

1778 sep-1780 jan	***Firebrand* FS**
1780	*Fairy* sloop
1780	*Vestal* frigate

1782 *Recovery* frigate
1789 *Magnificent* 74
1793 *Marlborough* 74
1796 *Formidable*
1798 Command of the 'sea fencibles'
1818 Died

Bibb, Edward
1691 jan-1691 feb ***Hopewell* FS**
1692 *James Galley* 30
1693 *Winchester* 60
1696 *Monk*
1701 *Monmouth*
1701 Died

Bickerton, Sir Richard RAW MP
1758 aug-1759 aug ***Etna* FS**
1759 aug *Culloden*
1759 *Glasgow* 20
1761 *Lively*
1767 *Renown* 5th-30
1770 *Marlborough* 74
1774 *Augusta* yacht
1777 *Terrible* 74
1780 *Fortitude* 74
1781 *Augusta* yacht
1781 *Gibraltar* 80
1792 Died

Billop, Christopher
1673 may-1673 aug♦ ***Prudent Mary* FS**
1674 *Rainbow* hired
1680 *Deptford* ketch
1692 *Ossory* 90
1693 *Victory* 1st
1693 *London*

Bird, Mathias
1672-1673 aug♦ ***Leopard* FS**

Bishop
***1688 dec** [ENT only] ***Sallee Rose* FS**

Blackwood, Sir Henry VAW
1794 jul-1795 jun ***Megaera* FS**
1795 jun *Nonsuch* 64 floating battery
1796 *Brilliant* frigate
1780 *Penelope* 36
1803 *Euryalus* 36
1806 *Ajax* 80
1810 *Warspite* 74
1832 Died

Blake, James (1)
1665-1666 aug ***Constant John* FS**

Bliss, W.
1807 ***Flash* FV**

Bonamy, Peter
1667 ***Bull* FS**
1672-1673 aug♦ ***Truelove* FS**

Bonn, John
1666 ***Wild Boar* FS**
1666 Died

Bonner, William
1667 ***Exeter* FS**

Boone, John
1666 ***Prosperous* FS**
1666-1667 apr ***Wild Boar* FS**
1673 2Lt., *Warspite*
1673 Died

Booth, Sir William
1673 jun-1673 aug♦ ***Pearl* FS**
1675 jun-1677 apr ***Eagle* FS**
1678 may *Richmond*
1678 *Adventure*
1683 *Grafton*
1688 *Pendennis*
1703 Died

Boston, Thomas
1779 jul-1781 dec ***Sulphur* FS**
1808 Died

Boswell, Edward
1672-1673 jan ***Little Lion* FS**

Boteler, Henry (1)
1688 apr-1689 ***St. Paul* FS**
1692 *Mordaunt* 4th-42
1693 *Mary* 3rd-62
1693 *Northumberland* 70
1693 Killed in a duel with a Marine Captain

Bounty, John
1688 dec-1690 may ***Half Moon* FS**
1691 *Mary Rose*
1691 Died

Bourne, Sampson
1705 sep ***Firebrand* FS**
1711 *Newcastle*
1719 Died

Bover, Peter Turner
1800 jan-1800 jun ***Megaera* FS**
1802 Died

Bowater, Edward AW
1781 dec-1782 jan ***Salamander* FS**
1793 *Regulus* 44
? *Trent* frigate
1815 *Magnificent* 74
1829 Died

Bowen, George (1) AW
1779 nov-1780 dec ***Blast* FS**
1781 *Montague* 74
1789 *Bellona* 74
1793 *Belliquex* 64
1795 *Canada* 74
1797 *Carnatic*
1823 Died

Bowler, Robert
1705 jan-1707 jun ***Hunter* FS**
1708 jan *Experiment*
1720 *Charnock* 70
1734 Died

Bowles, Phineas
1692 mar ***St. Paul* FS**
1693 *Assistance* 42
1695 *Lime* frigate
1696 *Loyal Merchant* 50

1698 *Norwich*
1698 Died

Bowles, Valentine
1694 may-1694 jul ***Abrahams Offering*** MAC
1695 apr-1695 aug ***Machine*** **FS**
1695 *Prince George* frigate

Bowry, John
?-1653 jul♦ ***Hunter*** **FS**
1660 *Drake*

Bowry, Mathias
1667 ***Warwell*** **FS**

Boyle, Charles VAW
1790 sep-1790 dec ***Vulcan*** **FS**
1816 Died

Boys, Philip
1700 *Germoon Prize* 6th
1702 feb *Defiance*
1702** [PJP only] ***Harman **FS**
1703 *Nonsuch*
1706 *Dunkirk's Prize* frigate
1727 Suffered from autodefenistration

Boys, William (1)
1741 jun-1742 dec ***Etna*** **FS**
1743 *Baltimore* sloop
1743 *Greyhound* frigate
1745 *Princess Louisa* 60
1759 *Preston* 1st
1759 *Royal Sovereign* 1st
1774 Died

Bradby, James (1)
1778 jul-1780 may ***Pluto*** **FS**
1781 *Britannia* 100
1781 Died

Bradley, William (1)
1793 jul-1794 jul ***Comet*** **FS**
1833 Died

Braithwaite, James
†1692 dec-1693 jan ***Hunter*** **FS**
1693 *Resolution* 60
1693 Died
†Charnock lists both Braithwaite and John Hartnoll (see below) as captain of *Hawk* in December of 1692. *CSPD* 1697 includes the petition of a widow of Braithwaite, "late commander of the fireship *Hawk*," but PJP lists Braithwaite as taking command of *Hunter* in December of 1692.

Brenton, Jahleel (1) RAB
1779 dec-1780 dec ***Strombolo*** **FS**
1802 *Minerve*
1802 Died

Bridges, Timothy
1695 jun *Swan* frigate
1696 mar ***Terrible*** **FS**
1702 *Looe*
1705 *Kingston*

Brisbane, Charles RAR
1794 jul **Lt., *Tarleton* [FS]†**
1829 Died
†*Tarleton* was prepared and unsuccessfully used as an *ad hoc* fireship against the French at Gourjean Bay, Corsica; Brisbane himself had suggested the attack to Lord Hood.

Broadley, James
1741 may-1742 mar ***Blaze*** **FS**
1746 Died

Broderick, Thomas VAW
1741 jan-1741 mar ***Cumberland*** **FS**
1741 mar *Shoreham* frigate
1744 *Exeter* 4th-60
1745 *Dreadnought*
1749 *Sunderland*
1756 *Prince George* 2nd
1769 Died

Brodie, David
1743 *Terror* bomb ketch
1744 aug-1744 sep ***Etna*** **FS**
1748 *Canterbury*
1775 Died

Broke, Sir Philip Bowes Vere RAR
1799 jan-1799 jun ***Falcon*** **FS**
1800 *Shark* sloop
1805 *Druid* frigate 32
1806 *Shannon* 38
1841 Died

Bromwich, Bryan L'anson
1794 jul-1796 dec **Lt., *Friendship* FV**
1805 Died

Brooke, Edward
1720 nov *Speedwell* bomb
1721-1722 sep ***Poole*** **FS**
1728 *Southampton* or *Anglesea*
1738 Died

Brookes, Caesar
1706 sep-1708 dec♦ ***Vulture*** **FS**
1709 *Dolphin*
1709 *Pearl*
1709 Killed in battle

Brown, James (1)
1741 oct-1742 aug ***Scipio*** **FS**
1742 Died

Brown, Jeremiah
1794 jul-1796 jan **Lt., *Nancy* FV**

Brown, Richard (1)
1696 may-1697 dec ***Hawk*** **FS**
1700 apr *Swift* sloop
1704 *Fowey* 5th
1706 *Hazard* 52
1706 Killed in battle

Browne, Matthew
1654 *Wren*
1656 feb ***Old Warwick*** **FS**
1658 *Cornelian*

Browne, Henry
?-1666 aug♦ ***Richard*** **FS**
1666 aug ***Bull*** **FS**

Bumpsted, John
1689 dec-1691 feb ***St. Paul*** **FS**

1691 *Jersey* 4th
1691 Died

Burdick, John
1672-1673 aug ***Dartmouth* FS**

Burrington, Gilbert
1704 feb-1705 jan ***Earl* FS**

Burselm, Francis
1758 jun-1758 jul ***Racehorse* FS**
1759 *Coventry* frigate
1788 Died

Bustow, William (2)
1666 may-1666 jun♦ ***Young Prince* FS**
1667 *Francis*
1673 *Mary* yacht
1675 Drowned

Butler, Thomas (3)
1782 sep-1783 jun ***Alecto* FS**
1788 Died

Butt, Henry Samuel
?-1800 jul♦ ***Falcon* FS**
***1807 feb** [PJP only] ***Spitfire* FV**
? *Inspector* sloop
? *Raleigh* sloop
1838 Died

Byard, Sir Thomas
1782 nov-1783 jan ***Spitfire* FS**
1798 Died

Calder, Robert AW
1779 aug-1780 may ***Lightning* FS**
1818 Died

Callis, Smith RAB
1740 mar-1742 jun♦ ***Duke* FS**
1743 *Assistance*
1747 *Oxford* 50
1756 *Culloden* 74
1761 Died

Camocke, George RA of the Spanish Navy
1692 Lt., commanded one of the longboats at the Battle of La Hogue and was wounded
1695 jun-1695 aug ***Owners Goodwill* MAC**
1695 *Intelligence* brigantine
1702 *Bonetta* sloop
1702 *Speedwell*
1709 *Monck* 60
1722 Died

Campbell, Sir George (1) AW MP
1780 aug-1781 sep ***Lightning* FS**
1821 Committed suicide

Campbell, John
1807 jan ***Ignition* FV**
1813 *Chippeway* schooner

Campbell, Patrick (1)
1794 jul-1796 dec **Lt., *Olive Branch* FV**
1798 Died

Campbell, William
1740 jan-1740 jun ***Scipio* FS**
1741 apr *Sapphire* 40
1755 Died

Capel, Thomas Bladen AR
***1799 jan†** [PJP only] ***Alecto* FS**
1799 *Arab* 22
1801 *Meleager* 32
1803 *Phoebe* frigate
1810 *Elizabeth* 74
1811 *Barham* 74
1811 *Hogue* 74
1821 *Royal George* yacht
1853 Died
†For January only

Carancier; see Garanciers

Carleton, John
1694 may-1694 jul **Lt., *Crowned Herring* MAC**
1694 jul-1694 oct ***Seahorse* MAC**
?-1695 jul *Dreadful* bomb
1695 jul-1695 aug♦ ***Ephraim* MAC**
1696 *Post Boy* brigantine
1702 *Rye*
1707 *Nonsuch* 48
1712 *Gloucester* 50
1712 Killed in a duel with his lieutenant

Carleton, William
1695 jun-1695 aug♦ ***William and Elizabeth* MAC**

Carman, John
1679 oct ***Whipster* FS**

Carnegie, William; see Northesk

Carter, William (1)
1693 sep ***Owners Love* FS**
1694 jul-1694 oct ***Firebrand* FS**
1695 *Blast* bomb
1696 mar-1696 sep ***Lightning* FS**
1702 *Newcastle* 4th
1703 Drowned

Carthew, James AW
1798 jun-1800 jul♦ ***Rosario* FS**
1800 *Shark* sloop
? *Garland* frigate
? *Astrea* frigate
? *Crescent* frigate
1809 *Gloire* frigate
1855 Died

Carverth, Richard; also Kerworth
1691 may-1693 ***Etna* FS**
1695-1696 mar ***Joseph* FS**
1728 Died

Cayley, William (1)
1781 mar-1782 jan ***Harpy* FS**
1801 Died

Ceeley, William; See William Seale

Chads, James
1758 oct-1763 jan ***Vesuvius* FS**
1766 *Guernsey* 50
1775 *Conquestadore* 60
1781 Died

Chamberlain, Clifford
1690 apr-1690 jun ***Griffin*** **FS**
1691 *Foresight*
1691 Died

Clapp, Thomas
1666 ***Little Lion*** **FS**

Claridge, Charles
1804-1806 jan **Lt., *Beacon* FV**
1806 jun **Lt., *Ignition* FV**
1807 *Driver* ship sloop
1823 Died

Clark, John (1)
1755 oct-1755 nov ***Firebrand*** **FS**
1757 *Bonetta* sloop
1758 *Sheerness* frigate
1789 Died

Clark, William (3)
1783 jan-1783 sep ***Combustion*** **FS**

Clayton, Samuel Writewronge
1777 dec-1778 oct ***Strombolo*** **FS**
1795 Died

Cleasby, Thomas
1694 may-1694 oct ***Vulture*** **FS**
1696 *Sapphire*
1697 *Mary Galley*
1718 Died

Cleland, Thomas
1745 feb-1745 apr ***Scipio*** **FS**
1759 Died

Clements, George
1694 may-1694 jul **Lt., *Seahorse* MAC**
1694 jul *Essex Prize*
1707 *Hampton Court* 70
1707 Died

Clifton, John
1700 *Intelligence* brigantine
1702-1705 sep **Vulcan FS**
1705 *Dolphin* frigate
1723 Died

Coal, Sir Thomas
1683 *Isabella* yacht
1688 *Greenwich*
1688 aug†-1689 jul ***Pearl*** **FS**
1690 *Tiger*
1692 *Dreadnought*
1698 may-1700 ***Griffin*** **FS**
1710 Died
†Also listed as starting in April of 1689

Cock, William (1)
1699 *Harwich* 4th-50
1702 apr ***Phoenix*** **FS**
1702 *Dartmouth* 4th
1703 *Ludlow* 5th

Codrington, Sir Edward AR MP
1794 oct-1795 apr ***Comet*** **FS**
1795 *Babet* 22
1796 *Druid* frigate
1805 *Orion* 74
1808 *Blake* 74
1851 Died

Colby, Charles
1740 ***Eleanor*** **FS**
1741 jan *Boyne*
1742 *Falmouth*
1745 *Experiment* frigate
1755 *Torbay* 74
1772 Died

Cole, Edward (1)
1694 aug-1694 sep♦ ***Abrahams Offering*** **MAC**
1694 dec-1695 feb ***Seahorse*** **MAC**
1697 jan-1697 dec ***Strombolo*** **FS**
Later went insane and died in Bedlam

Coleman, James
1665 sep-1666 jun♦ ***Hound*** **FS**

Coleman, Robert (2)
1747 jul-1748 jun ***Duke*** **FS**
1752 Died

Collins, Richard (1)
1672 apr-1673 mar ***Robert*** **FS**

Colt, George
1666 *Richard and Martha*
?-1667 jul♦ ***St. Jacob*** **FS**
1673 *Vulture* sloop
1673 *Swan* smack
1674 *Hunter* sloop
1674 Drowned

Constable, Charles
1708 oct *Chichester*
1709 oct ***Terrible*** **FS**
1709 dec *Falcon* 32
1712 *Panther*
1716 *Roebuck*
1716 Died

Cooke, Isaac
1704 *Terror* bomb ketch
1705 sep ***Vulture*** **FS**
1708 *Garland*
1711 *Leopard* 54
1712 Died

Cooke, John (1)
?-1673 aug♦ ***St. Lawrence*** **FS**

Cooke, John (4)
1794 feb-1794 jun ***Incendiary*** **FS**
1800 *Amethyst* 32

Cooper, Thomas
1735 may-1738 dec ***Solebay*** **FS**
1740 *Dunkirk* 60
1741 *Chester* 4th
1741 *Sterling Castle* 70
1770 Died

Cooper, William
1746 feb-1747 apr ***Conqueror*** **FS**
1817 Died

Cornelius [Lambert?]
1653 jun-1653 sep ***Fox*** **FS**

1653 *Hopewell* pink
1655 *Cornelian*
1658 *Greyhound*

Cornwall, James MP
1724 *Sheerness*
1726 mar-1727 apr ***Griffin* FS**
1733 *Greyhound* 20
1741 *Bedford* 70
1744 Died

Cornwall, Woolfran
1688 aug ***Dartmouth* FS**
1688 nov *Constant Warwick*
1688 *Swallow*
1689 *Suffolk* 70
1693 *Sandwich* 2nd
1696 *St. Andrew* 1st
1719 Died

Cotton, Richard
1664-1665 apr ***Bryer* FS**
1665 jul *Pembroke*
1672 2Lt., *Royal James*

Cotton, Richard
1695 *Virgin Prize*
1701 mar-1701 jul ***Vulture* FS**
1703 *Salisbury* 4th
1705 *Reserve* 4th
1705 Died in the West Indies

Coulsea, Christopher
1697 *Spy* brigantine
1697 jun-1697 jul ***Vulcan* FS**
1697 dec *Speedwell* 32
1698 Died

Cow, John
1703 may-1703 nov ***Vulture* FS**
1703 *Ranelagh* 80
1703 Died

Cowdry, John
1665 *Hardareen* flyboat
1667-1668 mar ***Wood Merchant* FS**

Coxe [Owen?]
1653 sep ***Golden Falcon* FS**

Cranby, John
1696 sep-1697 jan ***Hunter* FS**
1697 *Dunwich*
1698 *Poole* 40
1702 *Boyne* 80
1702 Died

Crawford, John (1)
1667 ***Bonaventure* FS**

Crawley, Jeremy
1667 ***Francis* FS**

Crickett, Edward
1747 jun-1748 may ***Dolphin* FS**

Croft, Thomas
1643 ***Andrew and John* FS**

Crofts, Henry
1697 aug-1698 may ***Hunter* FS**
1700 apr *Queenborough*
1702 *Gosport*
1702 Died

Crofts, John (2)
1685 *Deptford* ketch
1689 *Berkeley Castle*
1689 apr-1689 jun ***St. Paul* FS**
1690 ***Charles* FS**

Cross, George
1688 nov ***Supply* FS**
1688 dec 2Lt., *Dreadnought*
1689 Died

Cross, William
1691 jan-1691 feb ***Griffin* FS**
1693 jun *Dover* 48
1703 *Elizabeth* 70
1746 Died

Crow, Josiah [Brother of Leonard]
1691 jul ***St. Paul* FS**
1695 *Norwich* 50
1711 *Warspite*
1714 Died

Crow, Leonard [Brother of Josiah]
1693 jan-1694 oct ***Machine* FS**
1702 *Shrewsbury* 80
1705 *Portland*
1705 Died

Culliford, Richard
1695 *Maidstone* frigate
1701 apr-1701 jul ***Vulcan* FS**
1702 *Hastings* 5th-34
1704 *Leopard* 50
1711 *Humber* 80
1738 Died

Culpepper, Joseph
1673 jul ***Culpepper* FS**

Curzon, Henry AR
1790 nov-1790 dec ***Tisiphone* FS**
1793 *Amphitrite* 28
1794 *Pomona* frigate
1796 *Bellerophon* 74
1798 *Pallas* 5th
1800 *Spencer* 74
1846 Died

Daniel, Lionel
1744 may *Hampshire*
*?-1745 may [PJP only] ***Duke FS***
1749 *Assurance*
1752 Died

Daniell, John
1628 ***Elizabeth and Mary of London* FS**

Darby, Sir Henry d'Esterre AB
1781 jan-1781 dec ***Infernal* FS**
1823 Died

Darnford, Jo
1807 sep-1807 dec ***Thrasher* FV**

Davies, John (1)
1742 aug-1743 jun *Mercury* **FS**

Davies, William (3)
1716 mar-1716 apr ***Bedford Galley*** **FS**
1719 *Experiment*
1726 *Tiger* 50
1731 *Suffolk* 70
1734 *Kent* 3rd-70
1759 Died

Davis, Richard (1)
1713 *Maidstone*
1716 apr ***Valeur*** **FS**
1718 aug *Solebay*
1718 Died

Dawson, John (1)
1670 ***Truelove*** **FS**
1672 1Lt., *St. Michael* flagship
1673 *Advice*
1675 Died

Dawson, Matthew
1672 apr ***Success*** **FS**
1673 may ***Thomas and Edward*** **FS**
1678 may-1679 ***Spanish Merchant*** **FS**

Day, Thomas (1)
1695 *Saudadoes*
1697** [PJP only] ***Flame FS
1697 jul-1697 dec ***Fortune*** **FS**
1702 *Blackwell* frigate
1703 *Boyne* 80
1703 Died

Deacon, Henry [James?]
1782 sep-1783 aug ***Salamander*** **FS**

Deane, Joseph
1758 apr-1758 jul *Vesuvius* **FS**
1758 oct *Eutrus*
1760 *Lowestoff* frigate
1761 *Bedford* 64
1762 *Pearl* frigate
1765 A 6th rate
1770 *Stag* 32
1773 *Royal Oak* 74
1778 *Ruby* 64
1779 Died in Jamaica

Deering, Unton
1700 *Fortune* storeship
1702-1703 may ***Phoenix*** **FS**
1703 may *Arundel* frigate
1706 Died

Delamott, Philip
?-1746 dec♦ ***Louisburg*** **FS**

Dennis, Henry (1)
1741** [PJP only] ***Eleanor **FS**
1767 Died

Dickenson, Richard
1667 jun ***Joseph*** **FS**
1668 2Lt., *Rupert*
1671 1Lt., *Dreadnought*
1672 1Lt., *Royal Catherine*
1673 2Capt., *Royal Charles II*
1674 *Hunter*
1678 *Woolwich*
1680 *Diamond*
1682 *Tiger Prize* 40
1685 *Oxford*
1689 *Monmouth*
1689 Died

Dickson, Sir Archibald Collingwood RAR
1795 sep-1796 dec ***Megaera*** **FS**
1801 *Veteran* 64
? *Akbar* 50
1827 Died

Dickson, George
1695 jul-1695 sep ***Endeavour #2*** **MAC**

Digby, Sir Henry AB
1795 aug-1796 dec ***Incendiary*** **FS**
1796 *Aurora*
1798 *Leviathon* 3rd
1799 *Alcmene* frigate
1801 *Resistance* frigate
1805 *Africa* 64
1805 *Nicholas* 64
1842 Died

Dilkes, Sir Thomas RAR
1689 apr-1689 jun ***Charles*** **FS**
1692 *Adventure* 5th
1693 *Restoration* 70
1694 *Dunkirk*
1695 *Rupert*
1696 *Bredah* 70
1702 *Somerset*
1707 Died

Ditty, John
1665 sep ***Hare*** **FS**

Dixon, John
1695 jun-1695 aug♦ ***Mayflower #1*** **MAC**

Dorrill, Richard (1)
1746 *Jamaica* sloop
1747 apr ***Dolphin*** **FS**
1755 *Penzance*
1762 Died

Douglas, John (1)
1694 dec-1697 sep ***Phoenix*** **FS**
1697 *Contest Prize*
1697 Died

Dover, Edward
1688 sep ***Elizabeth and Sarah*** **FS**
1689 jun ***Eagle*** **FS**
1692 *Expedition* 70
1695 Killed in battle

Downes, Philip [William?]
1696 mar ***Machine*** **FS**

Doyle, Sir Bentinck Cavendish
1807 mar-1807 oct ***Lightning*** **FS**
1811 *Lightning* sloop
1821 *Glasgow* 50
1843 Died

Drake, Sir Francis

†1708 feb-1710 sep♦ ***Hunter*** **FS**
1715 *Swallow* 50
1718 *Dunkirk* 60
1726 Died
†Drake is listed as becoming captain of *Hunter* on August 31, 1709, but ADM 8/10 and ADM 106/3120 list him captain as early as February, 1708

Draper, John (3)
1795 jan-1795 jun ***Incendiary*** **FS**
1813 Died

Draper, Thomas (1)
1678 may ***Providence*** **FS**
1678 sep ***Anne and Christopher*** **FS**

Duff, Archibald VAW
1803 oct-1805 jun ***Megaera*** **FS**
1808 *Muros* 6th
1858 Died

Dugdale, Robert RA of the Russian Navy
1763 Cashiered from the Royal Navy by court martial
1769 **Russian fireship at Tchesma**
1771 *Minerva* 32
1775 *St. Nikolai* 66
1791 Died

Dunbar, Robert
1694 apr-1694 jul ***St. Nicholas*** **MAC**
1697 jun ***St. Paul*** **FS**

Duncan, Henry (2)
1797 jul [jul only] ***Comet*** **FS**
1801 *Scout* sloop
1802 Drowned

Duncan, James (1)
?-1781 aug Lt., *Rover* sloop
1781 oct-1781 nov♦ Lt., ***Conflagration*** **FS**
1803 Died

Durell, Philip (1) VAB
1741 dec-1742 mar ***Vesuvius*** **FS**
1742 *Seahorse* or *Gibraltar* frigate
1747 *Gloucester* 50
1749 *Rochester* 50
1735 *Terrible* 3rd-74
1766 Died

Durley, Edward
1695 mar-1695 jul♦ ***Charles*** **FS**
1700 apr 2Lt., *Dorsetshire*
1702 Died

Dursia, Thomas
1695 jul-1695 sep ***Hopewell*** **MAC**

East, William
1678 may ***Thomas and Catherine*** **FS**

Eastwood, New Hill
1790 sep-1790 dec ***Spitfire*** **FS**
1797 Died

Edgar, Alexander
1778 oct-1781 may ***Vulcan*** **FS**
1817 Died

Edgar, John
1694 ***Mayflower*** **MAC**

Edwards, David (1)
1746 Sloop of war
1747 jul-1748 jun ***Conqueror*** **FS**
1756 *Seaford*
1781 Died

Edwards, Edward AW
1779 dec-1781 may ***Volcano*** **FS**
1791 *Pandora* 6th†
1815 Died
†This is the vessel which sank after picking up the mutineers of *Bounty*

Edwards, John (1)
1695 apr-1696 sep ***Flame*** **FS**
1706 *Nassau*
1726 Died

Edwards, John (4) or (5)
1796 *Poulette*
1798 jun-1800 jul♦ ***Wasp*** **FS**
1819 Died

Elliott, Elliot
1743 dec-1744 feb ***Etna*** **FS**
1744 sep *Lively* 20
1745 Died

Elliott, John (1)
1666 ***Tulip*** **FS**
?-1666 aug♦ ***Fox*** **FS**
1666-1667 ***Robert*** **FS**
1678 feb-1679 oct ***Castle*** **FS**

Ellis, John (2)
1807 jun-1807 oct ***Spitfire*** **FS**
1840 Died

Ellwes, Gerard
1691 jan-1691 feb ***Hunter*** **FS**
1693 *Royal Oak* 74
1703 *Prince George* 90
1704 *Royal Oak* 74
1707 *Revenge*
1711 Died

Elphinston, John (1) RA of the Russian Navy
1757 may-1758 nov ***Salamander*** **FS**
1759 *Eurus* 20
1759 *America*
1760 *Richmond* yacht 32
1761 *Infernal* 70
1764 *Firm* 50
1764 *Fame* 60
1775 *Egmont* 74
1769 Rear Admiral at Tchesma
1778 *Magnificent* 74
1782 *Atlas* 90
1785 Died

Emms, Fleetwood
1692 jan-1692 may♦ ***Extravagant*** **FS**
1703 *Restoration* 70
1703 Died

Eyton, William; also Eaton
1694 feb-1695 aug ***Joseph*** **FS**

1698 *Saudadoes Prize*

Fairborne, Sir Stafford AF MP
1688 aug ***Richmond*** **FS**
1688 *Warspite* 3rd-70
1693 *Monck* 52
1695 *Defiance*
1696 *Albemarle* 90
1700 *Victory*
1742 Died

Falkingham, John
1748 jan-1748 dec ***Fogo*** **FS**
1752 *Shark* sloop
1758 *Princess Royal*
1766 *Chatham* 50
1766 *Conquestadore* guardship
1777 Died

Fareby, William
1690 jan-1693 ***Eagle*** **FS**
1711 Died

Farsan, Jo.B.
1807 jan-1807 jul ***Thrasher*** **FV**

Faulkner, Robert [Grandson of Samuel, Great-Grandson of William]
1791 apr-1791 sep ***Pluto*** **FS**
1793 *Zebra* sloop 16
1794 *Rose*
1794 *Blanche* 32
1795 Killed near Guadalupe

Faulkner, Samuel (1) [Son of William]
1735 may-1736 dec ***Griffin*** **FS**
1736 *Britannia*
1741 *Royal Sovereign*
1741 *Victory*
1744 Died

Faulkner, William
1706 dec-1707 mar ***Vulcan*** **FS**
1707 *Torbay*
1715 *Cumberland* 80
1720 *Sandwich* 90
1725 Died

Fenn, Henry
1653 *Roebuck*
1654 *Gillyflower*
1654 *Augustine*
1655 ***Wildman*** **FS**
1656 *Bristol*
1664 *Montague*

Fenwich, Benjamin
1740 mar-1741 may ***Etna*** **FS**
1741 jun *Bristol*
1757 Died

Ferrieres, Isaac
1807 jul-1807 dec ***Thais*** **FV**

Ferris, Solomon
1791 mar-1791 sep ***Vulcan*** **FS**
1801 *Hannibal* 3rd
1803 Died

Finch, Seymour
1779 sep-1781 sep ***Salamander*** **FS**

Fisher, George (1)
1703 *Shark* sloop
1704 feb-1705 jan ***Vulture*** **FS**
1705 jan *Tartar*
1705 Died

Fisher, Richard
1779 *Savannah* sloop
1782 apr-1782 aug ***Alecto*** **FS**

Fitton, Henry
?-1673 aug♦ ***Hopewell*** **FS**

Flawes, William
1665 sep-1666 jun♦ ***Greyhound*** **FS**
1666 jun *Defiance*
1666 ***Mary*** **FS**
1667 ***St. Jacob*** **FS**
1670 Lt., *London*
1670 ***Little Francis*** **FS**
1671 *Quaker* ketch
1676 *Prosperous* pink
1677 *Mermaid*
1677 *Falcon*
1679 Died

Fleet, Thomas
1694 aug-1695 jan ***Greyhound*** **MAC**

Fletcher, John (2)
1694 jun-1694 oct ***Terrible*** **FS**
1695 *Hampshire*
1697 Died

Flower, John
1643 ***Lion of London*** **FS**

Forbes, John (1) AW IMP
1737 jan [jan only] **Lt., *Poole* FS**
1738 *Port Mahon*
1739 *Severn* 50
1740 *Tiger*
1741 *Guernsey*
1742 *Norfolk* 80
1745 *Phoenix* frigate
1750 Died

Fortescue, John Faithful
1781 nov-1782 aug ***Lightning*** **FS**
1819 Died

Fortescue, Mathew (2)
1781 jun-1782 jan ***Alecto*** **FS**
1782 aug-1783 mar ***Incendiary*** **FS**
1842 Died

Fortescue, Robert
1661 *Colchester*
1666 Lt., *Greenwich*
1667 Lt., *Anne*
1672 dec ***Old Francis*** **FS**
1673 mar ***Anne and Christopher*** **FS**
1678 *Asia* hired
1678 Died

Foulis, Thomas (1)
1666 *Golden Phoenix*
1667 ***Wood Merchant*** **FS**

1667 Lt., *Revenge*
1668 *Roe* ketch
1669 *Romney Prize*
1671 *Holmes*
1672 *Diamond*
1672 *Anne* 3rd-56
1673 *Assistance*
1673 *Princess*
?-1673 aug ***Lion* FS**
1673 aug Killed vs. the Dutch

Foulis, Thomas (2)
1690 apr-1692 may♦ ***Hound* FS**
1693 *Deptford*
1694 *Restoration* 3rd-70
1703 *Britannia*
1703 Died

Foulks, Simon
1688 dec-1689 ***Richard and John* FS**
1689 *Cambridge* 70
1695 *Resolution*
1695 *Cumberland* 80
1702 *Association*
1702 Died

Fox, Thomas
1735 apr-1735 may ***Griffin* FS**
1737 aug *Kinsale*
1740 *Newcastle* 50
1745 *Kent* 64
1763 Died

Fremantle, Sir Thomas Francis VAB MP
1791 mar-1791 sep ***Spitfire* FS**
1793 *Conflagration*
1793 *Tartar*
1793 *Inconstant*
1797 *Seahorse*
1800 *Ganges* 74
1806 *William and Mary* yacht
1819 Died

Furlong, Edward
1678 may-1679 ***Sarah* FS**

Garanciers, Chas.
1762 may ***Strombolo* FS**

Gardener, John
1655-1658 ***Golden Falcon* FS**

Gardner, Lord Alan AR MP
1762 apr-1763 mar ***Raven* FS**
1766 *Preston* 50
1768 *Levant* 28
1775 *Maidstone* 28
1778 *Sultan* 74
1781 *Duke* 98
1809 Died

Garnault, G.
1795 aug-1795 nov **Lt., *Firebrand* FV**

Garrett, Henry (1) VAW
1798 dec-1799 may ***Alecto* FS**
1846 Died

Geary, Thomas
1780 aug-1780 nov♦ ***Pluto* FS**
1805 Died

Gelding, Isaac
1672 ***Hardareen* FS**
1672 A new sloop

Gell, John AW
1762 oct-1762 dec ***Grampus* FS**
1806 Died

Gething, John
1665 jun♦ ***Fame* FS**
1665 *Horseman Prize*
1665 *Black Bull*
1666 Drowned

Gibbons, Anderson
?-1667 jun ***John and Sarah* FS**
1667 nov Court-martialed for cowardice vs. the Dutch off Gravesend

Gideon, Solomon
?-1740 apr ***Blaze* FS**
1740 sep *Panther*
1745 *Shrewsbury* 80
1756 Died

Gill, John
1666 ***Daniel* FS**

Gillery, James
1679 oct ***Project* FS**

Gilling, Thomas
1666-1667 jun♦ ***Barbados Merchant* FS**

Golding, John (3)
1681 ***Golden Rose* FS**

Goodall, John (1)
1708 aug ***Terrible* FS**
1708 sep *Milford*
1717 *Sorlings* 5th
1729 *Faversham*
1729 Died

Goodheart, Abraham
1666 ***Hopeful Adventure* FS**
1666 *Foresight*
1672-1673 ***Marigold* FS**
?-1673 jun♦ ***Welcome* FS**
1673 jun Killed at Schooneveld

Goostrey, William
1757 dec-1758 nov ***Lightning* FS**
1759 jan *Dublin*
1762 *Cambridge*
1762 Died

Graham, Lord George
1739 aug-1740 jan ***Mercury* FS**
1740 mar *Adventure*
1741 *Lark* 40
1745 *Cumberland* 50
1745 *Bridgwater* or *Sheerness*
1747 *Nottingham* 60
1747 Died

Graham, Mitchell
1759 jun-1760 nov ***Lightning* FS**

1760 nov *Alborough* 20
1766 *Fly* sloop
1795 Died

Grant, James
1805 jan-1806 jan ***Ignition* FV**
1833 Died

Graves, Thomas (1)
1709 oct-1710 aug ***Phoenix* FS**
1728 *Assistance* 4th-50
1734 *Swallow* 60
1739 *Norfolk* 80
1755 Died

Greenaway, James
1691 jan-1692 may♦ ***Wolf* FS**
1692 *Experiment* 32
1694 *Elizabeth* 3rd
1694 *Edgar* 3rd
1703 *Northumberland* 70
1703 Perished with his ship and crew

Greene, Charles (1)
?-1667 jun ***Unicorn* FS**
1667 jun Killed by the Dutch in the Medway

Greene, William
1672-1673 ***Hamborough* FS**
1682 Died

Greenhill, David
1689 mar-1690 ***Cadiz Merchant* FS**
***1691** [PJP only] ***Flame* FS**
1693 *Eaglet* ketch
1716 Died

Gregory, Francis
1703 nov ***Strombolo* FS**
1706 *Comet* bomb
1706 Died

Gregory, William (1)
1648 *Warwick*
1649 *Spy*
1651 *Horsleydown* shallop
1659 mar ***Cornelian* FS**
1665 jun♦ ***Dolphin* FS**

Grieve, Adam
1798 **Lt., *Olive Branch* FV**

Griffin, Phillip
?-1807 feb **Lt., *Ignition* FV**
1807 feb Died

Gurling; see Gilling

Guy, Edward
1740 mar-1741 oct ***Vesuvius* FS**
1741 Died

Guy, John (1)
1691 may ***Half Moon* FS**
1692 mar-1693 nov♦ ***Vesuvius* FS**
1695 *Lenox*
1697 *Speedwell*
1697 Died

Haddock, Richard (2)
1672 apr-1673 may♦ ***Samuel and Anne* FS**
1673-1674 aug ***Anne and Christopher* FS**
1677 *Quaker* ketch
1677 *Charlotte* yacht
1677 *Grafton*
1677 *St. Andrew*
1678 Died

Hailes, John
1690 may ***Half Moon* FS**
1693 *Virgin Prize*
1693 Died

Hamilton, Archibald (2)
1703 may-1705 nov♦ ***Lightning* FS**
1707 *Lynn*
1738 Died

Hamilton, Sir Edward AW
1796 feb-1797 jun ***Comet* FS**
1797 *Surprise* corvette 24
1800 *Trent* 36
1806 *Royal Mary* yacht
1806 *Prince Regent*
1851 Died

Hamilton, Sir John (3)
1762 apr-1762 dec ***Cormorant* FS**
1784 Died

Hammond, William (1)
1666 mar *Colchester*
1667 apr ***Prosperous* FS**
1667 Killed vs. the Dutch off Surinam

Hanbury, Thomas
1747 oct-1748 may ***Salamander* FS**
1748 *Serpent* bomb
1779 Died

Hancock, Robert
1691 feb ***Dolphin* FS**
1692 mar-1692 may♦ ***Phaeton* FS**
1692 jul-1693 ***Griffin* FS**
1703 *Assurance* 66
1707 *Eagle* 70
1707 Killed in a wreck off Scilly

Hanway, Thomas (2)
1742 feb-1742 aug ***Success* FS**
1743 *Mortar* bomb
1744 *Shoreham* frigate
1745 *Milford*
1747 *Windsor* 50
1755 *Weymouth* 60
1756 *Chichester* 70
1758 *Duke* 90
1772 Died

Hardy, Sir Thomas (1) RAB MP
1693 jan [6 days only] ***Charles* FS**
1693 may *Swallow* 18
1696 *Pendennis* 48
1702 *Pembroke* 60
1705 *Bedford* 3rd-70
1706 *Kent*
1708 1Capt., *Albemarle*
1732 Died

Hare, Josias

1667 ***John of Chatham*** **FS**

Harland, Sir Robert (2) AB
1746 jan-1746 mar ***Scipio*** **FS**
1746 *Tilbury*
1747 *Nottingham* 60
1754 *Monarch* guardship
1756 *Essex*
1758 *Conqueror*
1783 Died

Harly, John
1667 ***Willoughby*** **FS**
1672** [MM-36 only] ***Success **FS**

Harman, Sir John (1) AB
pepys
1646 *Falcon*
1653 *Welcome*
1653 *Diamond*
1656 *Tredagh*
1657 *James*
1659 *Torrington*
1664 *Gloucester*
1664 Lt., *Royal Charles*
1665 *Resolution*
1665 *Revenge*
†1665-1666 ***Henry*** **FS**
1667 *Lyon*
1668 *Defiance*
1669 *St. David*
1672 *Charles II*
1673 *London*
1673 Died
†Only NRS-112 lists it as a fireship

Harman, William (2)
1689 may-1689 jun ***Sophia*** **FS**
1690 apr-1692 may ***Hawk*** **FS**
1693 *Mermaid* 32
1694 *Advice* 42
1694 Died

Harris, Barrow
1697 aug-1698 may ***Lightning*** **FS**
1700 apr Lt., *Fowey*
1706 *Assistance* 50
1718 *Bredah* 70
1725 Killed in a hurricane

Harris, John (1)
1673 *Cutter* sloop
1675 Lt., *Guernsey*
1678 *Emsworth* sloop
1688 apr-1689 mar ***Sampson*** **FS**

Harris, Joseph (1)
?-1666 aug♦ ***Lizard*** **FS**
1666 ***Wild Boar*** **FS**
1671 1Lt., *Diamond*
?-1672 may♦ ***Anne and Judith*** **FS**
1672 *Emsworth* sloop
1673 *Nightingale*
1673 *Constant Warwick* 4th
1675 *Quaker* ketch

Harris, Leonard
1666 ***Dolphin*** **FS**
1668-1671 may♦ ***Little Victory*** **FS**
1672 may ***Castle*** **FS**
1673 *St. George* 2nd
1673 *Guernsey*
1673 *Success*
1678 *Massingbird* hired
1678 *Rainbow* guardship
1679 *Mary* guardship
1679 Died

Harris, R.H.
1807** [PJP only] **Master,** ***Salamander **FV**

Hartnoll, John
†1692 dec ***Hawk*** **FS**
1693 *Archangel* 48
1697 *Lewis*
1703 *Chichester* 70
1709 *Restoration*
1723 Died
†See note under Braithwaite

Harvy, Edward
1673 ***Hester*** **FS**

Hay, William
1741 mar-1741 oct** [PJP only] ***Strombolo **FS**

Heath, John
1664 ***Barbados Merchant*** **FS**
1673 1Lt., *Victory*
1678 1Lt., *French Ruby*
1678 Died

Heath, Thomas
1689 apr-1691 feb ***Owners Love*** **FS**
1692 mar-1692 may♦ ***Blaze*** **FS**
1693 *Chichester* 42
1693 Died in the West Indies

Heathcock, John
1672 aug ***Golden Hand*** **FS**

Henly, Sir Robert
1739 jul-1740 may ***Eleanor*** **FS**

Herbert, Richard
1729 may-1729 nov ***Poole*** **FS**
1733 *Diamond*
1739 *Norwich* 4th-50
1740 Died

Herne, John
1693 jul-1694 oct ***Hunter*** **FS**
1704 *Centurion* 50
1704 *Grafton* 70
1705 Died

Hervey, William (1)
1726 mar-1727 apr ***Poole*** **FS**
1727 jun *Kinsale* 5th-40
1739 *Superb* 60
1776 Died

Heslop, John
1805** [PJP only] **Lt.,** ***Phosphorus **FV**
1811 Died

Hewett, James (1)
1782 oct-1783 jan ***Lightning*** **FS**
1798 Died

Hewitt, John
1666 — ***Blue Boar* FS**

Hichens, Robert Manning
***1781 feb** [PJP only†] — ***Salamander* FS**
1812 — Died
†See note in the Ship List

Hickman, Josiah
1695 dec-1698 may — ***Firebrand* FS**
1700-1701 jun — ***Hawk* FS**
1701 jun — Died

Hicks, Edmund
1704 feb-1705 jan — ***Phoenix* FS**
1705 mar — *Adventure* 40
1708 — *Crown*
1708 — Died

Higgins; see Kiggins

Hill, Henry (1) VAR
***1800 sep** [PJP only] — ***Megaera* FS**
1803 — Died

Hill, Richard (2)
1781 aug-1781 oct♦ — ***Firebrand* FS**
1783 — *Nymph*
1799 — Died

Hilsley, Francis
1692 jan-1692 may — ***Cygnet* FS**
1693 jan — *Phoenix* bomb
?-1693 may — ***Owners Love* FS**
1693 may — Died

Hilson, George
1666 sep-1666 oct — ***St. Paul* FS**

Hobart, Henry
1703 may-1703 aug — ***Strombolo* FS**
1703 — *Ruby* 50
1711 — Died

Hobbs, James
1755 nov-1756 mar — ***Lightning* FS**
1756 may — *Namure* 2nd
1757 — *Ramillies* 90
1758 — *Eagle* 4th-60
1770 — Died

Hockaday, William
1693 sep-1696 sep — ***Vulcan* FS**
1724 — Died

Hodsell, James (2)
1741 dec-1742 aug — ***Anne Galley* FS**
1742 aug — *Durley Galley*
1744 — *Diamond* frigate
1745 — *Faversham* 40
1746 — *Nonsuch* 3rd
1754 — Died

Holcombe, Essex
1740 apr-1740 jun — ***Blaze* FS**
1740 oct — *Winchelsea* frigate
1748 — *Nassau* 70
1770 — Died

Holding, William
1707 jun-1708 aug — ***Griffin* FS**
1709 jun — *Adventure*
1731 — Died

Holliman, Robert
1694 feb-1694 jul — ***Owners Love* FS**
1702 — *Dragon* 50
1702 — Killed in battle

Holmes, Benjamin
1667 jun — ***Golden Sun* FS**

Holmes, Charles RAB
1741 feb-1741 jun — ***Strombolo* FS**
1741 jun-1742 jan — ***Success* FS**
1742 feb — *Sapphire* 40
1743 — *Cornwall*
1746 — *Enterprise*
1747 — *Lenox* 70
1753 — *Anson* 60 guardship
1753 — *Lenox* 70 or *Somerset*
1755 — *Grafton* 3rd
1755 — *Warspite*
1762 — Died

Holmes, John (2)
1667 — *Lenox* yacht
1672 mar-1672 aug — ***Thomas and Edward* FS**
1672 — Died

Hope, Sir William Johnstone VAR MP
1793 jan-1794 jan — ***Incendiary* FS**
1794 — *Bellerophon* 74
1795 — *Venerable* 74
1795 — *Tremendous* 74
1798 — *Kent* 3rd
1804 — *Atlas* 74
1831 — Died

Hore, Daniel
1740-1741 — ***Success* FS**
1741 — *Galicia* floating battery
1742 — *Defiance* 42
1742 — *Canterbury*
1748 — *Lark*
1762 — Died

Hosier, Francis
1694 jul-1694 aug — **Lt., *Abrahams Offering* MAC**
1695 — *Portsmouth Prize*
1696 — *Winchelsea* 30
1705 — *Burlington* 50
1706 — *Salisbury* 50
1727 — Died

Howe, William
1666-1667 jul♦ — ***Virgin/Virginia* FS**
Most sources say he was court-martialed, condemned, and executed in November, 1667, for cowardice when he lost his ship vs. the Dutch off Gravesend; however, Syrett and DiNardo note that a Thomas Howe was given a reprieve in November, 1667, and he is probably the same person.

Hubbard, John (4)
1718 dec-1720 dec — ***Garland* FS**
1721 — *Windsor* 4th-60
1728 — *Rippon* 4th
1728 — Died

Hudson, Robert

1643 ***Swan* FS**

Hughes, Gabriel
1690 aug ***Griffin* FS**
1692 *Rochester* 50
1696 *Defiance* 64
1699 Died

Hughes, Sir Richard (2)
1739 sep-1740 jun ***Anne Galley* FS**
1740 oct *Dursley Galley* 20
1742 *Faversham* 40
1745 *Chatham*
1746 *Essex*
1753 *Fougeux* 64
1782 Died

Hughes, William James
***1804** [PJP only] **Lt., *Phosphorus* FV**
Left for a year and then reappointed
†1806 jan-1806 aug **Lt., *Phosphorus* FV**
1806 aug Wounded and removed
1862 Died
†A small biography attached to a print [PAD9481] in the National Maritime Museum notes Hughes as taking command of *Phosphorus* on July 2, 1806, but the Admiralty papers already list him in it by January.

Huish, Henry (2)
1745 nov-1746 jun ***Pluto* FS**
1746 jul *Experiment* frigate
1751 *Deptford* 50
1763 Died

Humble, William
1666 ***St. Jacob* FS**
1666 ***Prosperous* FS**
1672 apr-1673 jan ***Anne and Christopher* FS**

Hume, James (1)
1757 sep-1758 mar† ***Pluto* FS**
†He was killed or died either in March or April of 1758

Hunt, Anthony (2)
1791 apr-1791 sep ***Tisiphone* FS**
1794 *Amphitrite* 6th
1795 Died

Hunter, Collin
1695 jul-1695 sep ***Grafton* MAC**
1698 *Dolphin*
1700 Died

Hunter, George
1795 aug **Lt., *Satisfaction* FV**

Huntington, John
1693 dec-1696 sep ***St. Vincent* FS**
1734 Died

Hutchenson, Thomas Howard
1745 may-1746 jan ***Nazareth* FS**
1747 nov *Rose* 20
1751 *Torrington* 5th-40
1756 *Newcastle* 50
1758 Died

Innes, Thomas (1)
1744 jan-1744 feb ***Scipio* FS**
1746 *Alborough* frigate
1750 Killed in a duel

Isaac, Robert
1695 jun-1695 aug ***Happy Return* MAC**

Jameson, William
1703 feb-1705 sep ***Terrible* FS**
1706 jan *Experiment*
1706 Died

Jaques, William
1667 *Hopewell* galliot
1671 *Hardareen Prize*
1672 *Francis* guardship
1673 dec ***Wivenhoe* FS**
1678 may ***Eagle* FS**
1689 Died

James, Bartholomew RA
In September of 1781, he was one of the lieutenants who commanded an *ad hoc* firevessel vs. a French blockade at Yorktown. He became a captain in 1798 and died in 1825.

Jarrett, Rob.
1801 sep-1801 oct **Lt., *Akers* FV**

Jenifer, William
1694 may-1694 aug ***Young Lady* MAC**

Jennifer, John
1688 aug-1688 sep ***Garland* FS**
1689 *Edgar*
1691 Died

Jennings, Sir John AW MP
1689 nov ***St. Paul* FS**
1690 *Experiment* 32
1693 *Victory*
1693 *Winchester* 60
1693 *Mary* 60
1696 *Chichester* 80
1697 *Plymouth*
1701 *Kent* 70
1703 *St. George*
1745 Died

Jennings, Thomas
1689 may-1689 jun♦ ***Alexander* FS**
1693 *Victory*
1695 *Shrewsbury*
1695 *London* 1st
1696 2Capt., *Britannia*
1723 Died

Jesson, James
1694 feb *Winchelsea*
1695-1696 mar ***Hawk* FS**
1701 mar-1701 jul ***Hunter* FS**
1708 *Portland* or *Greenwich*
1708 Died

Johnson, John
1666 sep ***Charles* FS**
1672-1673 may♦ ***Orange Tree* FS**

Johnson, Thomas (1)
1679 *Success* brigantine
1688 aug-1688 sep ***Swan* FS**
1690 Died

Johnston, James
1758 apr-1761 nov ***Pluto*** **FS**
1759 jun Acting captain of *Essex* for June only
1780 Died

Jumper, Sir William
1692 feb-1692 may♦ ***Hopewell*** **FS**
1693 *Saudadoes* 16
1693 *Adventure* 44
1694 *Weymouth* 4th-48
1702 *Lenox* 70
1714 Died

Juxon, Charles
1665 oct-1666 mar ***Land of Promise*** **FS**
1666 ***St. Paul*** **FS**
1667 jun-1667 jul♦ ***Golden Hart*** **FS**
1671 ***Little Francis*** **FS**

Keck, Lawrence
1691 mar-1693 ***Lightning*** **FS**
1701 apr-1701 jul ***Lightning*** **FS**
1702 jul-1703 aug ***Vesuvius*** **FS**
1724 Died

Keeble, Henry
?-1667 jul♦ ***Elizabeth and Mary*** **FS**

Keeler, Robert
1759 sep-1761 jan ***Prosperine*** **FS**
1761 *Arethusa* 26
1761 *Success* 24
1761 *Dolphin* 24
1770 *Mercury* 28
1775 *Acteon* 44
1810 Died

Keller, Edward
1745 jan-1745 dec ***Etna*** **FS**
1747 *Hornet* brig sloop
1748 *Flamborough*
1750 *Mermaid*
1750 Died

Kelsey, John
1665 sep-1666 jun♦ ***Little Unicorn*** **FS**
?-1666 jul ***Great Gift*** **FS**
1666 *Loyal London*
1666-1667 jun♦ ***Constant John*** **FS**
1669 *Fanfan* yacht
1671 ***Hardareen*** **FS**
1672 apr-1673 may♦ ***Rachel*** **FS**
?-1673 aug ***Friendship*** **FS**

Kempenfelt, Richard RAB
1756 may-1756 nov ***Lightning*** **FS**
1757 jan *Elizabeth* 64
1758 *Queenborough* frigate
1759 *Grafton* 68
1770 *Buckingham* 70
1778 *Alexander* 74
1782 Drowned in the *Royal George*

Kempthorne, Rupert
1690 oct ***Half Moon*** **FS**
1691 Killed in a tavern

Kendal, Charles
1695 jul-1695 sep ***Mayflower #2*** **MAC**

Kennedy, Silvester
1740 jan-1741 apr ***Phaeton*** **FS**
1741 dec-1742 mar ***Cumberland*** **FS**
1755 Died

Kercher, Thomas
1690 apr-1690 jun ***Hunter*** **FS**
1691 feb ***Vulture*** **FS**
1693 jul *Dolphin* 26
1694 *Rupert* 64
1694 Died

Kerworth; see Carverth

Kiggins, William
1689 jun ***Elizabeth and Sarah*** **FS**
1689 nov-1690 may ***Nathanial*** **FS**
1691** [PJP only] ***Vesuvius **FS**
1693 *Greyhound* 16
1694 *Montague* 60
1695 *Arundel* 32
1698 Died

Kigwin, Richard (1)
1672-1673 apr♦ ***Eagle*** **FS**
1673 apr Died

Killingworth, Thomas
1692 feb-1692 may♦ ***Fox*** **FS**
1692 *Pearl* 3rd-30
1694 *Scarborough* 30
1694 Died

King, Christopher
1691 *St. Albans Prize* 18
1694 jun-1694 oct ***Charles*** **FS**
1700 Gunner, *St. George*

King, Mathew
1746 nov-1747 jul ***Salamander*** **FS**
1747 oct *Siren* frigate
1747 Died

King, Sir Richard (1) AR MP
1756 jul ***Blaze*** **FS**
1756 *Bonetta* sloop
1759 *Rye* frigate
1760 *Ludlow Castle* 5th-44
1761 *Argo* 28
1770 *Grafton* 3rd-64
1770 *Ardent* 64
1775 *Asia*
1778 *Monmouth*
1778 *Pallas*
1779 *Exeter* 70
1806 Died

Kinneer, James
1778 nov-1779 sep ***Salamander*** **FS**
1811 Died

Kirk, Piercy
1690 jul ***Sallee Rose*** **FS**
1692-1693 may ***Cygnet*** **FS**
1693 may Died

Kirkland, James
1782 dec-1783 sep ***Volcano*** **FS**

Kirkton, Robert

1693 nov-1694 jul ***Roebuck*** **FS**
1695 *Roebuck* 4th
1696 *Rochester* 48
1702 *Plymouth* 60
1702 *Suffolk* 3rd-70
1707 *Defiance*
1718 Died

Knapp, John
1692 feb-1692 may♦ ***Half Moon*** **FS**
1693 *Africa* 46
1695 *Monmouth* 70
1702 *Expedition* 3rd 70
1704 *Norfolk* 80
1708 Died

Knighton, Francis
1715 oct *Jamaica* sloop
1716 mar-1717 ***Griffin*** **FS**
1718 apr *Success* storeship
1727 *Hampshire* 50
1727 Died

Knowler, Thomas
1744 aug-1745 apr ***Nazareth*** **FS**
1746 aug *Lys Prize*
1753 *Salisbury* 50
1755 *Princess Louisa* 50
1784 Died

Lake, Thomas (1)
1694 sep ***Flame*** **FS**

Lake, Thomas (2)
?-1741 dec ***Eleanor*** **FS**
1741 dec *Tartar* pink
1742 *Exeter* 60
1747 *Deptford* 4th
1750 Died

Lancaster, Robert Daniel
1807 jun-1807 dec **Lt., *Phosphorus* FV**
1814 *Landrail* schooner

Lance, James; also Lawnce and Lawrence
1693 jan ***Charles*** **FS**
1693 *Sheerness* frigate
1694 *Reserve* 4th
1695 *Experiment*
1695 Died in the West Indies

Langstaffe, Thomas
1740 mar-1740 may ***Strombolo*** **FS**
1742 Died

Larcom, Joseph
1794 jul ***Comet*** **FS**
1818 Died

Larkin, Vincent
1694 aug ***Frog*** MAC

Laugharne, John VAW
1790 nov-1790 dec ***Pluto*** **FS**
1819 Died

Leake, Sir Andrew
1690 aug-1691 jan ***Roebuck*** **FS**
1691 jan-1691 feb ***Fox*** **FS**
1693 *Greenwich*
? *Lancaster*
? *Canterbury*
1702 *Torbay* 80
1703 *Ranelagh*
1703 *Grafton* 70
1704 Died

Lee, William (1)
1666 may-1666 jul♦ ***Fortune*** **FS**
1666 aug ***St. Paul*** **FS**
1672 apr-1673 aug♦ ***Olive Branch*** **FS**
1678 Murdered

Leef, Thomas
1799-1800 jul♦ ***Comet*** **FS**
1815 Died

Legg, Thomas
1703 may-1704 aug ***Hunter*** **FS**
1704 aug *Tartar* 32
1711 *Anglesea*
1711 Died

Legge, Julian
1746 jul-1747 oct ***Pluto*** **FS**
1747 *Fox*
1751 *Bristol*
1753 *Shoreham*
1761 *Sutherland*
1762 *Temple* 70
1762 Died

Legge, Thomas
1688 nov ***Dartmouth*** **FS**
1693 1Lt., *Rupert* 66
1694 jul-1696 sep ***Strombolo*** **FS**
1696 *Discovery* brigantine
1697 *Southsea Castle* 32
1705 *Antelope* 50

Leslie, George
1742-1743 ***Mitau*** **FS, Russian Fleet**

Lestock, Richard (1)
1667 nov ***Gabriel*** **FS**
1691 *Cambridge* 80
1713 Died

Lestock, Richard (3) AB [Son of Richard]
1706 apr *Fowey*
1706** [PJP only] ***Vulture **FS**
1711 *Weymouth*
1717 *Panther* 50
1718 *Barfleur*
1728 *Princess Amelia* 80
1729 *Royal Oak*
1740 *Boyne* 3rd-80
1746 Died

Ley, Thomas (1)
†1688 oct-1689 apr ***Mermaid*** **FS**
1690 *Portland*
1693 *Albemarle* 90
1696 *Duchess* 90
1702 Died
†He was made captain of *Mermaid* after serving as its lieutenant for 6 years. When the ship was converted to a 5th rate in April of 1689, he became its lieutenant again.

Ley, Thomas Arthur

***1782** [PJP only]	***Sulphur* FS**
1786	Died

Licorris, John

1666	***Unicorn* FS**

Liddell, George

1665 oct-1666 feb	***Hare* FS**
1666	*Roebuck*
1666	*Speedwell*
1671	*Roebuck*
1672	Died

Lindsay, Sir John (1) RAR

1757 apr	***Pluto* FS†**
1757 sep	*Trent* frigate
1762	*Cambridge*
1764	*Tartar*
1778	*Victory* 1st-100
1778	*Prince George* 90
1788	Died

†Became a commander at the age of 19

Lindsey, William

1693 jun-1694 jan	***Vulture* FS**
1694 may	*Play Prize*

Lingen, Joseph

1710-1712 dec	***Hawk* FS**
1728	*Ludlow Castle*
1740	*Argyle*
1741	*Cambridge* 80
1742	*Elizabeth*
1752	Died

Lister, Geo.

1695 jul-1695 sep	***Blessing* MAC**

Littleton, Edward

1692 feb-1692 may♦	***Thomas and Elizabeth* FS**
1693	*Smyrna Factor* 40
1693	*Assistance* 4th
1694	*Montague* 3rd
1695	*Dorsetshire*
1696	Died

Lloyd, Howell

1778 oct-1779 dec	***Lucifer* FS**
1780 nov	*Shark* 6th
1780	Drowned

Lloyd, Robert† [Same as David (2)?]

?-1697 jul♦	***Owners Love* FS**
1694	*Experiment* frigate
1697	*Falmouth*
1699	Died

Lloyd, Thomas (4)

1778 apr-1778 sep	***Vulcan* FS**
1794	Died

Lloyd, William (1)

1713	*Dunkirk Prize*
1719 sep	***Griffin* FS**
1723	*Hawk* sloop
1723	Drowned at sea

Locker, William

1762 apr-1763 jan	***Roman Emperor* FS**
1763	*Nautilus* sloop
1770-1773	*Thames* frigate
1777	*Lowestoff*
1790	Flag Captain, *Cambridge*

Long, Thomas

1696 jan-1697 jul	***Griffin* FS**
1700 apr	1Lt., *Dorsetshire*
1701-1702 oct	***Vulture* FS**
1703	*Vigo Prize* 50
1710	*Bredah* 70
1710	Died

Long, Walter

1779 aug-1780 may	***Comet* FS**
1781	*Molly* armed ship
1781	Died

Loring, John

1793 may-1793 dec♦	***Conflagration* FS**
1808	Died

Losack, George AB

1782 aug-1783 jan	***Sulphur* FS**
1783	*Termagant* sloop
1796	*Jupiter* 50
1797	*Prince George*
1829	Died

Lucas, John

1673 may-1674 feb	***Hawk* FS**

Lucas, Richard

1782 mar-1782 aug	***Salamander* FS**
1797	Died

Luck, James

1719 jul-1720 jan	***Bedford Galley* FS**
1720 may	*Port Mahon* frigate
1720	*Gosport* 40
1728	*Winchester* 50
1736	*Canterbury*
1736	Died

Lumley, Henry

1693 mar-1696 apr	***Fortune* FS**
1700 apr	*Ludlow*
1720	Died

Lydall, Wm.

1695 jul-1695 sep	***Thomas and George* MAC**

MacBride, John AB MP

1761	*Grace* armed cutter
1762 apr-1762 oct	***Grampus* FS**
1762	*Cruiser* sloop
1765	*Renown* 30
1766	*Jason* 30 frigate
1768	*Seaford* 20
1772	*Southampton* 32
1775	*Orpheus* 32 frigate
1777	*Bienfaisant* 54
1781	*Artois*
1783	*Druid* 32
1788	*Cumberland* 74
1800	Died

Mackenzie, Simon

1783 dec- 1784 jul	***Combustion* FS**
1804	Died

Mackenzie, Thomas (1) RA of the Russian Navy

1744-1746†	***Mronshla* gurak**
1753	*Ulriksda* 24
1754	*Merkurii* packet boat
1756	*Vachmeister*
1757	*Poltova* 66
1758	*Ioann Zlatoust II* 66
1759	*Sv. Kliment Papa Rimskii* 80
1760	*Sv. Nikolai* 80
1762	*Sv. Dimitrii Rostovskii* 100
1763	*Sv. Pavel* 80
1766	Died

†*Mronshla* was a Russian fireship in 1746

MacKenzie, Thomas (2) RA of the Russian Navy

1770	Lt. of a Russian fireship at Tchesma
1772	*Nadezhda Blagopolutchia* 34
1777	*Deris* 66

Mackie, James (1)

1742 dec-1744 feb♦	***Anne Galley* FS**
1744 feb	Killed when *Anne* blew up too soon

Maiden, William

1666	***Lizard* FS**
?-1666 jul♦	***Blessing* FS**
1666	***Mary* FS**
1666-1667 jul♦	***Camel* FS**

Main, John: See Mayne

Mainwaring, Thomas Francis Charles

1807 jan-1807 oct	***Tartarus* FS**
1858	Died

Manley, Francis

1691 jan-1692 jun	***Roebuck* FS**
1693	*Sun* 6th
1693	Died

Mansell, Charles

?-1667 jun♦	***Dolphin* FS**

Mansfield, Charles John Moore

1793 jul-1794 jul	***Megaera* FS**
1805	*Minotaur* 74
1813	Died

Markham, John AW MP

1782	*Hinchinbrook* 6th
1782 mar-1782 jul	***Volcano* FS**
1783	*Sphinx*
1793	*Blonde* frigate
1793	*Hannibal* 74
1797	*Centaur* 74
1827	Died

Marshall, John (1)

1672 aug-1674 oct	***George* FS**

Marshall, Leonard

1746 apr-1746 jun	***Etna* FS**

Marshall, Thomas (1)

1666	*Deptford* ketch
1673	*Hind* dogger
1679	Lt., *Woolwich*
***1689** [PJP only]	***Owners Love* FS**
1689 apr-1690 aug	***Thomas and Elizabeth* FS**
1690 aug	Died at sea

Martin, Sir Henry (2) MP

1757 jan-1757 nov	***Lightning* FS**
1757 dec	*Northumberland* 70
1761	*Arc-en-Ciel* 4th-50
1761	*Danae* frigate
1763	*Bedford* 3rd
1770	*Intrepid* 64
1794	Died

Martin, John (1)

1672 apr-1673	***Hope* FS**
1677	*Chatham* double-sloop
1678 jan	Killed

Mason, John

1690 apr-1691 feb	***Speedwell* FS**
1691 feb	Died

Massam, William

1706-1708 feb	***Terrible* FS**
1708 may	*Falcon*
1708	Committed suicide

Mather, William (1)

1672-1673 aug♦	***Golden Hand* FS**
1673 oct-1674 mar	***Old Francis* FS**

Mathews, John

1793 feb-1793 dec♦	***Vulcan* FS**
1794	*Courageux*
1798	Died

Mathews, Thomas AW MP

1703 may-1703 nov	***Earl Galley* FS**
1707	*Dover* 50
1707	*Chester* 60
1718	*Kent* 70
1751	Died

Mayhew, Ralph

1667 jun-1667 jul♦	***Blessing of Harwich* FS**
1667 nov	Court-martialed and dismissed for misconduct vs. the Dutch off Gravesend in July

Maynard, Robert

1739 aug-1740 may	***Cumberland* FS**
1740 sep	*Sheerness* frigate
1742	*Antelope* 50
1750	Died

Mayne, John

1673 aug	***Buss***
1678 may-1679 dec	***Sampson* FS**
1690	*Assurance*
1693	*Sussex* 80
1694	*Norfolk* 80
1712	Died

McKinley, George AB

1798 may-1801 jul	***Otter* FS**
1810	*Lively*
1852	Died

McLean, William

1804 jul-1804 oct♦	**Lt., *Firebrand* FS**
1804	Died

Mead, Nathaniel

1652-1653 jun	***Renown* FS**

Medley, Henry
1720 aug-1721 jan ***Poole*** **FS**
1721 feb *York* 4th-60
1722 *Leopard*
1722 *Revolution*
1723 *Romney* 50
1728 *Leopard*
1741 *Nassau* 71
1747 Died

Merrick, De L'Angle
1741 ***Anne Galley*** **FS**
1742 aug *Dursley Galley* 20
1742 *Winchelsea* 20
1744 *Barfleur* 90
1748 *Devonshire* 80
1753 Died

Merrick, William Augustus
1778 apr *Hinchinbrook* sloop
1779 sep-1780 dec♦ ***Incendiary*** **FS**
1785 Died

Mighells, James VAB
1694 aug-1696 sep ***Owners Love*** **FS**
1702 *Monk* 60
1710 *Centurion*
1711 *Hampton Court*
1734 Died

Miller, John (1)
1796 dec-1797 jun ***Megaera*** **FS**
1843 Died

Miller, Ralph Willett
1794 jul **Lt.,** ***Poulette*** **[FS]†**
1796 *Mignonne*
1796 *Unité*
1797 Flag captain for Nelson, *Theseus*
1799 Miller collected unspent shells fired by the enemy and was killed when a pile of them went off accidentally
†*Poulette* was prepared and unsuccessfully used as an *ad hoc* fireship against the French at Gourjean Bay, Corsica

Milleson, James
1694 dec-1695 jan **Lt.,** ***Gabriel*** **MAC**
1695 jun-1695 sep **Lt.,** ***Gabriel*** **MAC**
1708 *Wolf*
1727 Died

Milne, James
1794 jul-1795 dec **Lt.,** ***Industry*** **FV**

Mingen, John
1667 ***Sarah*** **FS**

Minterne, William
1666 ***John and Sarah*** **FS**
?-1666 jul ***Land of Promise*** **FS**

Mitchell, Hercules
1697 oct ***Phoenix*** **FS**
1701 mar ***Strombolo*** **FS**
1702 *Plymouth* 4th
1705 Died

Mitchell, John (1)
1694 feb-1696 sep ***St. Paul*** **FS**
1700 apr *Wolf* sloop
1702 jul-1702 oct ***Phoenix*** **FS**

Mitchell, Thomas (1)
1699 *Falmouth* 50
1701-1702 oct ***Lightning*** **FS**
1714 Died

Moodie, James (1)
1690 apr-1690 jun ***Vulture*** **FS**
1691 *Constant Warwick* 42
1693 *Wolf* 48
1695 *Yarmouth* 70
1707 *Lancaster* 80
1708 *Torbay* 80
1717 *Yarmouth* 70
1724 Killed in an ambush

Moore, Joseph
1697 jan [jan only] ***Flame*** **FS**
1703 *Mary* 34
1704 *Monk*
1705 Died

Mordaunt, L'Estrange [Lester?]
1740 mar-1740 apr ***Phaeton*** **FS**

More, Lewis
1794 jul-1795 jan **Lt.,** ***Satisfaction*** **FV**

Morgan, Benjamin
1794 jul **Lt.,** ***Firebrand*** **FV**
1822 Died

Morris, Daniel
1720 aug-1720 sep ***Bedford Galley*** **FS**
1720 sep *Port Mahon*
1728 *Garland*
1728 Died

Morris, Humphrey
1653 feb-1653 sep ***Fortune*** **FS**

Mosse, James Robert
1782 jun-1783 mar ***Pluto*** **FS**
1801 *Monarch* 74
1801 Died

Mostyn, Robert
1782 mar-1782 aug ***Spitfire*** **FS**
1784 Died

Mostyn, Savage VAB MP
1739 jul-1740 mar ***Duke*** **FS**
1740† *Seaford* 6th
1740 *Deptford* 50
1743 *Suffolk*
1744 *Hampton Court* 3rd-70
1746 *Duke*
1757 Died
†Some sources say he became captain of *Seaford* in December of 1739, but ADM says not until March of 1740

Mouat, Patrick
1758 may-1761 jul ***Cormorant*** **FS**
1762 *Gramont* 18
1764 *Tamar* war sloop
1765 *Dolphin*
1790 Died

Munden, Sir John RAR

1688 jul	***Half Moon* FS**
1688 dec	*Edgar*
1692	*Lenox*
1693	*St. Michael* 2nd
1695	*London*
1695	*Monmouth*
1696	*Albemarle*
1697	*London*
1699	*Ranelagh*
1699	*Winchester*
1719	Died

Myngs, Christopher (2)

1688 sep	***Sophia* FS**
1693	*Woolwich* 46
1697	*Namure*
1725	Died

Newcombe, Henry

1782 jan-1782 apr	***Combustion* FS**
1783 nov	*Superb* 3rd

Newhouse, John

1801 mar-1802 jun	***Megaera* FS**
1803	Died

Newsom, William (1)

1758 jun-1758 jul	***Roman Emperor* FS**
1762	*Sea Castle* storeship
1787	Died

Nicholson, B.

†1798 jan-1799 jan	**Lt., *Lively* FV**

†Steel lists him as early as 1796, but ADM still has Brown at that time

Noble, Mark

1697 jul	***St. Vincent* FS**
1698 feb	*Dunwich*
1701	Killed

Norman, James (1)

1779 sep-1780 may	***Spitfire* FS**
1806	Died

Norris, Sir John (1) AF MP

1690 jul-1691 feb	***Pelican* FS**
1691 dec-1693 jan♦	***Spy* FS**
1693	*Sheerness* 28
1693	*Sussex*
1694	*Carlisle* 4th
1696	*Content* 50
1701	*Winchester*
1702	*Orford* 70
1705	1Capt., *Britannia*
1749	Died

Northesk, William Carnegie, Earl of AR

1781 jan-1782 aug†	***Blast* FS**
†1781 feb	*St. Eustatius* hired
†1782 apr	*Enterprise* frigate
1790	*Heroine* 32
1793	*Beaulieu* frigate 40
1793	*Andromeda*
1796	*Monmouth* 64
1800	*Prince* 98
1802	*Britannia* 100
1831	Died

†ADM 8/58 has Northesk sailing with *Blast* from mid-1781 to at least August of 1782, but some sources say he entered *St. Eustatius* before February of 1781 and then, when he gained post in April of 1782, became captain of *Enterprise*; see Paterson below

Norwood, Joseph

1760 nov-1762 dec	***Lightning* FS**
1763 jun	*Princess Louissa* 60
1793	Died

Nowell, William (1) RAR

1790 sep	***Incendiary FS***
1790	*Woolwich* 44
1791	*Ferret* sloop
1803	*Glatton* 54
1804	*Isis* 50
1804	*Ardent* 64
1811	*Monmouth* 64
1827	Died

Nugent, Dominick

?-1671 may♦	**Lt., *Eagle* FS**
1672	*Advice*
1673	*Fairfax*
1678	Boats at Chatham
1682	*Thomas and Catherine*
1682 aug	***John and Alexander* FS**
1685	*Charles Galley*
1685	*Reserve*

O'Brien, Robert

1800 aug-1802 jun	***Alecto* FS**
1804	*Clorinde* frigate
1813	*Doris* 42
1838	Died

Ockman, William (1)

1707 mar-1707 oct	***Vulcan* FS**
1709	*Folkestone*
1734	*Orford 70*
1740	Died

Ogle, Sir Chaloner (1)

1759 dec-1761 nov	***Strombolo* FS**
1762 mar	*Dover*
1796	*Peterell* sloop
1814	Died

O'Hara, Patrick

1743 oct-1743 dec	***Scipio* FS**
1744 nov	*Gosport*
1759	*Looe* 40
1774	Died

O'Hara, William Henry King

***1778 jul† [PJP only]**	***Volcano* FS**
1789	Died

†See note in the Ship List

Orme, Humphrey

1718 mar-1718 aug	***Griffin* FS**
1720 jun	*Winchelsea* frigate
1751	Died

Ormerod, Charles

1697 feb-1697 mar	***Lightning* FS**
1698	*Gosport*

Orrok, Alexander

1694	***Grafton* MAC**

Orton, Simon

1651-1652 aug♦ *Charity* FS
1653 *Sun* victualler

Ourry, Paul Henry
1756 apr-1756 jun♦ *Prosperine* FS
1757 *Success*
1760 *Acteon* 28
1769 *Fame* 74
1783 Died

Owen, Edward (1)
1694 aug-1695 may♦ *Roebuck* FS
1700 apr-1700 may *Vesuvius* FS
1702 *Rochester* 4th-50
1706 *Medway* 3rd
1708 Died

Owen, William Fitzwilliam VAB
1801 may-1801 sep Lt., *Nancy* FV
1803 Lt., *Sea Flower* 14
1810 *Barracouta* 18
1811 *Cornelia* 32
1857 Died

Pace, John
1695 jul-1695 sep Lt., *Endeavour #1* MAC

Paddon, George RA of the Russian Navy
?-1703 nov♦ *Vesuvius* FS
1704 aug *Newport* 24
1710 *Windsor* 60
1711 *Edgar* 70
1711 *Charnock* 70
1712 *Ruby*
1718 Died

Paine, Joseph
1665 sep-1666 jul *Bryer* FS
1666 *Bull* FS
?-1667 nov *Blacknose/Blackmore* FS
1667 nov Court-martialed and dismissed for misconduct vs. the Dutch off Gravesend in July

Painter, Richard
?-1673 jul *Hester* FS

Palmer, George (1) AW
?-1781 sep♦ *Vulcan* FS
1793 feb *Perseus* 20
1795 *Lion* 64
1796 *Adventure* 44
1834 Died

Packer, George; also Parker
1794 jul-1797 may Lt., *Akers* FV

Parker, Sir Hyde (3) FSL
1807 mar-1807 oct *Prometheus* FS
1815 *Tenedos*
1854 Died

Parkinson, William
1742 jan-1742 mar *Firebrand* FS
1742 dec-1743 aug *Scipio* FS
1747 Died

Parr, Thomas
1790 aug-1790 oct *Pluto* FS
1796 *Malabar* 4th

Partington, Henry
1703 may-1704 aug *Harman* FS
1704 oct *Anglesea*
1737 Died

Partridge, Robert
1691 may *Thomas and Elizabeth* FS
1692 mar-1692 jul *Griffin* FS
1692 jul Killed

Pascal, Michael Henry
1759 aug-1762 dec *Etna* FS
1765 *Scarborough* 20
1787 Died

Passenger, William
1695 may-1697 jul *Vesuvius* FS
1700 apr-1702 *Shoreham* 32
1706 *Royal Anne* 1st
1717 *Gloucester* 4th-50
1728 Died

Paterson, Charles William AW
1782 nov†-1783 may *Blast* FS
1793 *Gorgon* store ship
1794 *Ariadne* 20
1794 *Melpoméne* frigate
1796 *Admiral de Vries* 68
1799 *Montagu* 3rd
1800 *St. Fiorenzo* guardship
1811 *Puissant* guardship
1841 Died
†Paterson advanced to commander in April of 1782 and may have then become *Blast*'s captain; see Northesk above

Pattison, Henry
1666 *Daniel* FS
1672 apr-1672 may♦ *Bantum* FS
1673 jan-1673 may *Prudent Mary* FS
1673 may Died of fever

Pattison, Mark
1758 Master, *Neptune*
1762 jul-1762 dec *Strombolo* FS
1765 *Juno*
1796 Died

Patton, Charles
1782 jan-1783 may *Lucifer* FS

Paul, Richard
1694 *Jersey* 6th
1697 *Looe* 5th
1700 apr-1701 mar *Vulture* FS
1701 mar Died

Peach, William (1)
1665 *Truelove*
1667 *Success*
1671 jul *Truelove* FS

Peadle, Moses
1743 dec-1744 dec *Mercury* FS
1744 dec Died

Pearce, Vincent (1)
?-1665 aug *Bryer* FS
1665 aug Killed at Bergen

Peers, James

1739 mar-1740 may *Success* **FS**
1741 feb *Fowey* 40
1746 Died

Pellatt, Thomas
1740 jul-1741 oct *Vulcan* **FS**
1741 dec-1742 mar *Phaeton* **FS**

Pellows, Richard
1801 sep *Otter* **FS**

Pemberton, Henry
***1778 apr** [PJP only] *Pluto* **FS**

Penhallow, Richard
1655-1656 mar *Beaver* **FS**

Penny, Taylor
1755 dec-1756 nov *Firebrand* **FS**
1757 nov *Alborough* 6th-20
1760 *Looe* 40
1778 *Barfleur* 90
1778 *Marlborough* 3rd
1786 Died

Perry, John (1)
1692 feb-1693 *Owners Love* **FS**
?-1693 sep♦ *Cygnet* **FS**
1690s Comptroller of Russian Maritime Works
1733 Died

Perryman, John
1665 *Swallow* hired
1667 *Ostrich* **FS**
1679 *Grafton*
1679 *Essex*
1679 *Burford*
1679 *Kent*
1680 *Exeter*
1680 *Suffolk*

Pettigrew, William
1746 apr-1748 may *Vulcan* **FS**
1755 *Queenborough* frigate
1756 Died

Philip, Arthur AB
1779 sep-1780 may *Basilisk* **FS**
1781 *Ariadne*
1781 *Europe*
1814 Died
After commanding *Europe*, he founded a penal colony in Australia and named it Sydney

Philips, Henry John; later H.J.P. Towry
1756 jun♦ [jun only] *Blast* **FS**
1762 Died

Phipps, Charles MP
1776 aug-1777 nov *Strombolo* **FS**
1786 Died

Pickard, Peter
1680 apr [apr only] *Sampson* **FS**
1680 dec-1682 *Calabash* **FS**
1691 *Hope*
1691 *Happy Return*
1693 *Suffolk* 70
1693 *Monmouth*
1702 *Shrewsbury*
1702 Died

Pickering, William
1655-1656 jul♦ *Fox* **FS**

Pickett, John
1695 jul-1695 sep *John and Mathew* **MAC**

Piercy, Francis
1706 dec-1707 oct♦ *Firebrand* **FS**
1708 *Winchelsea*
1727 *Medway* 60
1733 *Torbay* 80
1741 Died

Pigot, Hugh (1) AW MP
1745 nov-1746 apr **Vulcan FS**
1746 *Centaur*
1747 *Ludlow Castle*
1758 *York*
1759 *Royal William* 84
1771 *Triumph*
1792 Died

Pinder, Thomas
1695 apr-1696 mar *Rose* **FS**
1696 apr *Mermaid* frigate
1699 Died

Pitches, Lambert
1643 *Sarah* **FS**

Pocock, Sir George AB MP
†1733 mar-1737 jan *Bridgewater* **FS**
1737 aug-1738 dec *Alborough* **FS**
1742 *Woolwich* 40
1743 *Shrewsbury* 80
1743 *Sutherland* 50
1752 *Cumberland*
1754 *Eagle*
1792 Died
†DNB says he entered *Bridgewater* in February of 1734 when he advanced to commander, but ADM 8/18 has him starting in March of 1733

Pollea, John
1672 *Old Francis* **FS**
?-1673 aug♦ *Benjamin* **FS**
1678 feb *Anne and Christopher* **FS**

Poole, Benjamin
1680 dec *Sampson* **FS**
1714 Died

Pooley, William
1672 *Alice and Francis* **FS**
1673 aug *Amity* **FS**
?-1673 dec♦ *Hester* **FS**
1677 Lt., *St. David*
1688 sep-1688 dec *Roebuck* **FS**
1689 Died

Potter, Abraham
1688 sep-1689 *Charles* **FS**
1695 Died

Poulson, Edward
1688 sep-1688 dec *Speedwell* **FS**
1689 jun-1691 feb *Richard and John* **FS**
1692 *St. Albans Prize*

1695 Killed

Powlett, Charles
1743 jan-1743 aug ***Etna* FS**
1743 oct *Biddeford* frigate
1748 *Falmouth*
1748 *Tilbury* 60
1762 *Winchester*
1762 Died

Pownell, Philemon
1656 ***Wildman* FS**

Prideaux, John
1666-1667 ***Cat* FS**

Pugh, Richard
1692 may-1692 jun ***St. Paul* FS**
1692 *Norwich*
1692 oct Sank with his crew and ship

Quantrill, John; also Quanties
1695 jul-1695 sep ***Truelove* MAC**

Ramsey, George
1696 *Portsmouth Prize* 6th
1703 may-1707 jan ***Griffin* FS**
1708 oct *Diamond*
1717 Died

Redmill, Robert
1795 may-1796 jan ***Comet* FS**
1802 *Polyphemus* 64
1819 *Nicolas* 64
1819 Died

Reynolds, Henry
1782 aug-1782 dec ***Combustion* FS**
1782 dec Died

Reynolds, John (2) AB
1741 **Lt., *Vulcan FS***
1744 *Victory*
1745 apr-1745 dec ***Scipio* FS**
1746 *Ambuscade*
1746 *Centurion*
1746 *Arundel*
1758 *Firm* 60
1759 *Temple*
1763 *Milford* frigate
1770 *Burford* 70
1771 *Defence* 74
1773 *Dublin*
1773 *Ocean*
1788 Died

Rice, John
1672-1673 feb♦ ***Success* FS**
1673 apr-1673 aug ***Marigold* FS**
1673 aug Killed vs. the Dutch at the Battle of Texel†
†Charnock says Rice was killed in that battle, but Hepper says *Marigold* was abandoned the day before.

Rich, Sir Charles (1)
1702 jul-1702 oct ***Hunter* FS**
1703 jan *Faversham* frigate
1706 *Falcon*
1706 Died

Richards, Thomas
1708 feb-1710 aug ***Hawk* FS**

Ricketts, Sir Tristram Roberts VAB
1801 jan ***Megaera* FS**
1842 Died

Riddle, Walter
1697 *Hind* pink
1703 jun ***Hawk* FS**
1703 dec *Mermaid*
1705 2Lt., *Chichester* 70
1706 *Isabella* yacht
1707 *Falmouth* 50

Ridley, Hugh
1667 jun-1667 jul♦ ***Star* FS**
1667 *Tilbury*
1668 may-1668 oct♦ ***Providence* FS**
1673 *Woolwich* sloop
1675 jun-1677 feb ***Wivenhoe* FS**
1677 *Tilbury Prize*
1682 Boats at Portsmouth
1685 *America*
1685 *Swan*
1685 *Garland*
1688 *Antelope*

Rigby, Edward
1693 jan-1693 feb♦ ***Mermaid* FS**
1694 jul-1694 oct ***Phoenix* FS**
1695 *Dragon* 40
1699 Convicted of sodomy and fled to France
1711 2Capt., French *Thoulouse* 50
The English later captured him, but he escaped in a Genoese ship.

Robertson, George
1778 nov-1779 sep ***Incendiary* FS**
1780 may-1781 may ***Firebrand* FS**

Robinson, Thomas (1)
1688 dec ***Speedwell* FS**
1691 *Garland*
?-1694 sep♦ ***William and Mary* MAC**
1695 *Assistance* 48
1702 *Dorsetshire* 80
1703 Died

Roffey, Kerrill
1694 jan-1695 aug ***Griffin* FS**
1702 *Burford* 70
1705 *Northumberland*
1716 Died

Rogers, John (1)
1673 **Unicorn FS**
1678 2Capt., *Royal Charles*
1678 *Henry* guardship
1679 Died

Roger, Thomas (1) RAB
1795 jul-1795 aug ***Incendiary* FS**
1814 Died

Rogers, William (1)
1694 **Lt., *Blessing* MAC**

Rook, Thomas
1691 mar [mar only] ***Blaze* FS**
1691 apr-1692 may ***Hunter* FS**
1694 *Fubbs* yacht

1701 Died

Roomcoyle, Thomas
1665 *Guinea*
1666 *Dragon*
1666 *Montague*
1672 *French Ruby*
1677 *Phoenix*
1679 *Royal Oak*
1682 jul ***Spanish Merchant***
1685 *Crown*
1689 *Nonsuch* frigate
1689 Died

Roope, Anthony
1689 nov-1690 ***Charles* FS**
1692 Died

Rose [Stephen?]
1650 mar ***Signet* FS**
1652 *Convert*

Rosewell, Henry
1745 oct *Lively*
***1746** [PJP only] ***Dolphin* FS**
1771 Died

Ross, George
1800 jan-1800 jun ***Falcon* FS**

Ross, William
1794 jul-1797 jun **Lt., *Lively* FV**

Rowse, Stephen
1628 ***Anthony of London* FS**

Rumsey, Edward
1698 *Jolly Prize* sloop
1699 *Lizard* frigate
1701-1702 oct ***Terrible* FS**
1709 *Pembroke* 64
1710 Killed vs. the French

Russell, William (1)
1695 *Play Prize* 5th-32
1701 jul-1702 jan ***Strombolo* FS**
1703 jun *Experiment* 32
1703 Died

Russell, William (2)
***1740-1741** [PJP only] ***Duke* FS**

Sadlington, Richard
1672 *Mermaid*
1672 ***Dartmouth* FS**
1672 *Ruby*
1673 *Crown*
1673 Killed vs. the Dutch

St. Clair, Matthew
?-1799 jan ***Falcon* FS**
1800 *Martin* ship sloop
1800 Drowned

Salleneuve
1628 ***Rachel of Alborough* FS**

Salmon, James [Robert?]
1653 jun-1653 sep ***Renown* FS**
1664 *Fairfax*
1678 *Quaker* ketch

Sampson, Michael: See Sansom

Sanders, William
1695 jul-1695 sep ***John and Martha* MAC**

Sandford, Jacob
1667 ***Batchellor* FS**

Sandys, Charles
1782 feb-1783 jan ***Tisiphone* FS**
1814 Died

Sandys, Jordan
1703 mar *Hector*
1703 may ***Hawk* FS**
1715 *Budlington* 50
1734 Died

Sansom, Michael [or Sampson†]
1705 sep-1707 oct♦ ***Phoenix* FS**
1708 *Lyme* frigate
1711 *Moor* 60
1711 Died
†Charnock says that Sampson and Sansom are the same person, but Syrett and Dinardo note them as two different captains.

Sartain, Stephen
1664 *Giles* ketch
1665 *Eaglet* ketch
1669-1670 oct ***Little Francis* FS**
1670 oct Died

Saumarez, James, Lord de (2) AR
1781 aug-1782 feb ***Tisiphone* FS**
1782 feb *Russell* 74†
1787 *Ambuscade* frigate
1790 *Raisonable* 64
1793 *Crescent* 36
1795 *Orion* 74
1797 *Caesar* 84
1836 Died
†Saumarez gained post and became captain of this 74 at the age of 24.

Scalley, William
1699 *Gloucester*
1702 jan-1702 oct ***Griffin* FS**
1702 *Ranelagh* 80
1703 Died

Scott, Theophilus
1666 *Golden Sun*
?-1672 oct♦ ***Thomas and George* FS**

Seale, William; also Ceeley and Seeley
1665 sep-1666 jun♦ ***Spread Eagle* FS**
?-1666 aug♦ ***Samuel* FS**
1666-1667 jan ***Malaga Merchant* FS**
1667 mar Executed for not assisting *St. Patrick* 4th

Sean, M.
1805 jan-1807 jul ***Firebrand* FV**

Searle, Henry
1697 jun-1697 aug♦ ***Flame* FS**
1699 *Biddeford* 20
1702 Died

Shackerly, William
1776 mar — ***Strombolo* FS**

Shelley, John
?-1667 jul♦ — ***Albemarle* FS**
1668 — ***Truelove* FS**
1669 — ***Welcome* FS**
1670 — *Milford*
1672 — 1Lt., *London*
1672 — 2Capt., *Monmouth*
1672 — *Portland*
1678 — *Diamond*
1678 — *Europa* hired
1688 sep-1689 jun — ***Cygnet* FS**
1689 — *Edgar*
1690 — Died

Sherman, Thomas
1691 jan-1691 feb — ***Spy* FS**
1692 — *Tiger* 42
1693 — *Mary* 60
1699 — Died

Shirley, George James VAR
1797 sep — ***Megaera* FS**
1845 — Died

Shirley, W. [William Warden?]
1800 — **Lt., *Euphrosyne* FS**

Short, Richard
1691 apr — ***Phaeton* FS**
1692 — *Nonsuch* 36
1692 — *Conception Prize*
1702 — Died

Smith, Charles (1)
1702 jul-1703 — ***Strombolo* FS**
1750 — Died

Smith, James (5)
1758 — *Hazard Prize*
?-1758 oct — ***Strombolo* FS**
1758 oct — *Coventry*
1760 — *Seahorse*
1763 — *Solebay* 28
1768 — *Mermaid* 28
1777 — *Lark* 32
1786 — Died

Smith, John (4)
1727 jun — ***Griffin* FS**
1728 jan — *Sapphire* 40
1729 — Died

Smith, Richard
1758 oct-1759 jun — ***Strombolo* FS**

Smith, Thomas (4)
1694 dec-1695 jan — **Lt., *Hopewell* MAC**
1707 — Master, *Thomas and Katherine* smack
1722 — Died

Smith, Thomas (7)
1759 oct-1759 dec — ***Strombolo* FS**
1765 — Died

Smith, William
†1794 jul-1796 aug — **Lt., *Heart of Oak* FV**
†See note in the Ship List

Soanes, Josiah (1)
1691 feb-1693 jun — ***Vulcan* FS**
1693 jul — *James Galley* 32
1700-1701 jul — ***Phoenix* FS**
1703 — *Dolphin*
1711 — *Swiftsure* 70
1711 — *Edgar* 70
1737 — Died

Soring; see Loring

Soule, John
1694 oct-1695 — ***Firebrand* FS**
1695 — *Winchester* 4th-60
1695 — Killed

South [Henry Southwood?]
***1672 feb** [CSPD only] — ***Catherine* FS**

Stacey, Gabriel
1667 — ***Wood Merchant* FS**

Stanhope, Sir Henry Edwyn AB
1781** [PJP only] — ***Salamander FS
1814 — Died

Stapleton, Robert
1693 jan — ***Joseph* FS**
1694 jul-1694 oct — ***Vesuvius* FS**
1702 — Died in New York

Stephens
1741 dec-1742 mar — ***Strombolo* FS**

Stephens, Daniel
1666 sep — ***Robert* FS**
1666 — ***St. Paul* FS**
1668 — ***Young Lion* FS**
1671 — ***Little Lion* FS**

Steevens, Charles RAR
1741 mar-1741 jun — ***Cumberland* FS**
1741 jun-1741 oct — ***Phaeton FS***
1741 — *Ludlow Castle*
1744 — *Portland* 50
1752 — *Tiger* guardship
1755 — *Lichfield*
1755 — *Oxford*
1757 — *Elizabeth*
1761 — Died

Stevens, John (2)
1709 oct-1713 — ***Griffin* FS**
1716 — *Success*
1731 — Died

Stewart, James (1)
1692 feb-1692 jul — ***Flame* FS**
1693 — *Cambridge* 80
1695 — *Duchess* 90
1697 — 1Capt., *Mediterranean*
1697 — *Expedition* 70
1705 — Died

Stewart, James (2) AF
***1707** [PJP only] — ***Hunter* FS**
1709 — *Greyhound*
1710 — *Dartmouth* 50
1716 — *Alborough* frigate
1717 — *Royal Anne Galley*

1741 *Cumberland* 80
1757 Died

Stewart, James (4)
1794 jul-1797 may **Lt., *Experiment* FV**

Stokes
In 1621, he was captain of a fireship at Algiers

Stone, William (2)
1688 sep-1689 nov♦ ***Charles and Henry* FS**
1690 apr-1690 may ***Fox* FS**
1701 Died

Stoney, George
1778 dec-1780 may ***Furnace* FS**
1784 Died

Stout, Robert
1668 *Roe* ketch
1669 2Lt., *St. David*
1671 sep-1672 may♦ ***Fountain* FS**
1672 *Forester* frigate
1673 *Princess*
1674 *Warspite*
1674 *Success*

Strutt, John
1740 mar-1740 may ***Vulcan* FS**

Stuart, Archibald (1)
1744 apr-1745 jan ***Scipio* FS**
1745 *Squirrel* 20
1795 Died

Stuart, Henry (2) RAW
1797 jul-1799 jan ***Gooning Assi* FS**
1840 Died

Studley, Robert
1694 aug-1694 oct **Lt., *Oak* MAC**
1708 *Experiment*
1708 *Norwich*
1715 *Weymouth* 50
1717 Died

Sturton, Thomas
1742 dec-1743 jan ***Phaeton* FS**
1743 mar *Gosport*
1744 *Roebuck*
1754 Died

Suckraft, J.
1801 sep **Lt., *Experiment* FV**

Sumers, John
1673 ***Castle* FS**
1678 2Lt., *Royal Catherine*

Sumpter, Robert (1)
1667 ***Bonaventure* FS**
1672 2Lt., *St. David*
1678 Lt., *Antelope*

Swanton, Thomas MP
1695 *Queenborough* frigate
1701 mar-1702 jan ***Vesuvius* FS**
1703 *Exeter* 60
1723 Died

Swayne, John
?-1667 jul ***Mary* FS**

Symes, William
1794 jul-1795 aug **Lt., *Amity* FV**

Symonds, George
1692 aug-1694 jul ***Flame* FS**
1694 *Carcass* bomb
1694 *Thunder* bomb
1697 *Norwich* 50
1704 Died

Symonds, John (1)
1695 dec-1697 ***Vulture* FS**
1706 *Jersey*
1706 Killed

Symonds, Thomas (1)
1690 aug-1690 sep ***Vulture* FS**
1692 mar-1693 jun ***Speedwell* FS**
1694 *Hampshire*
1694 Died

Talbot, George
1761 may-1762 dec ***Prosperine* FS**
1770 *Jamaica* sloop
1787 Died

Tanner, John
1666 aug ***Cat* FS**

Tate, Mathew
1704 apr ***Strombolo* FS**
1718 Died

Tatham, William
1798 jan **Lt., *Friendship* FV**

Tatnell, Valentine
1656 mar ***President* FS**
1657 *Adventure*

Taylor [Joseph or Nathanial?]
1721 jan ***Griffin* FS**

Taylor, Clotworthy
1790 jun-1790 sep ***Tisiphone* FS**

Taylor, Robert (2)
1759 jun [jun only] **Lt., *Pluto* FS**
1759 sep [sep only] ***Prosperine* FS**
1759 sep *Arthur* armed

Teer, George
1781 aug-1782 jan ***Pluto* FS**

Temple, John (2)
1712 *South Sea Castle*
1716 mar-1717 ***Garland* FS**
1727 apr ***Bridgewater* FS**
1734 Died

Temple, Richard [Teale?]
1759 jul ***Prosperine* FS**

Thatcher, John [Thomas?]
1694 dec-1695 jan **Lt., *Happy Return* MAC**
1695 oct *Biddeford*
1697 Died

Thompson, Lenox
1799 jun-1800 jun *Alecto* **FS**

Thompson, Ormond
1741 Sloop
1741 dec-1742 mar *Vulcan* **FS**
1742 jul-1742 aug *Vesuvius* **FS**
1742 dec *Peregrine*
1744 *Fly* sloop
1744 *Rye* 20
1753 Died

Tickle, William
1654-1655 ***Golden Falcon*** **FS**
1659 Lt., *Henrietta*
1664 *Martine*

Tillard, James
1801 may-1801 oct **Lt., *Victory* FS**
1809 *Alert* sloop
1814 Died

Tomlinson, Robert (1)
1782 nov-1783 jan *Furnace* **FS**
1813 Died

Townsend, Sir Isaac (1)
1690 apr-1690 jun ***Roebuck*** **FS**
1692 *Foresight* 42
1694 *Ipswich*
1703 *Russel* 80
1731 Died

Townsend, Isaac (2) AW MP
1719 jun-1720 jan ***Poole*** **FS**
1720 feb *Success* 20
1734 *Plymouth*
1739 *Shrewsbury* 80
1742 *Berwick*
1765 Died

Towry, Henry John Philip; see H.J. Philip

Towry, John
1732 jul ***Griffin*** **FS**
1732 nov *Shoreham*
1742 *Rockingham*
1757 Died

Tremlett, George Neat
1805 jan-1805 jun **Lt., *Phosphorus* FV**
1865 Died

Trevor, John
1721 feb-1721 apr ***Poole*** **FS**
1727 feb *Success* storeship
1733 *Revenge*
1735 *Defiance* 60
1735 Died

Trotter, John
1703 jun ***Phoenix*** **FS**
1704 feb *Winchelsea*
1747 Died

Tudor, Abraham
1707 jan-1707 jun ***Hawk*** **FS**
1707 aug *Dolphin*
1707 *Assistance* 50
1708 Killed vs. the French

Turner, Francis
1672 jul-1673 jun♦ ***Orange*** **FS**
1673 dec-1674 feb ***Jason*** **FS**
1674 jan ***Hope*** **FS**

Turner, John (1)
1667 ***Expedition*** **FS**
1672 Died

Turvill, Henry
1702 jul-1705 jan ***Firebrand*** **FS**
1707 *Mortar* bomb ketch
1719 *Portland* 50
1719 'Died a very old man'

Tuttle
1653 apr ***Golden Falcon*** **FS**

Tyete, George
1667 ***Success*** **FS**
1672 2Lt., *St. Michael*
1673 *Richmond* yacht
1676 *Deptford* ketch
1678 *Surrat* hired
1679 *Success* frigate
1689 Died

Upton, Clotworthy
1801 jan-1801 oct ***Zephyr*** **FS**

Urry, Thomas
1690 apr-1690 may ***Wolf*** **FS**
1691-1694 jan ***Strombolo*** **FS**
1699 *Margate* frigate

Vane, Raby MP
1759 jan-1759 jul ***Prosperine*** **FS**
1759 sep *Arethusa*
1768 *Achilles* 60
1769 Died

Vesey, Francis
1798 jan ***Megaera*** **FS**

Viall, John
1693 mar-1696 sep ***Crescent*** **FS**
1701 Pendennis
1702 Died

Vickars, William
1690 mar-1691 feb ***Dolphin*** **FS**
1691 *James Galley* 30
1692 *Dragon* 5th
1694 Died

Vincent, Samuel
1692 jun-1693 ***St. Paul*** **FS**
1702 *Falmouth* 48
1709 *Newark* 80
1729 Died

Votier, John
1667 jun-1667 jul♦ ***Swan of London*** **FS**
1667 *Elizabeth and Mary*
1672 ***Hardareen*** **FS**
1673 may-1673 aug♦ ***Katherine*** **FS**
1674 sep-1676 oct ***Anne and Christopher*** **FS**
1677 jun-1677 jul ***Holmes*** **FS**
1683 *Richmond* yacht
1685 *Kingfisher* ketch

1685 *English* ketch

Wade, Cooper
1693 may ***Owners Love* FS**
1694 jul-1695 aug ***Hawk* FS**
1695 *Crown* 48
1701 *Greenwich*
1703 Executed for cowardice vs. the French

Wager, Sir Charles (1) AW MP
1692 jun-1692 jul♦ ***Ruzee* FS**
1693 *Samuel and Henry* 44
1695 *Woolwich* 54
1695 *Mary*
1696 *Greenwich* 50
1701 *Medway*
1702 *Hampton Court* 70
1707 *Expedition* 70
1743 Died

Walford, John
1690 jul-1690 aug ***Roebuck* FS**
1691 *James Galley* 30
1692 *Dragon* 5th
1694 Died

Walker, Sir Hovenden RAW
1692 feb-1693 ***Vulture* FS**
1693 *Sapphire* 32
1695 *Foresight* 50
1697 *Content Prize*
1697 *Royal Oak*
1705 *Cumberland*
1706 *Burford* 70
1707 *Royal Oak*
1708 *Ramilles*
1728 Died

Walker, T.
1801 **Lt., *Euphrosyne* FS**

Wallis, Gilbert
1733 mar-1736 dec ***Poole* FS**
1738 *Port Mahon*
1740 Died

Walsh, Philip
1779 may-1781 jan ***Harpy* FS**
1789 Died

Walsingham
Ex-pirate who commanded a fireship at Algiers in 1620; he was sent to the Tower of London two years later for trying to seize *Dreadnought*.

Ward, John (1)
?-1667 jul♦ ***Owners Endeavour* FS**
1693 *Harp* ketch
1694 *Cambridge* 3rd
1717 Died

Ward, John (3)
1694 may-1694 aug **Lt., *Maesterland* MAC**
1695 may *Lyme*
1696 sep-1697 jul ***Joseph* FS**
1700 *Canterbury Galley*
1717 Died

Warren, Sir Peter VAR MP
1727 may-1727 jun ***Griffin FS***
1727 *Grafton* 70
1728 *Solebay* frigate
1729 *Leopard*
1730 *Solebay*
1734 *Leopard*
1735 *Squirral* 20
1742 *Launceston*
1744 *Superbe* 60
1752 Died

Warren, Thomas (1)
1689 may-1690 jan♦ ***John of Dublin* FS**
1690 apr-1690 jun♦ ***Hopewell* FS**
1693 *Harp* ketch
1693 *Grafton* 70
1694 *Cambridge* 3rd
1695 *Windsor* 60
1697 *Harwich*
1699 Died

Warwick, Thomas
1758 jan-1758 nov ***Prosperine* FS**
1758 dec *Jason*
1762 *Prince George* 2nd-90
1775 Died

Washborne, Robert
?-1673 aug ***Society* FS**
1673 *Stavareene*

Watkins, James; also Wathings
1665 ***Joseph* FS**
1672 *Augustine*

Watkins, John (1)
1696 *Seaford*
1698 may-1699 jul ***Vulcan* FS**
1700 *Pearl* frigate
1706 *St. George* 90
1706 *Devonshire* 80
1707 *Cumberland*
1707 Died

Watson, Robert (1) VAW
1790 may-1790 sep ***Spitfire* FS**

Watt, James
1778 aug ***Sulphur* FS**
1782 apr *Sultan* 74
1782 Died

Wavell, David
1694 jan-1694 oct ***Speedwell* FS**
1704 *Colchester*
1704 Died

Wayman, William
1667 ***Priscilla* FS**

Weighman, Frederick
1690 apr-1690 may ***Spy* FS**
1690 *Dragon* sloop
1692 *Play Prize* 30
1694 *Greenwich* 54
1694 *Colchester* 4th
1697 Died

Weighman, William
1733 mar-1735 mar ***Griffin* FS**

Weller, John (1)
1720-1721 jan — ***Bedford Galley* FS**
1721 apr — *Garland*
1726 — *Hampshire* 50
1748 — *Dublin* yacht
1752 or 1756 — Died

West, Henry (1)
***1799 nov** [PJP only] — ***Megaera* FS**

Wheatley, William
1650 feb** [CLOW only] — ***Cygnet fireship

White, George (2)
1798 apr-1799 jun — ***Megaera* FS**

White, John
1652 apr — ***George* FS**
1653 — *Mathias*
1665 — *Vanguard*

Whiting, Peter
1653 mar — **Unnamed fireship**

Whittle, T.D.
1798 — *Caroline* tender
1799 — **Lt., *Euphrosyne* brig FS**

Wickham, John
1741 dec-1742 mar — ***Mercury* FS**
1742 — *Xebec*
1744 — *Lark*
1747 — *Panther*
1763 — Died

Wilford, Robert
1678 dec — ***Eagle* FS**
Left for a while and re-appointed
1685 may-1688 dec — ***Eagle* FS**

Williams, Henry (1)
1667 jun — ***John of Chatham* FS**
?-1671 may♦ — **Master's Mate, *Rose* FS**
1672 apr-1673 aug♦ — ***Supply* FS**
1673 — *Assurance*
1675 mar-1675 may — ***Wivenhoe* FS**
1675 may-1677 jul — ***Holmes* FS**
1678 — *Stavareen*
1678 — *Lyon*
1680 — *Pearl* 5th-28
1682 — *Constant Warwick*
1685 — *Cleveland* yacht
1688 — *Advice* 4th-48
1688 — Died

Williams, James (1)
1780 jun-1781 jan — ***Infernal* FS**
1792 — Died

Williams, John (1)
1704-1705 sep — ***Hawk* FS**
1706 sep — *Experiment*
1709 — *Dover*
1711 — *Firme*
1711 — Died

Williams, Jas.
1801 sep-1802 jan — **Lt., *Ferret* FV**

Williams, William (3)
1759 mar-1762 dec — ***Salamander* FS**
1773 — *Active*
1774 — *Lively*
1774 — *Venus*
1780 — *Flora* 36

Willshaw, Thomas
1666 — ***Blessing* FS**
?-1666 jul♦ — ***Abigail* FS**
1666 aug — ***Milkmaid* FS**
1667 — ***Malaga Merchant* FS**
1671 apr-1671 oct — ***Little Francis* FS**
1672 sep-1673 — ***Castle* FS**
1674 — *Reserve* 48
1678 — *Royal Catherine*
1679 — *Elizabeth*
1679 — *James Galley*
1680 — *Albemarle*
1683 — *Neptune*
1696 — *Horse Guard*
1702 — Died

Willshaw, Thomas
1694 — *Grenada* bomb
1696 may-1698 may — ***Rose* FS**

Wilmot, Robert
1690 mar-1690 jun — ***Cygnet* FS**
1690 aug [August only] — ***Hopewell* FS**
1690 — *Dreadnought* 62
1691 — *Crown* 48
1692 — *Wolf* 48
1693 — *Elizabeth* 70
1695 — *Dunkirk* 60
1695 — Died of fever

Wilson, John
1739 dec [dec only] — ***Success* FS**
1744 — *Firedrake* bomb ketch
1744 — *Seaford*
1746 — *Hare* 20
1749 — *Apollo*
1749 — Died

Wilson, Johnson Duncan
1754 — *Vachmeister* 32
1756 — *Varachail* 54
1757 — *Natalia* 66
1757 — *Gevriil* 66
1758 — ***Mitau* FS, Russian Fleet**
1759 — *Rafail* 66
1760 — *Shlisselburg* 54
1762 — *Sv. Nikolai* 80

Wiseman, Robert
1688 sep-1690 may — ***Young Spragg* FS**
1694 — Died

Wolseley, William AR
1782 sep [sep only] — ***Combustion* FS**
1782 sep — *Alarm*
1782 — *Coventry* frigate
1786 — *Trusty*
1792 — *Lowestoft* 32
1794 — *Imperieuse*
1799 — *Terrible* 74
1800 — *St. George*
1801 — *San Josef*
1842 — Died

Wood, John (1)
1660 *Sophia*
1664 aug-1666 jul♦ ***Providence* FS**
1666 aug-1666 sep ***Unicorn* FS**
1667 ***John of Chatham* FS**
1671 2Lt., *St. Andrew*
1672 *Kent* 4th

Wooden, John (1)
1694 feb-1697 may♦ ***Blaze* FS**
1700 apr *Merlin* sloop
1702 *Deptford*
1704 Killed

Woolgate, Stephen
1691 jul ***Speedwell* FS**
1691 Died

Wrenn, Ralph
1672 apr ***Hopewell* FS**
1673 *Rose* dogger
1675 1Lt., *Reserve*
1677 jul-1679 ***Young Spragg* FS**
1679 nov Lt., *Kingfisher*
1681 *Nonsuch* 5th-42
1682 *Centurion*
1687 *Mary Rose*
1688 *Greenwich*
1690 *Norwich* 48
1691 Died of fever in Barbados

Wright, John (1)
1691 jun-1691 oct ***Cadiz Merchant* FS**
1691 oct Died

Wright, John (3)
1778 *Otter* sloop
1780 may-1782 aug ***Furnace* FS**
1804 Died

Wright, Lawrence
1679 *Reserve*
1682 *Mary* yacht
1682 jul ***John and Alexander* FS**
1682 aug *Golden Horse*
1684 *Mary* yacht
1687 *Foresight*
1687 *Assistance*
1689 *Mary* 52
1713 Died

Wright, William (2)
1688 nov [nov only] ***Richard and John* FS**
1688 dec 1Lt., *Resolution*
1689 *Windsor Castle*
1694 *Essex*
1695 *Northumberland*
1735 Died

Wright, William (3)
1689 sep-1689 nov ***Nathanial* FS**
1689 nov Died

Wyatt, Richard
1693 mar-1693 nov ***Roebuck* FS**
1693 nov *Royal Oak*
1700 apr *Penzance*
1703 *Somerset* 80
1703 *Winchester*
1703 Died

Wyborne, John
1666-1667† ***Joseph* FS**
1668 *Portsmouth* ketch pink
1672 *Garland*
1675 *Speedwell*
1675 *Pearle*
1677 *James Galley*
1679 *Bristoll*
1679 *Rupert*
1681 *Happy Return*
†See note in the Ship List

Wynn, Robert
1692 feb-1692 may♦ ***Cadiz Merchant* FS**
1693 *St. Martins Prize* 24
1699 *Advice* 42
1700 *Crown*
1702 *Swiftsure* 70
1717 Died

Wyvell, Francis
1688 apr *Soldadoes* 5th
1688 sep-1688 dec ***Unity* FS**
1692 may *Centurion* 4th-48
1693 *Captain* 3rd-70
1695 *Berwick* 70
1695 *Kent* 70
1696 *Barfleur* 90
1698 *Unity*
1729 Died

Yennis, Ezekial
1672 apr-1672 may ***Alice and Francis* FS**
1672 may Killed in the Battle of Solebay

Young, James (2) VAW
†1794 ***Comet* FS**
1795 *Greyhound* frigate
1799 *Ethalion* 46
1800 *Pique* frigate
1807 *Valiant* 74
1833 Died
†See note in the Ship List

Young, Michael
1665 *Young Lyon*
1666 *Martin*
1667 ***Unicorn* FS**
1667 Died before June

Young, Robert (1)
1741 apr-1741 sep ***Scipio* FS**
1741 oct *Biddeford* or *Blandford* frigate
1744 *Kinsale*
1750 Died

Younger, William
1665 *Young Lamb Prize*
1665 ***Bramble* FS**
***1666 mar** [CSPD only] ***Blue Boar* FS**
1666 *Horseman Prize*

APPENDIX I

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21 June 1997

Mr. James Coggeshal
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Regards,

Grant H. Walker
Major, US Army (Retired)
Assistant Curator of Models

NATIONAL MARITIME MUSEUM

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Summer, 1995 Excavator; Nydam, Denmark.
-Terrestrial excavation of a votive ship burial on the island of Fyn under the direction of the Nationalmuseet of Denmark.

Summer, 1994 Excavator; Monte Christi, Dominican Republic.
-Underwater excavation of a seventeenth-century English merchantman wrecked in northern Hispaniola under the direction of the Pan-American Institute of Maritime Archaeology.

Fall, 1993 Assistant Director; Bahrain.
-Underwater survey of bronze- and iron-age shipwrecks in the northern waters of Bahrain under the direction of the Institute of Nautical Archaeology.

Summer, 1993 Excavator; Dronten, the Netherlands.
-Terrestrial excavation of a fifteenth-century pram-like ship in the reclaimed area of the Zuiderzee under the direction of the Rijksmuseum voor Scheepsarcheologie of the Netherlands.

Summer, 1991 Excavator; Ulu Burun, Turkey.
-Deep water (150+ feet) excavation of a bronze-age shipwreck off the coast of south-western Turkey under the direction of the Institute of Nautical Archaeology.