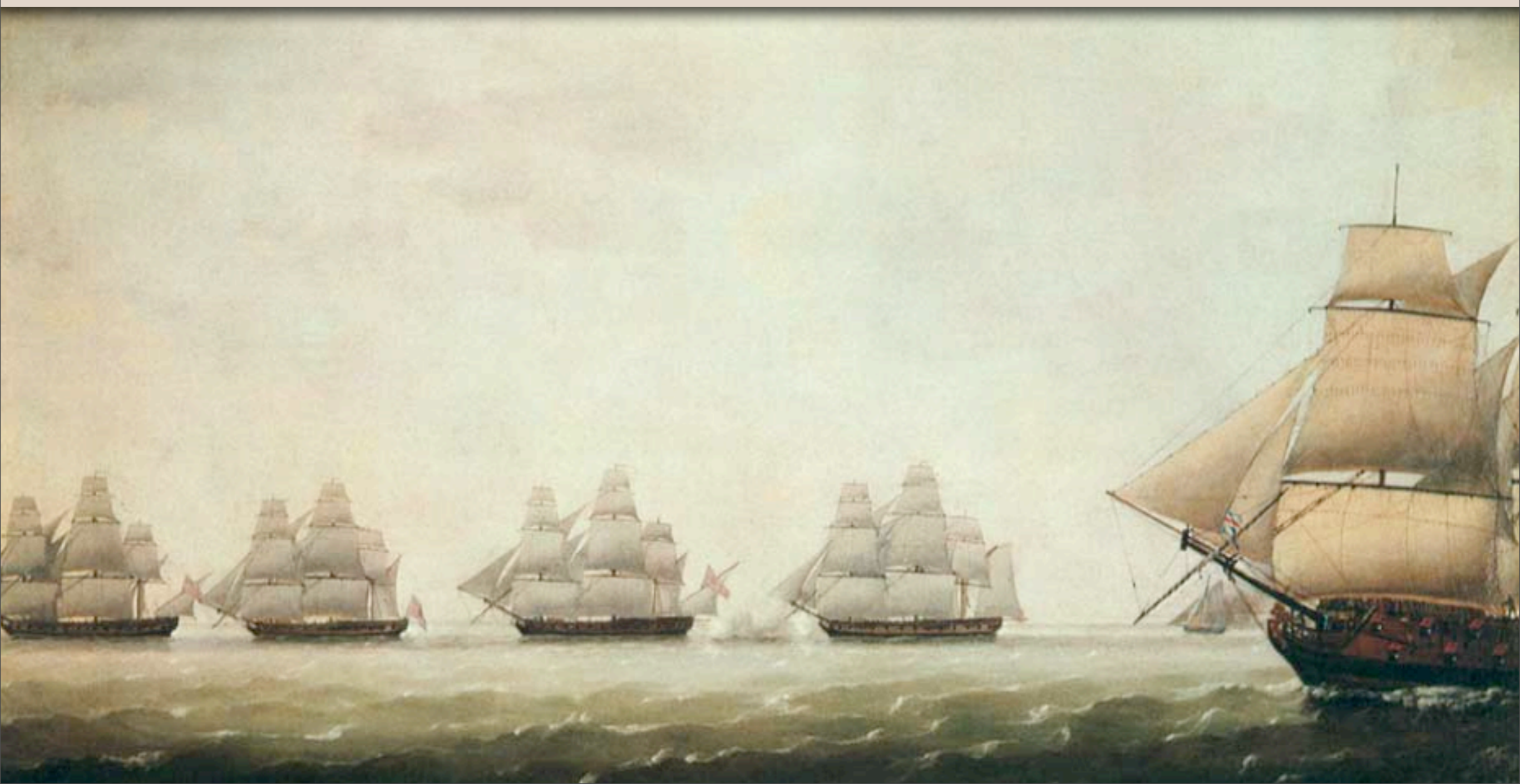


# 18th Century Material Culture

## The British Ship of War



# The 17th Century



*An Action off the Barbary Coast with Galleys and English Ships*  
by Willem van de Velde the Younger c. 1695  
(Yale Center for British Art)



English Warships Heeling in the Breeze Offshore  
by Willem van de Velde the Younger (1633-1707)  
(Yale Center for British Art)



An Evening Calm  
by Peter Monamy (1681-1749)  
(Yale Center for British Art)



“An English Ship with Sails Loosened Firing a Gun”  
by Peter Monamy (1681-1749)  
(Metropolitan Museum of Art)

1700 - 1749



Sea Battle of the Anglo-Dutch Wars  
by Willem van de Velde the Younger c. 1700  
(Yale Center for British Art)



Shipping in a Calm  
by Peter Monamy c. 1700 - 1725  
(Yale Center for British Art)



*“An English Sixth - Rate Ship Firing a Salute as a Barge Leaves; A Royal Yacht Nearby”  
by Willem van de Velde, the Younger 1706  
(Rijksmuseum Van Gogh, Holland)*



Crowned Lion Figurehead Holding a Badge of the Cross of Saint George (Restored)

c. 1720

(National Maritime Museum)



Fire at Night off a Fort  
by Charles Brooking c. 1740  
(Yale Center for British Art)



Lambeth Plate Depicting the Victory of Admiral Edward Vernon in 1739  
London c. 1740  
(National Maritime Museum)



The Capture of the "Marquis d'Antin" and the "Louis Erasme"  
by Charles Brooking c. 1744 - 1755  
(Yale Center for British Art)



*Vice Admiral Sir George Anson's Victory off Cape Finisterre*  
by Samuel Scott c. 1749  
(Yale Center for British Art)

I750 - I759



An English Flagship Under Easy Sail in a Moderate Breeze  
by Charles Brooking c. 1750  
(Yale Center for British Art)



English Ships Under Sail in a Very Light Breeze  
by Charles Brooking c. 1752  
(Yale Center for British Art)

BRITISH RESENTMENT or the FRENCH fairly COOPT at Louisbourg.



1 Britannia attending to the complaints of her injured Americans, receives them into her protection. 2 Neptune & Mars unite in their defence. 3 The British Lion keeping his dominions under his paw, safe from invaders. 4 The British Arms eclipsing those of France. 5 A British Sailor pointing to the eclipse, & sneering at a French Politician, trapt by his own Schemas. 6 An English Sailor encouraged by a Soldier, squeezes the Gallie Cock by the throat, & makes him disgorge the French usurpations in America. 7 A French Political Schemer beholds the operation with grief and Confusion. 8 The English Rose erect, the French Lily drooping. 9 A Gang of brave Sailors exulting at the Starving French coopt up. 10 The French overset at the fall of Niagara. 11 Cromwells device. 12 A Monument due to real Merit.

Printed for S. Boucher in St. Pauls Church Yard, & S<sup>r</sup> Rowles & Son, in Greenhal.

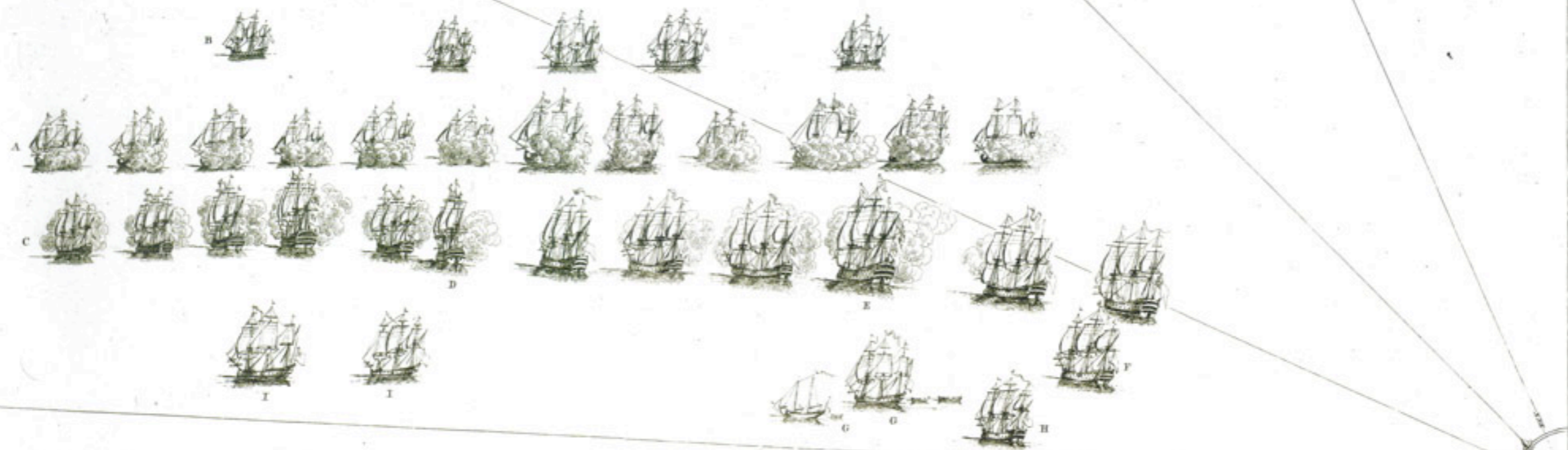
“BRITISH RESENTMENT or the FRENCH fairly COOPT at Louisbourg”  
 by Louis Pierre Boitard 1755  
 (Colonial Williamsburg)



"Ship on Fire at Night"  
by Charles Brooking c. 1756  
(Yale Center for British Art)



“The ROYAL GEORGE”  
Engraved for the General Magazine of Arts & Sciences for W. Owen at Temple Bar 1756  
(Yale Center for British Art)



REFERENCES

Position of the English and French Fleets  
at about half an hour after 2 in the Afternoon of 20th of May 1756.

When the French Fleet began the Engagement.

- A. French Line going with the Wind upon the Ocean & being 1/2 mile to the West, the 4th and 5th Ships began the Fire and were soon afterwards General.
- B. French & Prigates to Windward.
- C. English Line the Van not yet fairly up to their respective 1st Ships & consequently not the Rear, as the Angle after Tacking would be greater in the Rear, than the Van, yet all but the two Sternmost were even now within Gunshot.
- D. The 1st Ship putting right down out of the headmost Ship's way by which, in bringing up she was considerably disabled.
- E. The 1st Ship with her Gunshot out to Engage the 1st Ship of the French, who had received from the 3rd Ship for a considerable time ago, and was without answering it as not thinking herself near enough.
- F. English Admiral out of the Line.
- G. French 1st Ship with her Gunshot out to Engage the 1st Ship of the English.
- H. English 1st Ship with her Gunshot out to Engage the 1st Ship of the French.
- I. English 1st Ship with her Gunshot out to Engage the 1st Ship of the French.

Plan of the Battle of Minorca  
Position of the English and French Fleets at about half an hour after the afternoon of 20th of May 1756



*Action off the Cape of Good Hope*  
by Samuel Scott c. 1757  
(Yale Center for British Art)



*Action off the Cape of Good Hope*  
by Samuel Scott c. 1757  
(Yale Center for British Art)



“The Capture of the Foudroyant by H.M.S. Monmouth, 28 February 1758”  
by Francis Swaine 1758  
(Rijksmuseum Van Gogh, Holland)



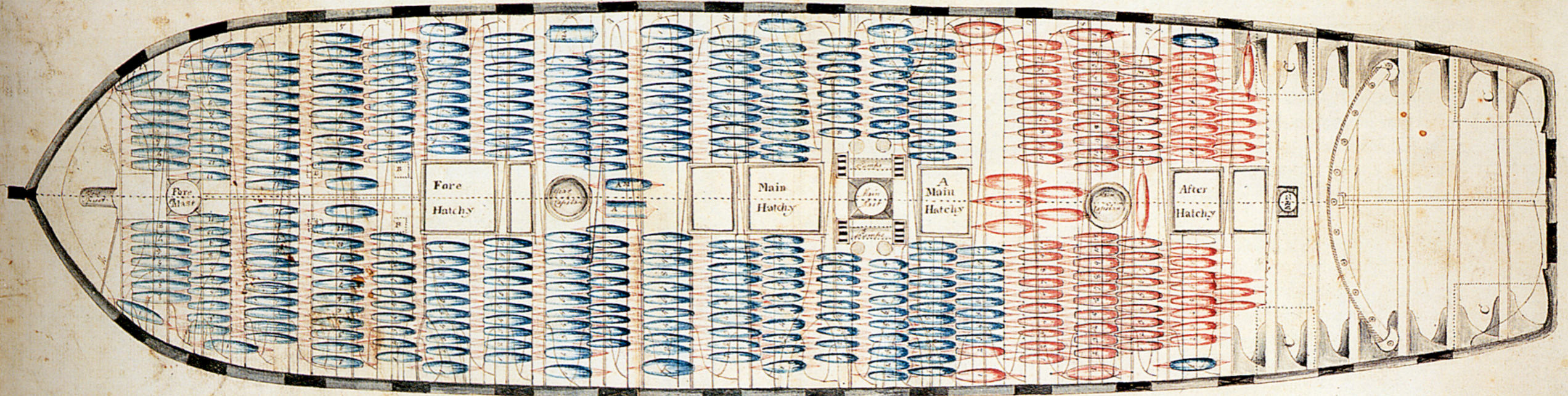
"LOUISBOURG CAPTURED" Medal  
by Thomas Pingo 1758  
(Colonial Williamsburg)

1760 - 1769

C. 1760

N. M. MUS-UM  
Box No. 657  
S. E. 10.

# DISPOSITION OF HIS MAJESTYS SHIP THE BEDFORDS LOWER DECK



Scale of Feet

“DISPOSITION OF HIS MAJESTY’S SHIP THE BEDFORD, LOWER DECK”

1760

(Royal Naval Museum, Portsmouth)



“The Battle of Quiberon Bay, 21 November 1758, the Day After”  
by Richard Wright 1760  
(Rijksmuseum Van Gogh, Holland)



“Bombardment on the Morro Castle, 1 July 1762”  
by Richard Paton c. Mid 18th Century  
(Rijksmuseum Van Gogh, Holland)



An English Sloop and a Frigate in a Light Breeze  
by Francis Swaine c. 1762 - 1782  
(Yale Center for British Art)



An English Sloop Becalmed near the Shore  
by Francis Swaine c. 1762 - 1782  
(Yale Center for British Art)



“Return of a Fleet into Plymouth Harbour”  
by Dominic Serres, The Elder 1766  
(Rijksmuseum Van Gogh, Holland)



“French Fire Rafts Attacking the English Fleet off Quebec, 28 June 1759”  
by Samuel Scott 1767  
(Rijksmuseum Van Gogh, Holland)

1770 - 1779



Philadelphia.

Die Haupt Stadt in der Nord-Amerikanischen Provinz Pensylvanien, sie ist vom William Penn (dem Caroll II. König in Engelland, die ganze Provinz geschencket hatte) im Jahr 1682. zwischen 2. Schiffreichen Flüssen angelegt und deswegen Philadelphia genant worden, weil die Einwohner in Brüderlicher Einigkeit daselbst leben sollen.

Se vend au Ambassadeur ou Negocié ordonné de l'Académie Impériale d'Empire des Arts Libéraux avec Privilège de Sa Majesté Impériale et avec Défense de s'en faire ni de vendre les Copies.

Philadelphie.

La Ville Capitale de Pensylvanie, Province Nord-Americaine, William Penn, à qui Charles II Roi d'Angleterre donna cette Province entière la planta en 1682 entre deux fleuves navigables et l'appella Philadelphie, parceque les habitans y vivoient dans une Harmonie fraternelle.

May Division  
JUN 17 1903  
Library of Congress

"Vuë de Philadelphie,"  
by Balthasar Frederich Leizelt, c. 1770  
(Library of Congress)



"Vuë de Philadelphie,"  
by Balthasar Frederich Leizelt, c. 1770  
(Library of Congress)



The Frigate 'Surprise' at Anchor off Great Yarmouth, Norfolk,  
by Francis Holman c. 1775  
(Yale Center for British Art)



The Dockyard at Portsmouth c. 1775 - 1780  
Richard Paton for King George III  
(The Royal Collection)



The Dockyard at Woolwich c. 1775 - 1780  
Richard Paton for King George III  
(The Royal Collection)



*REFERENCES.*

*N<sup>o</sup> 1. Inflexible Ship. 2. Carleton Schooner. 3. Maria Schooner. 4. Congress Galley, run a Shore, with other Vessels blowing up. 5. Washington Galley striking. 6. Gun Boat coming up.*

1776 Engraving of the Battle of Valcour Island on Lake Champlain - October 11, 1776  
H.M.S. Inflexible, Maria, Carleton  
Continental Ships Galley, Congress, and Washington

Collection des Prospects.

DEBARQUEMENT DES TROUPES ENGLISES A NOUVELLE YORK



Die Anlandung der Englischen Trouppen | Debarquement des Troupes engloises  
zu Neu Yorck. a nouvelle York.

Se vend en Angleterre au Nigron colleur de L'Academie Imperiale d'Opera des Arts Liberaux avec le Privilige de Sa. Majeste Imperiale et avec Defiance de les faire ni de vendre Les Copies.

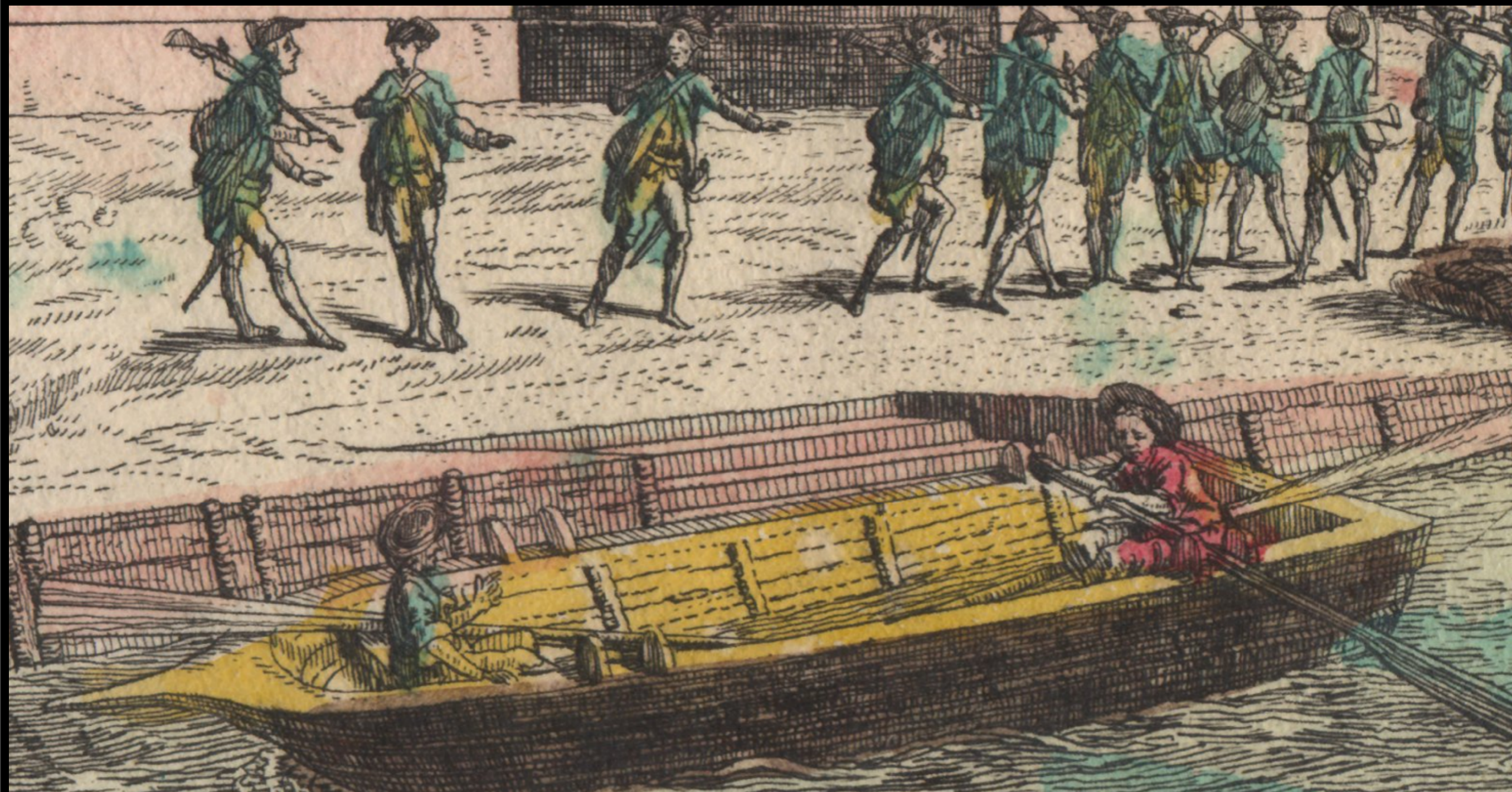
Bh  
Sept. 1776

UPI7764-28

"Anlandung der Englischen Trouppen zu Neu Yorck,"  
by Franz Xaver Habermann 1777  
(Ann S.K.Brown Military Collection)



"Anlandung der Englischen Trouppen zu Neu Yorck,"  
by Franz Xaver Habermann 1777  
(Ann S.K.Brown Military Collection)



"Anlandung der Englischen Trouppen zu Neu Yorck,"  
by Franz Xaver Habermann 1777  
(Ann S.K.Brown Military Collection)



“THE OCCUPATION OF NEWPORT, 9 DECEMBER 1776”  
by Robert Cleveley, 1777  
(Rijksmuseum, Holland)



“THE OCCUPATION OF NEWPORT, 9 DECEMBER 1776”  
by Robert Cleveley, 1777  
(Rijksmuseum, Holland)



Naval Engagement of July 7-8, 1777  
by Francis Holman 1779



Battle between the French frigate Surveillante and the British frigate Quebec, 6 october 1779  
by Auguste-Louis Rossel de Cercey  
(Musée national de la Marine)



The "Quebec" and "Surveillante" in Action, 6 October 1779  
Robert Dodd 1781  
(National Maritime Museum)

1780 - 1789



The Moonlight Battle: The Battle of Cape St. Vincent off Portugal, 16 January 1780  
Admiral Sir George Rodney Defeats the Spanish Squadron Commanded by Don Juan de Langara  
by Francis Holman 1780



The Moonlight Battle: The Battle of Cape St. Vincent off Portugal, 16 January 1780  
Thomas Lury 1780  
(National Maritime Museum)



The Battle of the Dogger Bank, 5 August 1781  
by Thomas Lury 1781  
(National Maritime Museum)



ANNAPOLIS ROYAL.

G6c (22) P1781 2/21 Published by the Art Director by J.F.W. Des Barres Esq. in 1781

1316-

“ANNAPOLIS ROYAL”  
by J.F.W. Des Barres 1781  
(Ann S.K. Brown Military Collection)



“ANNAPOLIS ROYAL”  
by J.F.W. Des Barres 1781  
(Ann S.K. Brown Military Collection)



“ANNAPOLIS ROYAL”  
by J.F.W. Des Barres 1781  
(Ann S.K. Brown Military Collection)



“ANNAPOLIS ROYAL”  
by J.F.W. Des Barres 1781  
(Ann S.K. Brown Military Collection)

The Prospect of the glorious restoration of the Temple of Fame.



Various facts  
 1. C-n-y  
 2. P-x  
 3. B-ke  
 4. C-md-n

ANTICIPATION; or, the CONTRAST to the ROYAL HUNT.

Printed and Sold by Wm. Wile N° 112 (opposite Salisbury Court) Fleet Street London

5. S-h  
 6. H-d  
 7. S-ck-ll  
 8. N-th  
 9. C-rlt-n

“ANTICIPATION; or, the CONTRAST to the ROYAL HUNT”  
 by Viscount Marquis Townsend 1782  
 (Colonial Williamsburg)



"Loss of HMS Ramillies, September 1782: Before the Storm Breaks"  
by Robert Dodd



The Battle of the Saints, 12 April 1782  
by Thomas Lury 1782  
(National Maritime Museum)



The Battle of the Saints, 12 April 1782  
by Thomas Mischell 1782  
(National Maritime Museum)



The Battle of the Saints, 12 April 1782  
by Thomas Whitcombe 1783  
(National Maritime Museum)



# Miscellaneous



The Naval Dockyard at Deptford  
by Samuel Scott (1702 - 1772)

*Engraved for the Modern Universal British Traveller.*

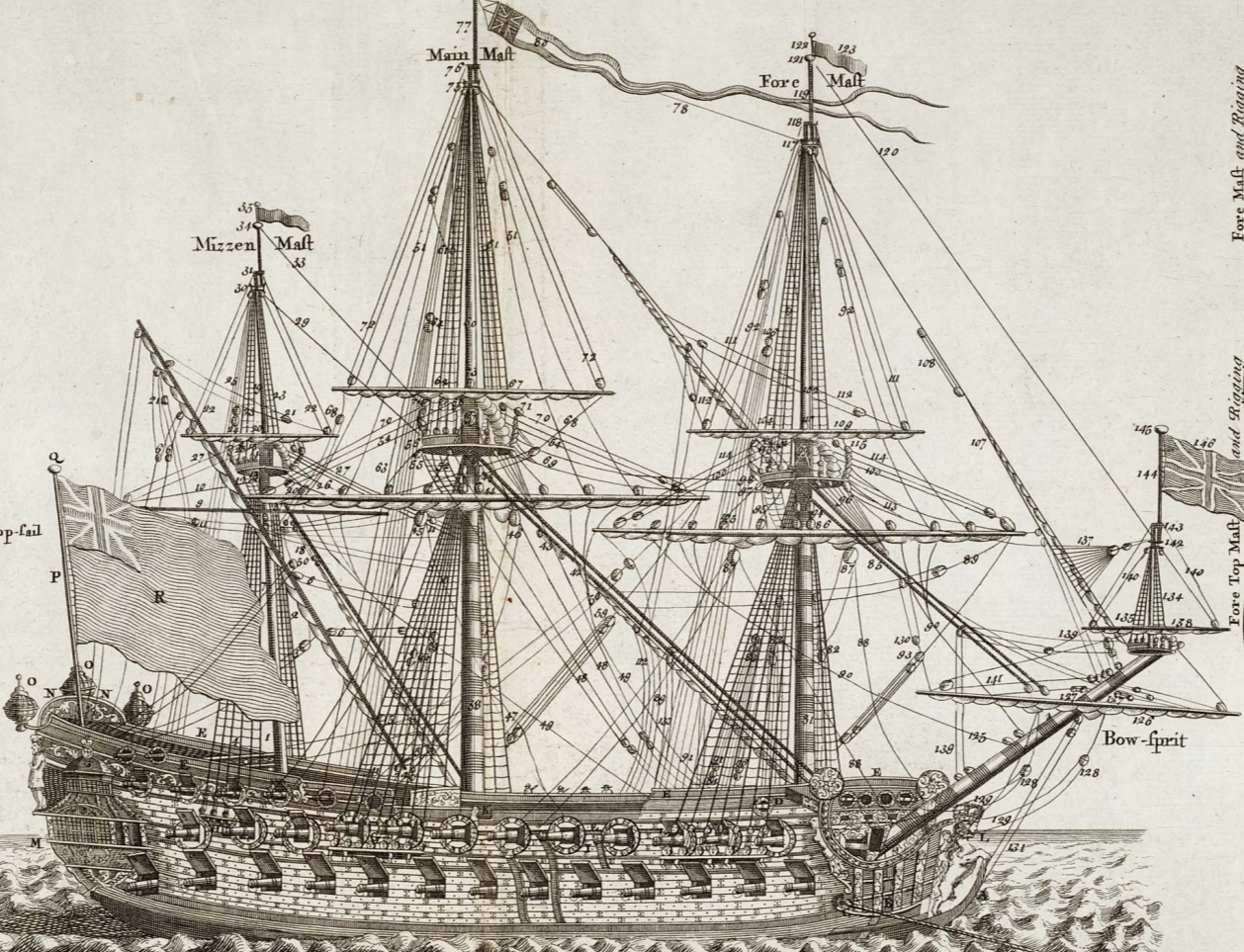


— A VIEW of DEPTFORD. —

“A VIEW of DEPTFORD”

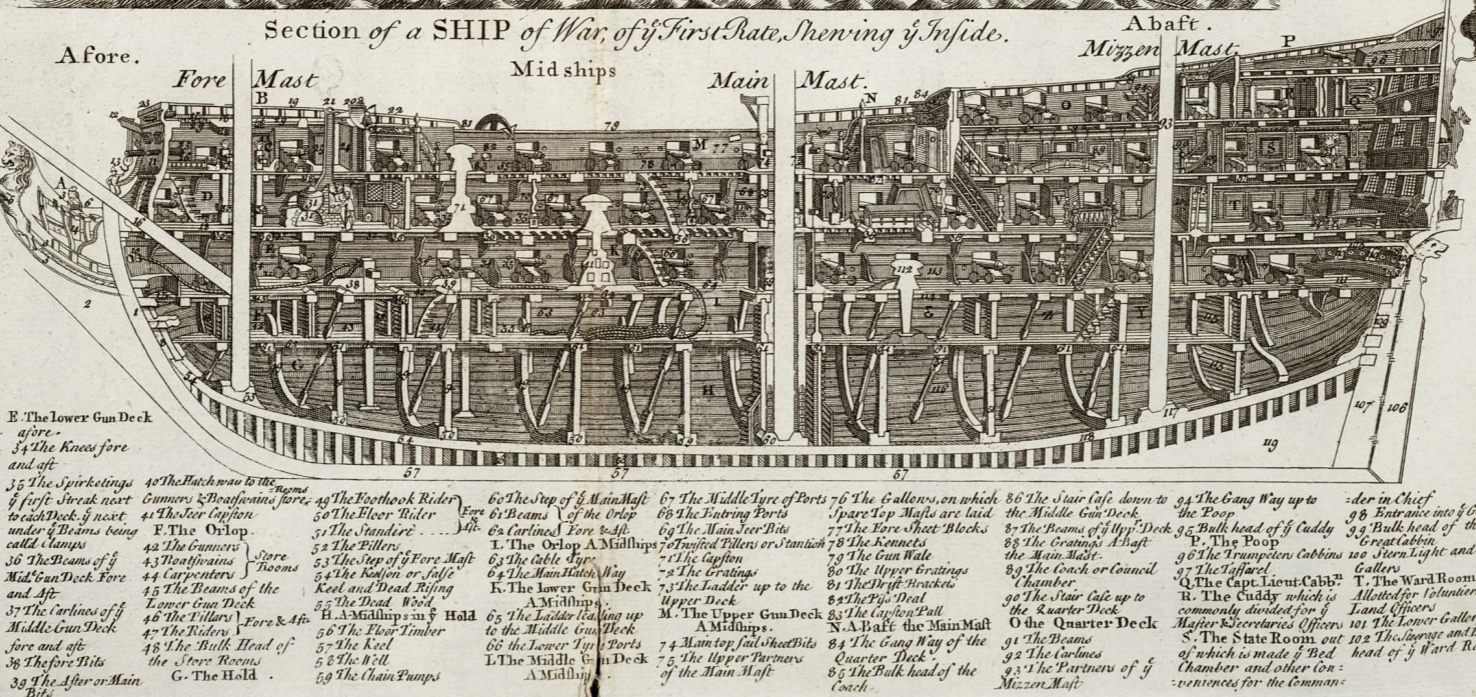
A SHIP of War, of the third Rate, With Rigging &c. at Anchor.

- Parts, Members &c. of a SHIP.
- 1 Mizzen Mast
  - 2 Yard & Sail
  - 3 Sheet
  - 4 Shrouds & Stairways
  - 5 Bonlines
  - 6 Brayles
  - 7 Jere
  - 8 Peak Halliards
  - 9 Crook Jack Yard
  - 10 Lifts
  - 11 Braces
  - 12 Puttock Shrouds
  - 13 Mizzen top
  - 14 Top Armour
  - 15 The Cope
  - 16 Gonjoot
  - 17 Stay & Sail
  - 18 Halliards
  - 19 Topmast
  - 20 Yard & Sail
  - 21 Braces
  - 22 Lifts
  - 23 Shrouds
  - 24 Halliards
  - 25 Back stays
  - 26 Bonlines
  - 27 Sheets
  - 28 Clewlines
  - 29 Stay
  - 30 Crojstrees
  - 31 Cap
  - 32 Stump
  - 33 Stay
  - 34 Truck
  - 35 Spindle
  - 36 Tona
  - 37 Stings of the Crojjack Yard
  - 38 Main Mast
  - 39 Runners & Stables
  - 40 Tackle
  - 41 Shrouds & Stairways
  - 42 Stay & Sail
  - 43 Stayfall halliards
  - 44 Yard & Sail
  - 45 Leers
  - 46 Sheets
  - 47 Tacks
  - 48 Bonlines
  - 49 Bonlines
  - 50 Braces
  - 51 Leashlines
  - 52 Puttock Shrouds
  - 53 Gonjoot
  - 54 Lifts
  - 55 Top
  - 56 Top armour
  - 57 Top rope
  - 58 Top
  - 59 Mainyard tacks
  - 60 Main Topmast
  - 61 Tackles
  - 62 Shrouds
  - 63 Back Stays
  - 64 Halliards
  - 65 Stay & Sail
  - 66 Stayfall halliards
  - 67 Yard & Sail
  - 68 Braces
  - 69 Bonlines
  - 70 Sheets
  - 71 Clewlines
  - 72 Lifts
  - 73 Runner
  - 74 Bonlines
  - 75 Crojstrees
  - 76 Cap
  - 77 Stump
  - 78 Stay
  - 79 Truck
  - 80 Pendant



- Parts, Members &c. of a SHIP
- 81 Foremast
  - 82 Runners & Stables
  - 83 Tackle
  - 84 Shrouds & Stairways
  - 85 Stay
  - 86 Yard & Sail
  - 87 Sheets
  - 88 Tacks
  - 89 Braces
  - 90 Bonline
  - 91 Bonlines
  - 92 Leashlines
  - 93 Yard Tackle
  - 94 Leers
  - 95 Puttock Shrouds
  - 96 Gonjoot
  - 97 Top
  - 98 Top Armour
  - 99 Top Rope
  - 100 Lifts
  - 101 Cap
  - 102 Fore Topmast
  - 103 Tackles
  - 104 Shrouds
  - 105 Back Stays
  - 106 Halliards
  - 107 Stay & Sail
  - 108 Halliards
  - 109 Yard & Sail
  - 110 Runner
  - 111 Lifts
  - 112 Braces
  - 113 Bonlines
  - 114 Sheets
  - 115 Clewlines
  - 116 Bonlines
  - 117 Crojstrees
  - 118 Cap
  - 119 Jack
  - 120 Best Bower Began
  - 121 Cable
  - 122 Spindle
  - 123 Tona
  - 124 Bon sprit
  - 125 Hoop
  - 126 Tark & Sail
  - 127 Lifts
  - 128 Sheets
  - 129 Clewlines
  - 130 Bonlines
  - 131 Hojstay
  - 132 Top
  - 133 Top Armour
  - 134 Topmast
  - 135 Shrouds
  - 136 Halliards
  - 137 Craneline
  - 138 Yard & Sail
  - 139 Braces
  - 140 Lifts
  - 141 Sheets
  - 142 Crojstrees
  - 143 Cap
  - 144 Jack
  - 145 Truck
  - 146 Jack
  - 147 Best Bower Began
  - 148 Cable

- Parts, Members &c. Within side
- A. The Head, containing
- 1 The Main Stem
  - 2 The Knee of the Head, or Cutwater
  - 3 The Lower and Upper Cheek
  - 4 The Trail Board
  - 5 The Figure
  - 6 The Gratings
  - 7 The Brackets
  - 8 The false Stem
  - 9 The Breast hooks
  - 10 The Hawse-hole out of which runs the Cable
  - 11 The Bulk head afore
  - 12 The Cat-head
  - 13 The Cat Hook
  - 14 Necessary Seat
  - 15 The Manger within Board
  - 16 The Bowsprit
  - 17 Upon the Fore-Castle
  - 18 The Gratings
  - 19 The Partners of the Foremast
  - 20 The Gannate
  - 21 The Belfry
  - 22 The Funnel for Sneak
  - 23 The Gangway going off the Fore-Castle
  - 24 The Fore-Castle Guns
  - 25 In the Fore-Castle
  - 26 The door of the Bulk head afore
  - 27 The Officers Cabins
  - 28 The Stair Case
  - 29 The Fore-top-sail-Sheet Bits
  - 30 The Beams
  - 31 The Carlines
  - 32 The Middle Gun Decks afore
  - 33 The Fore-jeer Bits
  - 34 The Oven and Furnace of Copper
  - 35 The Captains Cook Room
  - 36 The Ladder or way up into the Fore-Castle
  - 37 The Hatch way to the Gunners & Boatswains Store
  - 38 The Floor Rider
  - 39 The Standere
  - 40 The Orlop
  - 41 The Gunners
  - 42 The Boatswains Store
  - 43 The Carpenters
  - 44 The Beams of the Lower Gun Deck
  - 45 The Pillars
  - 46 The Keel and Dead Riving
  - 47 The Dead Wood
  - 48 The Pillars Fore & Aft
  - 49 The Bulk Head of the Store Rooms
  - 50 The Keel
  - 51 The Well
  - 52 The Chain Pumps



- Parts, Members &c. Within side
- 102 The Whipsaff commanding the Tiller
  - 103 The After Stair Case down to the lower Gun Deck
  - 104 Several Officers Cabins
  - 105 A part of Main Mast in which Place commonly the Soldiers Make their Guard from the Entering Port
  - 106 The Gun Room
  - 107 The Tiller commanding the Rudder
  - 108 The Rudder
  - 109 The Stern Post
  - 110 The Tiller Transom
  - 111 The second Transoms etc. 1, 2, 3, 4, 5
  - 112 The Gun Room Port or Stern Chafe
  - 113 Bread Room & Cuddy down out of the Gun Room
  - 114 The main Cabin
  - 115 The Pall of the Captain or Stopper of Iron
  - 116 The Partners
  - 117 The Bread Room
  - 118 The Bulk Head of the Bread Room
  - 119 The Steward Room
  - 120 Where all Provisions are weighed and served out
  - 121 The Cock Pit, where are Subdivisions for the Purser and Surgeons & Mates
  - 122 The Platform or Orlop where Provision is made in time of service for the wounded
  - 123 The Hold
  - 124 The Bulk head of the Main Mast
  - 125 The Top of Mizzen Mast
  - 126 The Keelson or Entering Port
  - 127 The Keelson or Entering Port
  - 128 The Keelson or Entering Port
  - 129 The Keelson or Entering Port
  - 130 The Keelson or Entering Port
  - 131 The Keelson or Entering Port
  - 132 The Keelson or Entering Port
  - 133 The Keelson or Entering Port
  - 134 The Keelson or Entering Port
  - 135 The Keelson or Entering Port
  - 136 The Keelson or Entering Port
  - 137 The Keelson or Entering Port
  - 138 The Keelson or Entering Port
  - 139 The Keelson or Entering Port
  - 140 The Keelson or Entering Port
  - 141 The Keelson or Entering Port
  - 142 The Keelson or Entering Port
  - 143 The Keelson or Entering Port
  - 144 The Keelson or Entering Port
  - 145 The Keelson or Entering Port
  - 146 The Keelson or Entering Port
  - 147 The Keelson or Entering Port
  - 148 The Keelson or Entering Port
  - 149 The Keelson or Entering Port
  - 150 The Keelson or Entering Port
  - 151 The Keelson or Entering Port
  - 152 The Keelson or Entering Port
  - 153 The Keelson or Entering Port
  - 154 The Keelson or Entering Port
  - 155 The Keelson or Entering Port
  - 156 The Keelson or Entering Port
  - 157 The Keelson or Entering Port
  - 158 The Keelson or Entering Port
  - 159 The Keelson or Entering Port
  - 160 The Keelson or Entering Port
  - 161 The Keelson or Entering Port
  - 162 The Keelson or Entering Port
  - 163 The Keelson or Entering Port
  - 164 The Keelson or Entering Port
  - 165 The Keelson or Entering Port
  - 166 The Keelson or Entering Port
  - 167 The Keelson or Entering Port
  - 168 The Keelson or Entering Port
  - 169 The Keelson or Entering Port
  - 170 The Keelson or Entering Port
  - 171 The Keelson or Entering Port
  - 172 The Keelson or Entering Port
  - 173 The Keelson or Entering Port
  - 174 The Keelson or Entering Port
  - 175 The Keelson or Entering Port
  - 176 The Keelson or Entering Port
  - 177 The Keelson or Entering Port
  - 178 The Keelson or Entering Port
  - 179 The Keelson or Entering Port
  - 180 The Keelson or Entering Port
  - 181 The Keelson or Entering Port
  - 182 The Keelson or Entering Port
  - 183 The Keelson or Entering Port
  - 184 The Keelson or Entering Port
  - 185 The Keelson or Entering Port
  - 186 The Keelson or Entering Port
  - 187 The Keelson or Entering Port
  - 188 The Keelson or Entering Port
  - 189 The Keelson or Entering Port
  - 190 The Keelson or Entering Port
  - 191 The Keelson or Entering Port
  - 192 The Keelson or Entering Port
  - 193 The Keelson or Entering Port
  - 194 The Keelson or Entering Port
  - 195 The Keelson or Entering Port
  - 196 The Keelson or Entering Port
  - 197 The Keelson or Entering Port
  - 198 The Keelson or Entering Port
  - 199 The Keelson or Entering Port
  - 200 The Keelson or Entering Port

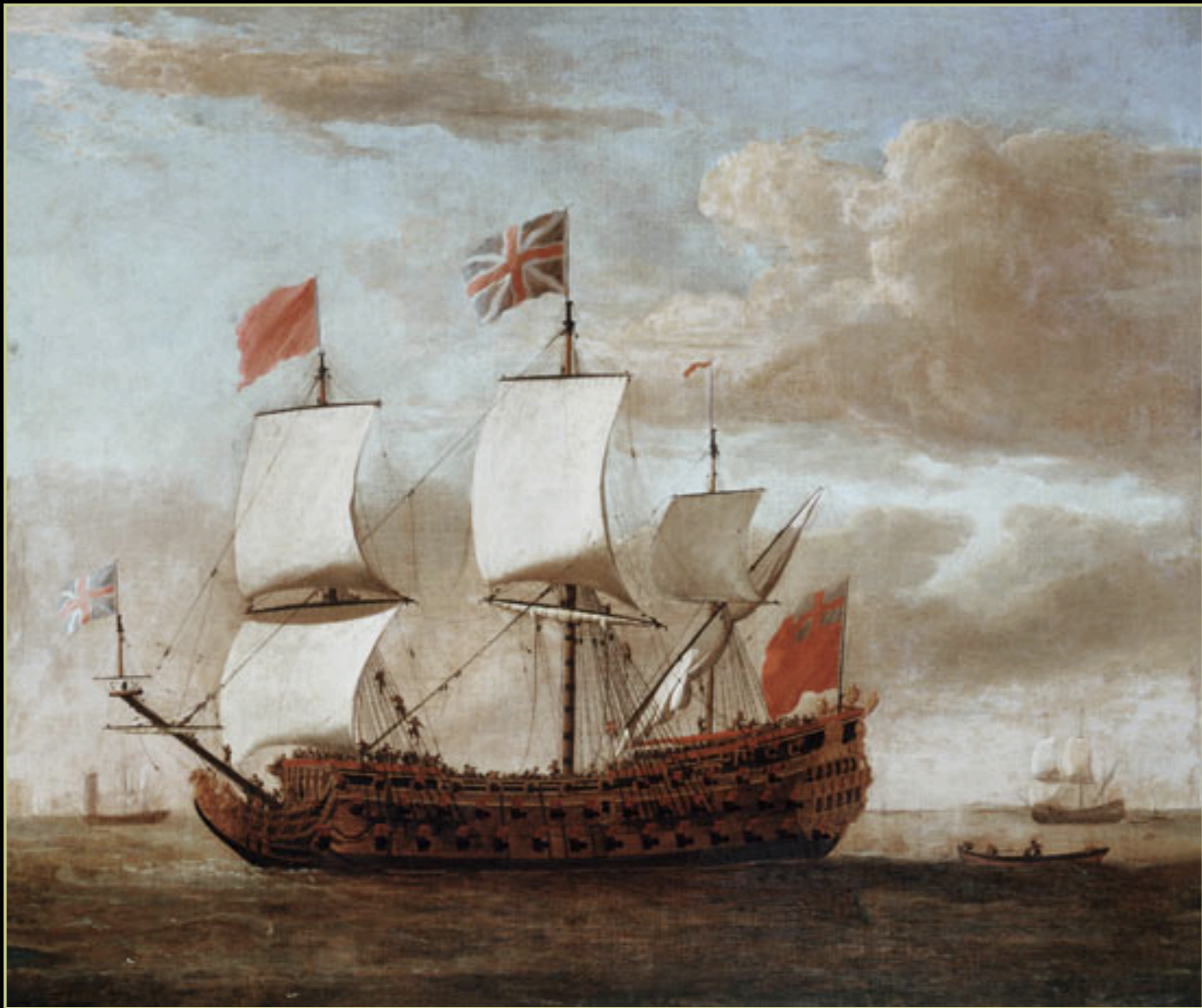
The Rigging of a Ship of War



A British Brigantine



A British Brigantine



The H.M.S. Somerset

Part of the Boston Fleet who shelled Charlestown during the Battle of Bunker Hill  
Ran aground off Provincetown in 1778. Over 100 of her Men were taken Prisoner



The Wreck of the H.M.S. Somerset  
Part of the Boston Fleet who shelled Charlestown during the Battle of Bunker Hill  
Ran aground off Provincetown in 1778. Over 100 of her Men were taken Prisoner

Campagne du Vice-Amiral C.<sup>te</sup> d'Estaing  
 en Amérique, Commandant une Escadre de  
 12 Vaisseaux de 4 Frégates, Sorti de Toulon  
 le 13 avril 1778  
 N. V.



L'Escadre Forçant l'entrée de la baie de Rhode-Island sous le feu des batteries.

après 9 jours de Station en dehors de Rhode-Island, l'Escadre entra le 8 août dans cette baie par le Canal au Sud de celui-ci, et se trouva vis-à-vis Newport à l'abri de la partie des batteries, devant effectuer le débarquement, contre cette Ville, son attaque combinée avec les troupes américaines par les divers points suivants.

- a. Le Languebec, à la terre dans l'île de 4 batteries franchit le Canal.
- b. La Ville de Newport sur Rhode-Island, par le Canal et de l'autre par les batteries de terre.
- c. Le grand vaisseau anglais à deux batteries, le fort de la terre.
- d. La Frégate anglaise le Rhin le canal par elle-même dans le Port de Newport.
- e. Batteries de terre situées sur la ligne française.
- f. Les batteries sur deux Vaisseaux de l'Escadre anglaise, par le Canal de l'ouest arrivant dans le Port de Newport et sur les batteries anglaises de terre, au cas les deux autres Vaisseaux n'ont pu franchir le Canal pour intercepter les batteries.



*A View of his Majesty's Brigg OBSERVER, commanded by Lieut. John Crymes (to whom this Print is Inscribed) Engaging the American Privateer Ship JACK, John Ropes (commander), by Night on the 29<sup>th</sup> of May 1782, off the Harbour of Halifax, Nova Scotia.*

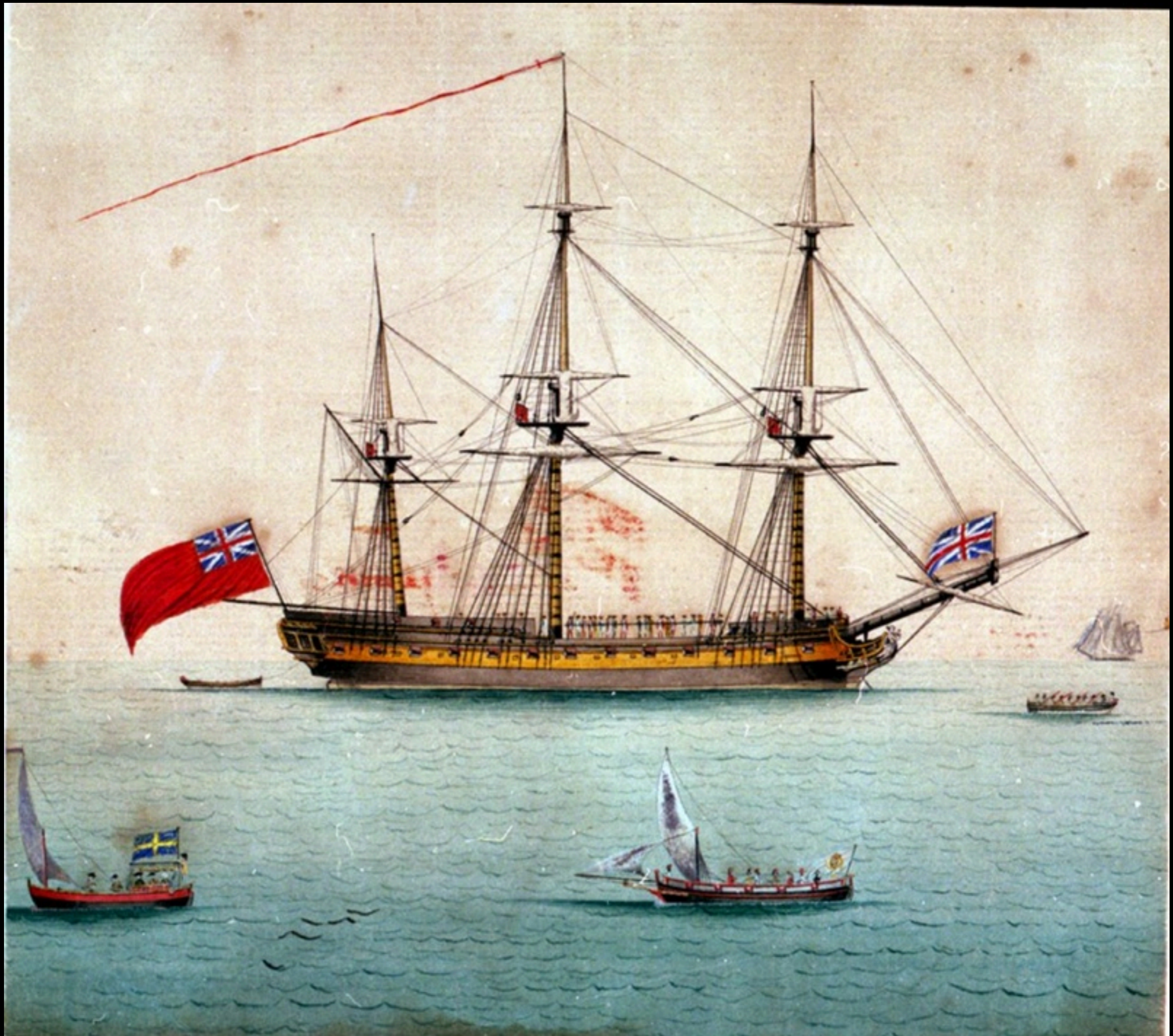
*The Observer brought the Jack to Anchor at Nine o'clock in the Evening, the engagement continued warm on both sides till near Midnight when the Jack struck her Colours, having her Captain, 22 Men killed, with 9 wounded, the Observer 3 killed, her Commander & 7 wounded.*

*London: Printed by R. S. at the Sign of the Ship, in Pall Mall.*

*Printed by D. Dodds, No. 22, Edgewood Street.*

*JACK'S FORCE  
20 Guns & 7"  
40 Men.*

A View of His Majesty's Brigg Observer, Commanded by Lieut. John Crymes (to whom this print is inscribed) Engaging the American Privateer Ship Jack, John Ropes (commander), by Night on the 29th of May 1782, Off the Harbour of Halifax, Nova Scotia  
Aquatint by Robert Dodd, 1784  
(Beverly Robison Collection, US Naval Academy)



Unknown



Unknown



A MAN OF WAR IN FULL SAIL,

“A MAN OF WAR IN FULL SAIL”  
(Ann S.K. Brown Collection, Brown University)

# Acknowledgements

The material contained within these slideshows is presented for educational purposes only. The 18th Century Material Culture Resource Center does not personally own any of the items depicted herein and is indebted to the countless museums, libraries, and private collectors who willingly share their collections with the public through the internet. Every attempt has been made to credit these organizations and individuals for their contributions as best as possible.

If there is a question you have regarding a particular item featured within a presentation, please contact the 18th Century Material Culture Resource Center and we will try to answer your inquiry as best as possible. If for any reason you feel there is any item that should not be presented here, or if there is an error in any listing, or if you know the source for any item whose credit is unknown, please inform us and we will make sure your concern is addressed as soon as possible.

Thank you!

- The 18th Century Material Culture Resource Center