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## **The naval history of Great Britain**

**James, William**

**London, 1837**

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Notes to annual abstracts.

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# NOTES

TO

## ANNUAL ABSTRACTS.

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### NOTES TO ABSTRACT No. 5.

H\*. It will be here observed, that, although the columns of both the Increase and Decrease compartments are vacant, the grand total of this class differs, by 217 tons, from that of the same class in the preceding year's Abstract. This is because one of the ships, the Prince, was lengthened 11 feet, and thereby became enlarged from 1871 to 2088 tons.

P\*. The four purchased vessels of this class had been laid down for India-men, and, together with a fifth not yet launched, were purchased of the company by the British government. They chiefly differed from the larger individuals of R, in being constructed with a detached quarterdeck and fore-castle, and in having one port fewer of a side on each deck; so as, from the increased width of the ports, to carry 24 instead of 18 pounders on the first deck.

A\*, C\*, and G\*. The frigates in the launched columns were all built of fir.

E\*. Of 880 tons and upwards.

T\*. The purchased ship was the Pylades, which had been driven on shore in Haraldswick bay, Isle of Nest, in the year 1794 (see the British casualty list for that year, vol. i., p. 391), but was afterwards got off, and being deemed irreparably damaged, sold at Leith. The new owners, however, contrived to repair the ship, and in 1796 sold her back to the British government.

\* The hired vessels numbered about 74. Of course both the line and the general grand totals of this Abstract, exhibit, when compared with the corresponding totals in Abstract No. 4, the difference remarked upon and

explained at note H\*. Thus: 
$$\begin{array}{r} 1 \\ 592 \mid 530423 + 99 \mid 63548 = 691 \mid 593971 \\ 2 \\ - 39 \mid 32916 = 652 \mid 561055 - 19 \mid 10724 = 633 \mid 550331 + 217 \text{ tons} = \\ 3 \end{array}$$

633 | 550548. Of these sets of figures, 1 is the grand total of Abstract No. 4; 2 is the Increase total, and 3 the Decrease total of the present Abstract; 4, such of the ships in the two launched columns as, having been ordered to be built in 1795, are already included in the totals of Abstract No. 4: they comprise all but the two cutters at i. The next set of figures, 5, would have been the grand total of Abstract No. 5, but for the Prince's 217 tons, the addition of which gives 6, the true grand total of the Abstract.

### NOTES TO ABSTRACT No. 6.

P\*. The purchased individual of this class, is the ship referred to in the corresponding note to the last Abstract.

X\*. The newly-built individual is the Endymion, armed with twenty-six 24-pounders on the main deck. Her draught was copied from that of the Pomone, taken from the French in April, 1794, and she would have measured the same; but the merchant-builders, from some neglect, suffered

her frame to fall out nearly eight inches, which increased her measurement by 38 tons: thus,

|            | Length of<br>birth-deck. |                 | Breadth<br>Extreme. |                  | Tons. |
|------------|--------------------------|-----------------|---------------------|------------------|-------|
|            | ft.                      | in.             | ft.                 | in.              |       |
| By draught | 159                      | 2 $\frac{3}{4}$ | 41                  | 11 $\frac{3}{4}$ | 1239  |
| When built | 159                      | 3 $\frac{3}{8}$ | 42                  | 7 $\frac{3}{8}$  | 1277  |

It should have been so stated at p. 106, instead of that it was an error in the measurement of the *Pomone*. This oversight occasioned the *Pomone's* tonnage, at p. 326, to be stated at "about 1270" instead of "1240."

It may here be remarked, that the two ships of this class and the three *rasés* in the class next above, in mounting but 26 guns on the main deck, similar to the classes from *B* to *H* inclusive, are additional exceptions to those mentioned in note †, vol. i., p. 397. Both *W* and *X* may be considered, however, as temporary classes; and, besides, they contain too few individuals to disturb the general rule.

*Y*\*. One of these newly-built ships, the *Cambrian*, was first fitted with 24-pounders, but 18-pounders were found to suit her better. The other ship was the *Acasta*, armed with thirty 18-pounders on the main deck, by which her quarters were too much crowded.

*N*\*. One of these captured ships was the late British 24-gun ship *Hyæna*. The French had cut away her quarterdeck and forecastle, and made her a flush ship. As such, the *Hyæna*, on being restored to the British service, was allowed to remain; and was armed with twenty 32-pounder carronades and two long 9-pounders.

*S*\*. Two of the newly-built ships were the *Dasher* and *Driver* (averaging 400 tons), constructed at Bermuda, of the sweet or pencil cedar. They proved very durable vessels.

*Y*\*. The new brig was the *Cruiser*, the first of the fine set of brigs of which this class is at present wholly composed. One of the two new ships of the class *S* left unnoticed, was the *Osprey*, built from the same draught as the *Cruiser*, but ship-rigged, by way of trying which mode of rigging would best answer.

*a*\*. The reason of moving these ships, by the "Converted" columns, to a new class, in preference to simply transferring them to the "Stationary" compartment of their respective classes, *E* and *P*, is to avoid making an exception to the rule that no cruiser ever quits the "Stationary" columns, but to be sold or taken to pieces: whereas the *Victory* and *Sampson*, on being subsequently repaired, again went to sea full-armed. The rule, it may be observed, does not extend to the "&c., or non-cruising classes;" otherwise, these very ships could not be restored to their former rank.

\* The hired vessels numbered about 78.

#### NOTE TO ABSTRACT No. 7.

\* The hired vessels numbered about 94.







