

A letter to Lord Viscount Melville on the subject of his motions respecting troop-ships and upon the general state of the navy, with an appendix of official and authentic documents.

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A LETTER
TO
LORD VISCOUNT MELVILLE,
ON THE
SUBJECT OF HIS MOTIONS,
RESPECTING
TROOP-SHIPS,
AND UPON THE
GENERAL STATE OF THE NAVY;
WITH
AN APPENDIX
OF
OFFICIAL AND AUTHENTIC DOCUMENTS.

LONDON:

PRINTED FOR J. HATCHARD, BOOKSELLER TO HER MAJESTY,
OPPOSITE ALBANY, PICCADILLY.

1810.

Price Two Shillings and Sixpence.

A LETTER

TO

LORD VISCOUNT MELVILLE.

ON THE

SUBJECT OF HIS MOTIONS

A LETTER

REPLYING

TROOP-SHIPS.

AND UPON THE

GENERAL STATE OF THE NAVY.

BY

THE

AN APPENDIX

TO

ORAL AND WRITTEN DEBATES

ON

THE

NAVY

IN

1810.

PRINTED FOR J. HATHORN, BOND STREET, TO THE MASTERY

OF THE

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Price Two Shillings and Sixpence.

A LETTER, &c.

MY LORD,

I WAS in hopes, from the nature and extent of the motions you made in the House of Lords, that you would, in discussing the subject relating to troop-ships, have taken occasion to draw the attention of their lordships to the great, unprecedented, and unnecessary, expense incurred in ship-building. But, as this important object does not appear to have been introduced in the discussion, I am anxious to call your Lordship's attention to it, in the hope that you may be induced to bring it under the consideration of parliament; as it appears, from all the information I have been enabled to obtain, to be a matter of the highest national importance.

I shall, however, before I proceed to submit what I have to offer upon the subject of ship-building, take leave to make a few observations upon your Lordship's proposition for an establishment of armed troop-ships. My observations, indeed, merely tend to corroborate the arguments and facts you have adduced in support of this salutary and imperiously necessary measure.

The principal objections to your proposition seem to have been founded in misconception; otherwise it might be difficult for the opposers of it to explain away the inconsistency of their conduct; as, at this very moment, numbers of ships of war are preparing in the Thames, Medway, &c. for the reception and conveyance of troops. By such proceeding, the wisdom and expediency of the proposition for an establishment of armed troop-ships seem at length to be fully admitted.

Although it may be considered almost superfluous to add any thing to the convincing and conclusive arguments you have maintained in support of it, I shall, nevertheless, state a few facts which have fallen within my own knowledge and observation.

Having conversed and communicated with several professional men upon the subject of the expense attendant on the measure, and upon the difficulty of sparing from the ordinary of the

navy 48 or 50,000 tons of shipping for the conveyance of troops, I can, with truth, assure your Lordship that all of them concur in the sentiments you have expressed. They are men of rank and of great naval experience, and one of them in particular, who is most competent to pronounce upon the question of expense from his general knowledge of all naval matters, says, that £2 : 6 per ton, upon one-fourth of the tonnage of the ship, is too great an allowance for the wear and tear, and ordnance, of a troop-ship.

Under the head of wear and tear of the navy, (for which, including ordnance, £2 : 6 is allowed,) there are a variety of items which ought to be, and indeed must be, in fairness kept out of view, in calculating the comparative expense between troop-ships and hired transports. For instance,—the pay of sea-fencibles *was* one item; and I understand the money paid for the purchase of prizes and for head-money come within the meaning of wear and tear.

This may be quite right and proper in considering the general service of the navy, but the troop-ship service should be viewed separately and distinctly from the general service. The question, in regard to the *expense* attendant thereon, is simply this,—whether a given quantity of tonnage can be obtained from the military marine of the country at a less or greater expense than it

can be obtained from individuals by hiring transports? The fact is, to my mind, fully established by your Lordship, that it can be obtained at a cheaper rate from the military marine;—and it may also be observed that, under the head of pay, the pay of all flag-officers, colonels of marines, marine and naval officers of every description, in full pay, ashore and afloat, is comprehended; and the charge for victuals likewise, covers the expense of the supplies furnished to all the troops in the garrisons abroad, as well as of the supplies issued to the troops on expeditions, or on their passage to and from foreign stations.

Another charge also of *some* magnitude, I mean the money paid for the *hire of armed vessels** employed in the king's service, the annual amount of which, according to the return laid before the House of Lords, is, for forty-one sail of ships and vessels, nearly £130,000; consequently, these circumstances should be duly considered in estimating the comparative expense of troop-ships and transports: and as to the wear and tear of a troop-ship, and that of a ship of war on active and constant service, there really is no comparison, as a ship, under reduced masts and yards, and with but few and light guns, labours at sea and strains infinitely less than one upon a

* See Appendix, No. 1.

regular and full establishment, with her proper artillery.

On your Lordship's proposition I shall add only one observation more, which struck me so forcibly upon looking over the return of transports taken up in the last year, that I cannot avoid mentioning it.

Upon a reference to that return * it will be seen that one hundred and seventy-three ships and vessels were taken up last year for the transport-service, whose aggregate tonnage amounted to thirty-four thousand four hundred and sixty-eight tons. It will also be seen, upon a reference to the returns † of the number and tonnage of *troop-ships and armed transports* employed in the late war, that they were *fifty-five* sail in number, whose tonnage amounted to *fifty thousand one hundred and forty-seven tons*: — Upon an average, therefore, each ship may be estimated at about *nine hundred and twelve tons*.

But, on a comparative average, according to the number of vessels taken up last year for transports, and the amount of their tonnage, it would require nearly *five times* the number of ships, or *two hundred and fifty-two* sail of vessels, at two tons per man (say 50,000 tons) to convey twenty-five thousand men. The troops would, in such case, be distributed and dispersed, and the object

* See Appendix, No. 2.

† Ibid. Nos. 3, and 4.

of the service become liable to be defeated, from the causes which must necessarily arise in conducting and keeping together, for any length of time, such numbers of vessels, many of them possessing the worst qualities, — subject to no discipline, — and, upon the whole, unfit for the purposes to which they might be thus appropriated.

The more, therefore, the proposition for appropriating a certain number of ships of war for the reception and conveyance of troops shall be investigated, the more clearly will be seen the wisdom, advantages, and economy of it.

In considering the subject of ship-building, I mean the extent to which it has been carried within these last few years, it may be proper, in the first instance, to take a comparative view of the navies of Great Britain and France, at the commencement of the revolutionary war, in 1793, and also a like view of the navies of Holland and Spain, when they joined France in her hostility against this country.

Early, in February,* 1793, hostilities commenced, on the part of France, against Great Britain. Then the British navy was in a high state of preservation, most of the ships of war, which had been paid off at the time of, and sub-

* The 9th.

sequent to, the definitive treaty of peace, in 1802, having received such repairs as rendered them nearly, if not entirely, as good as new ships, so that, including forty-one ships of the line which were launched during the ten years of peace, the British fleet amounted to one hundred and twenty-five sail of the line; most of which were in a state for general service.*

The French navy was also in excellent condition and in great force. It amounted to eighty-one sail of effective ships of the line, forty-seven of which were described as belonging to the department of Brest,—twelve to Rochefort,—and twenty-two to Toulon; fifteen frigates of 40 guns, 18 pounders; forty-seven of 36 and 32 guns, 18 and 12 pounders; one ship of 50 guns; and forty-one corvettes.†

As a corroborative proof of the strength and efficiency of the French marine, it will be recollected, that, when Lord Howe gained the hard-fought battle of the 1st of June, 1794, the French had, including Admiral Villaret's fleet, the squadron which was chased into Brest by Admiral Montague,—and the three ships of the line which escorted the great flour-convoy from America, forty sail of the line within or upon the Bay of Biscay; while Lord Howe, including Admiral

* See Appendix, No. 5.

† Ibid. No. 6.

Montague's squadron, had not more than thirty-five sail.

Holland,* when she joined France in 1795, had about thirty-two ships of the line, including ships of 60 and 50 guns, and Spain had about seventy-six sail, including ships of those classes, when she joined France and Holland in 1796.—Of the Spanish ships, perhaps, twelve or fourteen might be considered as not effective;—the annexed † list of the Spanish navy was published in the year 1796.

It is right, however, to observe, that, before Holland joined France in hostility, the latter had lost twenty-five sail of the line, including the ships brought from and destroyed at Toulon,—those taken by Lord Howe, and those lost by casualties at sea;—and, before Spain joined France and Holland, the former had lost *five* more ships of the line, and the latter had lost *six*,—so that the French fleet had suffered a diminution to the extent of thirty sail of the line, and the Dutch had sustained a reduction of *six*, leaving (exclusive of several ships launched by the French in the intermediate time) seventy-seven sail of the line to the two powers;—to which number (admitting twelve sail of the Spanish ships to have been inefficient) were added, when Spain commenced hostilities, sixty-four sail of the line,—con-

* See Appendix, No. 7.

† Ibid. No. 8.

sequently the combined naval forces of the three powers amounted then to one hundred and forty-one sail of the line.

Notwithstanding this truly formidable combination, our fleets and squadrons, so far from shewing any dismay at the immense force opposed to them, vied with each other in their efforts to subdue and to vanquish all their enemies; and, before the peace (if it may be so called) of 1801-2,—France, Holland, and Spain, (besides the reductions before stated,) had, in captures and casualties, sustained farther losses to the number of *fifty-three sail* of the line,—of which twenty-three (including two Maltese and one Venetian) were French,—nineteen Dutch, and eleven Spanish;—the three powers, therefore, appear, during their hostility with this country, to have lost collectively *eighty-nine sail* of the line;—in frigates* and in the inferior classes of ships and vessels of war, their losses were even greater in proportion;—while, upon the other hand, they captured from Great Britain only *five* ships of the line, (one a recapture,) *one* ship of 50 guns, and a few frigates;—one of the line and the 50 were re-taken, as were the frigates, except one; so that, when hostilities ceased, our enemies possessed only *three* British ships of the

* France 81, of 32 and 40 guns.

Spain 13, of ditto.

Holland 18, of ditto.

line, and *one* frigate of 32 guns;—but in casualties the British losses were great, viz. *sixteen* sail of the line, (including two prizes), *four* ships of 50 guns, with a considerable number of frigates and inferior ships and vessels of war.

From these facts it should seem that France, had she not made great efforts to replace her losses by building new ships, would have been reduced to about 30 sail of the line;—Holland had also suffered so much in the contest, that, with the ships she had built during the war, she had not more than 14 or 15 ships of the line left when hostilities ceased;—the losses of Spain were less material, although they were certainly considerable.

During this arduous contest, twenty-five ships of the line were launched in the king's and merchant's yards; so that, with the losses the enemy sustained, and the increase made by our own building, the difference, allowing for the *few captures* and the casualties before mentioned, was in our favour and against our enemies, to the extent of ninety-six sail of the line!

When hostilities were renewed, or, as it may be said, the present war commenced, France had fifty-one sail of the line,—Holland sixteen sail, and Spain, when she united with them, about fifty* sail, making a total of about one hundred

* Many of the Spanish ships in a very bad state.

and sixteen sail of the line, for France* had lost only one ship, and Holland had not lost any, when Spain rejoined them.—In the interval, however, that is, *during the truce*, no great progress was made in repairing the British fleet,—and for two very obvious reasons; the one was that, some months *after the signature* of the preliminaries, government found it necessary to send near *thirty sail* of the line to Jamaica,† as a *fleet of observation* to watch the movements of the conjunct armaments of France, Spain, and Holland, which proceeded against St Domingo,—and the other was that, with a view to economy, and under the belief that there might be a lasting peace, a great reduction was made in the dock-yard establishments.

This being the state of the case, and there being then no more than ten sail of the line building or ordered to be built, it was judged expedient and necessary, in the year 1804, to contract with the merchants for building ten seventy-fours, and an expeditious and temporary repair was also given to a certain number of ships in the spring

* France had one ship wrecked in the peace.

† It is not only a remarkable but a very extraordinary fact, that, when the preliminaries were signed in October 1801, there were three ships of the line *only* at Jamaica; but, when the definitive treaty was signed,—viz. at the end of March, 1802, there were there, or on the passage, about thirty sail more.

and summer of 1805, with which the immortal Nelson was re-inforced, and enabled to meet and defeat the combined fleet of France and Spain, off Trafalgar. This *supreme triumph* was, however, dearly obtained, for it cost the nation the life of its favorite naval hero : But the impression made upon the enemy, by his daring intrepidity and masterly conduct upon that most memorable event, seems to have been such as to have deterred them from attempting to meet us again upon the ocean.

Having concisely stated the captures and losses sustained by Great Britain and her enemies in the war preceding the *peace* of Amiens, it may not be improper to represent the captures and losses which they may have respectively experienced since the renewal of hostilities in 1803.

It will be recollected, that, on the 8th of March, 1803, a message was sent by the king to parliament, and that, on the 8th of May following, his majesty's declaration of war was issued against France ; so that, after a *hollow truce* of less than fourteen months, the nation was again involved in open hostility. It is, however, truly gratifying to advert to the glorious deeds which have been performed by our intrepid officers and brave seamen during this contest.

Until the year 1805, one ship of the line only was taken from France, but, in that year, thirteen were either taken or destroyed. In 1806, seven

were taken or destroyed, and, in 1809, five were destroyed and one taken; so that, including five sail of the line seized at Cadiz, by the Spaniards, in 1808, France has suffered a diminution to the amount of thirty-two sail of the line in the present contest. Spain, also, during her late hostility against us, lost twelve sail; but, from Holland, one ship only has been taken, though she has lost in casualties five or six more.

From the preceding statement, it appears, that the aggregate loss of France, in ships of the line, exceeds the number she possessed at the commencement of the war, in 1793; and, of the ships captured, thirty-seven have been brought into British ports; while, of those otherwise lost to her, thirty-four were destroyed by the British navy.*

In entering into this detail of the comparative captures and losses of ships, it is my intention to shew more forcibly the inexpediency of building so many ships in this country, while our enemies contribute so largely to keep up our fleet.

From the statement given by your Lordship it appears that France has, at present, about thirty-seven sail of the line, and it is worthy of remark, that, of this number, not more than sixteen have actually been as yet at sea; consequently it is reasonable to conclude, from past events, that, whenever she may venture to send them forth,

* Twenty-five Dutch and eleven Spanish ships of the line have also been brought into British ports.

they will add new trophies to the British flag and become sacrifices to the temerity of her ruler.

But, as the system of building has been pursued here with an unprecedented ardour during these last three years, it may, perhaps, be not amiss to state the progressive increase since the year 1802, distinguishing each year.

In 1802, two ships of the line were launched, and a 90-gun ship was cut down to a 74 and made as good as a new ship.

In 1803, four ships of the line were launched and two were ordered to be built.

In 1804, Three sail of the line were launched and another 90 cut down in the manner before mentioned ; ten 74's were also ordered to be built in the merchants yards. At that time there were only ten ships on the stocks or ordered to be built, of which eight were in the king's yards, and two ordered in the merchants yards.

In 1805, three ships of the line were launched, two ordered to be built in the king's yards, and the ten ships, contracted for in the preceding year, were put upon the stocks.

In 1806, one ship of the line was launched and nine were ordered to be built ; but, of these, *three only* by contract.

In 1807, eight ships of the line were launched and *twenty-two* were ordered to be built ; and of these no less than *nineteen* by contract.

In 1808, six ships of the line were launched and eight more ordered to be built; of which *five* were by contract.

In 1809, seven were launched and two ordered to be built.

In the present year three ships have been launched, which together make a total of ships of the line, launched between the 1st of January, 1802, and this date, of thirty-seven sail; and, in the same period of time, it appears that fifty-five sail have been ordered to be built. Twelve of which form a part of those launched, and forty-four remain to be completed, of the latter number *twenty-seven are building by contract!*

If then, in addition to the thirty-seven British ships launched since 1802, there be brought to account the sixty-six French, Dutch, Spanish, and Danish captures, and losses, (for the Danes must be included,) the difference in our favour and against France is (allowing eight sail of British ships lost through casualties at sea) *ninety-four* sail of the line.

Upon what ground then, or even upon what pretext, can this unprecedented and ruinous system of building be pursued; since it appears, from the appendix to your Lordship's speech, that there are now one hundred and five ships of the line in active employ, and thirty-nine British ships of the line in ordinary, of which four-fifths

may be fairly considered as repairable. I have annexed a list of the names of the prize-ships of the line in ordinary; they amount to fifty sail.*

Heretofore it had been the practice, in a great measure, to be guided in building ships by the numbers annually launched, with a due regard to the numbers which might be building or ordered to be built; and to the relative and comparative state of our own fleet and the fleets of our enemies. How far this principle has been acted upon recently, the foregoing statement may tend to shew.

In the war which terminated in the independence of the United States of America, every ship of the line taken from France, Spain, and Holland, was put in commission and employed until the peace.

Of the ships so taken since the year 1793, fourteen only are in commission, though some of the French and Spanish ships now in ordinary possess the first qualities, are even far superior to any ships we had before captured, and consequently are well deserving the expense of repair.

In alluding to the repair of the ordinary it is proper to remark, that, unless a well digested and regular system be laid down and pursued, it will be *impossible* to repair the fleet.

In corroboration of this observation I beg to state the following facts extracted from a return,†

* See Appendix, No. 9.

† Ibid. No. 10.

laid before the House of Lords, of the number of docks in the King's yards of Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth.

In that return the *Tremendous*, a 74-gun ship, is stated to have been in dock ever since the 9th of February 1807, which is now *three years and four months*, and there is reason to believe that she is likely to be detained in dock for some months longer. The *Prince of Wales*, of ninety-eight guns, appears also to have been in dock since the 9th of March 1809, about fifteen months.

In the same return it is stated, that *two small frigates*, viz. the *Southampton* and *Aquilon*, are occupying *first-rate docks* at Portsmouth.—The *Southampton* has been in dock since the 27th May 1809, and the *Aquilon* since the 8th of July; the one twelve months and the other eleven.

There can be no question that ships requiring a *thorough* repair must necessarily be a considerable time in dock, in order that the new timber to be put into them may be sufficiently seasoned before the ships be closed or planked up; yet, with the view of expediting as much as possible, and of rendering the repairs more effectual, it is absolutely necessary that the most sound and best seasoned timber should invariably be appropriated to repairs. It is true that the *Tremendous* required a *thorough* repair; yet might not four ships at least

of her class have received *thorough* repairs, provided that a sufficient number of hands had been employed, and that well-seasoned timber had been appropriated. The Prince of Wales required only a *middling* repair. She might also have been, long ago, put out of hand, had proper measures been taken; and, instead of repairing small frigates at Portsmouth (unless the repairs arose from mere casualties) ships of *three and two decks* only should have been taken in hand, as all the docks in that yard (one double-dock only excepted) are capable of receiving ships of *those classes*. From hence it most evidently appears that, if the present system be not abandoned, the ordinary never can be repaired, notwithstanding we have no less than eighteen docks, in the several yards, into which ships of the line can be taken; besides seven docks for the accommodation of fifty-gun ships, frigates, &c.

Upon the question of building I shall take leave to offer some farther observations.

In the estimate laid before the House of Commons* the eleven 74-gun ships hereafter named are omitted.

Asia; Barham; Clarence; Duncan; Dublin; Mulgrave; Minden; Marathon;† Pembroke; Scarborough; Stirling-Castle; all of which, (except the Marathon) appear, from the return

* See Appendix No. 11.

† Ibid.

laid before the House of Lords, to be building by contract; and these ten ships, so building by contract, will cost the crown (at £33 : 10 per ton, on 1741 tons each) £583,235. The Marathon is ordered to be laid down at Chatham.

In this *same return*, however, four ships, the names of which are inserted in the *estimate*, as building by *contract*, are omitted: viz. Armada; Cressy, Egmont, and Vigo; and, in *another* return, laid also before the house of lords, five ships building, or ordered to be built, in the King's Yards, are likewise omitted; viz. St. Vincent, Trafalgar, Talavera, Pitt, new ship at Milford, (no name,) though they are inserted in the estimate: but the Marathon is omitted altogether. She is neither in the estimate nor in the return. This will be seen upon a reference to those documents, copies of which are annexed: and it will also appear that, by adding the four contract ships named in the estimate to the twenty-three named in the return, there are twenty-seven sail of the line in the hands of merchant-builders, whose cost, at £33 : 10 per ton, on twenty-seven ships of 1741 tons each, amounts to £1,574,734 : 10!!* Five frigates, one ship

* By the estimate of the present year, and by a reference to the estimates of the years 1807-8 and 1809, it appears that £8,170,000 have been voted for building ships and vessels of war; and, of this vast sum, £3,477,134 have been expended in

of 22 guns, two sloops of war, and six cutters, appear also by the estimate and return (for they do not even in this respect agree) to be building by contract. And such has been the zeal with which this expensive system has been pursued, that ships have been closed up with so much precipitancy (one 74, built by contract, having been launched in about eighteen months after she was laid down) that they will rot and fall to pieces without having rendered but little, if any, service, from the two-fold circumstance of their being built of inferior or of mixed timber, and from sufficient time not having been given to the ships to stand in frame to season; and this practice is pursued at a period when the naval force of our enemies is considerably weaker than it has been since the commencement of the French revolution; while, on the other hand, our own marine is grown to an extent and magnitude hitherto unexampled.

After what has been stated, your lordship may perhaps be inclined to think that measures should be forthwith taken to stop farther proceeding

building ships and vessels in the merchants yards: all of which money, with the exception of such part thereof as may have been applied to the discharge of contracts entered into anterior to the year 1807, or to defray expenses incurred for building sloops and inferior vessels of war, may be reckoned as misapplied and lost to the country.

upon the ships ordered in the merchants yards; more especially with respect to those on which but little progress may have been made. In truth, arrangements should, if possible, be entered into with the merchant builders for the purpose of taking from off their hands such timber as they may have provided, in consequence of their contracts, and of removing it to the king's yards; and, further, it would be *wise* as well as *economical* to take to *pieces* such of the ships as may be building by the merchants, and may not be in a forward state, and to remove the *timbers* and *frames* in like manner. A *stop* should also be put to all new work in the *king's yards*, except in cases where ships may be in such a forward state as to be liable to sustain injury from delay, in order that a regular system may be forthwith adopted for repairing the ordinary, beginning with the ships which may be in the least defective and impaired state. *But this important object can never be accomplished unless an uniform system be adopted and adhered to.*

By the return of the number of docks* in his majesty's yards, it appears that fourth, and fifth, and inferior rates only, can be docked at Deptford. At Woolwich, first, third, and fourth rates, may be docked; so that, in the two yards, six ships may be repaired at the same time. Two

* See Appendix, No. 10.

more docks may be formed at Woolwich at small expense.

At Chatham there are four docks, all capable of receiving first rates; and another dock may be formed there.

At Sheerness there are two docks; one for 64's, the other for frigates.

At Portsmouth there are eight docks: five for first rates; one for third, and two for small frigates.

At Plymouth there are five docks; three for first rates, one for second, and one for third. There also another dock may be formed.

The following appropriation of the several docks may, perhaps, not appear to be exceptionable, viz.

The three docks at Deptford to be constantly appropriated to 50's, and the large class of frigates, requiring *large* and *thorough* repairs.

The first-rate dock at Woolwich, for the *coppering* of new ships of all classes, and for *casualties*. The third-rate dock for ships of that class requiring *large* or *thorough* repairs, and the fourth-rate dock for frigates, sloops, &c. requiring middling or slight repairs, and for casualties.

Of the four docks at Chatham, two should be kept *constantly* allotted for the repair of the ordinary of the line, and no frigate should ever be taken in hand at Chatham, until the whole or-

dinary of the line be repaired, unless it be for a casual repair, not exceeding, at the utmost, a few weeks; and then only in one of the two docks reserved for *casualties*.

The two docks at Sheerness to be reserved entirely for casualties. No ship or vessel whatever to be taken in there, which might require more than six weeks or two months repair at the most.

At Portsmouth, *three* of the *great* docks should be appropriated *entirely* to ships of the line, requiring *large* or *thorough* repairs: one to ships of the line requiring *middling* or *slight* repairs; two to ships of the line, and large frigates, under *casual* repairs; and the two frigate-docks to ships of that description, and inferior vessels of war; one of which docks (the head) for medium or large repairs, the other (the stern) for slight and casual repairs.

Of the five docks at Plymouth, two should be *constantly* appropriated to ships of the line requiring *large* or *thorough* repairs; one to ships of the line requiring *middling* or slight repairs, and two to casualties of all classes.

By such an appropriation of the docks, there would be *constantly* from eight to ten sail of ordinary of the line, and four sail of fourth and fifth rates, undergoing complete repairs, and eleven sail, of all classes, under casual or slight repairs. So that supposing the ordinary of the

line, on an average, to require *nine months* to repair, and the frigates, on an average, *six months*, the annual regeneration of ships of the line may be safely reckoned at *twelve sail*, and that of frigates at *eight sail*. What apprehension can then be entertained of a want of ships? There being now in our ports an ordinary amounting to about ninety sail of the line; and, of these, three-fifths are unquestionably repairable.

The expense attending the repair of some ships may be great; but admitting that the remains of the carcasses, or frames, of some of the ships might not be really worth more than ten thousand pounds, or even not so much,—is not every such saving to the country an object of moment and consideration at all times;—but more especially at the present crisis?

As to the extent to which casual repairs may be carried, it is immense. For, suppose fifteen days to be allowed, (which, on an average, is rather too much than too little,) as the time for each vessel under a casualty to be in dock, there may be docked, in the course of one year, *two hundred and sixty-seven sail* of ships and vessels of war, in the eleven docks herein suggested for casualties!

The principle of arrangement, which is here submitted, appears so simple and so practicable, that I should hope it may not only experience your Lordship's favourable opinion, but that it

may meet with the attentive consideration of those who may be enabled to avail themselves of it.

Your Lordship is well aware, that, if ships remain in ordinary for any considerable time, they are liable to be forgotten, and to be ultimately passed over as unserviceable; and you are also aware, that ships in ordinary are not so well taken care of and preserved as ships in commission lying at anchor: consequently, whether the ordinary be composed of *old* or of *new* ships, this latter remark applies with equal force.

Although it does not appear from the documents that have been laid before the House of Lords, in consequence of your Lordship's motions, that any conclusion can be drawn, upon which a comparative estimate of the expense of building ships in the king's and in the merchants yards can be formed, I have endeavoured to ascertain the probable difference, and I find that a seventy-four-gun ship, of 1741 tons, is estimated, in the king's yards, at £28 10s. per ton, which is £5 per ton less than is paid in the merchants yards, or £8,705 upon the ship: so that, if this estimate be correct, the crown will pay £235,035 more, for the 27 seventy-fours yet building in the merchants yards, than would be paid for building the like number of ships in the king's yards.

Besides the difference of the expense in the prime

cost of the ship, whether it be more or less than what is here stated, there is a point connected with the measure of even still greater importance, viz. the difference in the construction and durability of the ship, which, I am told, may be fairly reckoned at £5 per ton, at least, in favour of the king's-built ship; and, under the present circumstances, when good oak-timber is so rarely to be obtained, and when the unprecedented extent to which building ships by contract, for the king's service, is duly considered, there seems to be well-founded reason to believe, that the intrinsic worth of a king's-built seventy-four may be safely calculated at a higher rate. But, admitting that £5 per ton may be a fair proportionate difference in the value of the two ships, that sum, added to the £5, on the prime cost of the ship, makes the excess of expense, or the loss to the crown, upon each contract-built seventy-four, amount to £17,410:—or, in the aggregate, £470,070 upon the twenty-seven ships.

The great extent to which building by contract has been carried has been productive of another serious evil. It has held out an inducement to the shipwrights to expect higher wages.

In the king's yards the average daily pay is, I understand, about seven shillings and ninepence. In the merchants yards, when employed upon *king's ships*, the average is about twelve shillings.

This advantage is evidently so great that it naturally leads the shipwrights to prefer employment in the merchants yards, and consequently to prevent many from entering in the king's yards who would do so if it were not for this twofold circumstance.

Amongst other objections to the measure of contract building, I shall mention one of very serious importance. It is the necessity of laying up, in addition to the numerous ordinary requiring and fit for farther repair, the new ships, as they may be launched; so that the country may eventually incur the expense of some hundred thousand pounds in *new ships*, which may rot at *their moorings* in our own ports. At this time, there is, I believe, a ship* (a forty-four launched in 1783) *which has never been even at sea!* The fact is an extraordinary one, particularly as she is built after a good model, and, of her class, is a desirable ship. This is an instance in proof of what may happen to the prejudice of the public by ships being *forgotten* or *neglected* when once laid up in ordinary;—and it is much to be feared that a number of repairable ships, now in ordinary, may thus be lost to the country.

Having entered pretty fully into the state and extent of the ordinary, and explained the view I have taken on this part of the subject, I must

* The Gladiator.

say that this passion for building new ships appears to be inexplicable. I do not, my Lord, speak of the matter as it presents itself to my mind, I speak of it as a measure which no one, with whom I have conversed upon the subject, is capable of comprehending; it is so truly extraordinary.

As to the ships which Buonaparté has built, and is building, in the Scheldt, and at Toulon, they have been, and will be, run up in such haste as to justify a conclusion, that their services will be of short duration. This will likewise be the case with the ships now building here; in truth it seems as if we were determined, notwithstanding our *immense superiority* to build *two ships* to *one* built by the enemy. For, admitting that he may now have *ten or twelve* ships of the line upon the stocks in the Scheldt, *six* in the ports lying upon the ocean, and *four* in the ports upon the Mediterranean, making, altogether, *twenty-two sail*, we have building, and ordered to be built, exactly *double* that number, viz. FORTY-FOUR! TWENTY-SEVEN of which are in the merchants hands!

In corroboration of the opinion I have expressed, as to the short duration of contract-built ships, when they are so hastily put together, I shall take leave to state a circumstance which has just been related to me, as a matter of fact: it

is that a *contract-built seventy-four*, recently returned from the Brazils, is all to pieces, though she has not been off the stocks more than three years.

In laying this exposition of the naval affairs of the country before your Lordship, I am influenced by a desire only to promote the public interest. I have, for a series of years, made naval transactions my amusement as well as my study, and my mind has, under the most severe bodily affliction, been relieved and diverted in meditating upon them.

Economy is much talked of, though, I fear, the necessity of it is not duly considered; otherwise a more minute attention would be given to the navy-estimates, which now amount to the sum of £19,826,810. This is only £120,190 less than the whole expenditure of the country in the year 1794.

The progressive increase of the navy-estimates, within these last few years, has been immense; and, what is *truly* remarkable, they have passed the legislature without investigation. A short discussion has, indeed, taken place upon the subject in the present session, yet so slight, that it is scarcely worth mentioning.

In the last session, the navy-estimates were passed, as I have been credibly informed, without even a question being asked respecting them, notwithstanding there was an increase of more

than one million five hundred and fifty-six thousand pounds upon the preceding year; and, if your Lordship will take a comparative view of the navy-estimates for the years 1806, 7, 8, and 9, you will find an increase, within the space of four years, of nearly *four millions*! Though, at the very time this immense increase took place, the fleets of our enemies were vanquished and driven from the ocean!

It may, perhaps, be not amiss to point out a few of the heads upon which the increased expense took place in the last year.

In the article of victuals there was an increase of one million seven hundred and seventy-four thousand five hundred pounds, upon the sum voted in the year 1808. The ordinary was also increased by a sum of two hundred and sixty-five thousand four hundred and seventy-seven pounds; and there was an increase in the transport-service of one million two hundred and forty-two thousand five hundred pounds! yet all passed in silence!

Another fact, which is equally extraordinary, passed also, I understand, without notice.

Under the head of *wear and tear* of ships, there was a *diminution* to the amount of *one million seven hundred and four thousand five hundred and seventy pounds*, upon the vote of the preceding year. So that it seems to be of no consequence

whether millions be added to, or subtracted from, the annual expense upon this most important and extensive branch of the public service.

How this great reduction of expense, in the *wear and tear* of ships can be explained, I cannot conceive, looking at it comparatively with the other heads of expense. It is even one million three hundred and eighty-seven thousand five hundred pounds *less* than the sum voted for *wear and tear* in the year 1806; though the *increase*, upon the *whole estimate* of 1809, amounts to three millions seven hundred and nine thousand one hundred and twenty-six pounds more than the *estimate* of 1806!

These are facts, my Lord, of such magnitude and importance, as demand the most serious and deliberate consideration. I have not, I can assure your Lordship, taken up the question hastily. I have, however, to lament that time and circumstances do not, at present, admit of my entering so fully into a discussion of it as I could wish. The whole subject, as I have already said, hath been my study and my amusement for a series of years, and, I am firmly convinced in my own mind, that, *under a proper system*, an annual retrenchment may be made to an immense amount, probably some millions. I am also impressed with a belief that, unless very great retrenchments be made in every

branch of the public expenditure, the *machine cannot go on!*

Upon the present occasion, I shall not trouble your lordship any farther than to entreat you to give the facts, circumstances, and observations, herein stated, a mature and deliberate consideration; with this view, and in the hope that they may prove of public utility, they are most respectfully submitted to your Lordship.

AMICUS PATRIÆ.

CONT. of a Return of the Names of the Persons who have been appointed to the Office of Justice of the Peace for the County of Middlesex, in the Year 1841.

Parish.	Ward.	Number of Persons appointed.	Names of the Persons appointed.
St. Martin in the Fields.	St. Martin.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. James's.	St. James's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. John's.	St. John's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Paul's.	St. Paul's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Andrew's.	St. Andrew's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. George's.	St. George's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Mary's.	St. Mary's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Peter's.	St. Peter's.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Nicholas.	St. Nicholas.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Thomas.	St. Thomas.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.
St. Richard.	St. Richard.	10	John Smith, Esq., John Jones, Esq., John Doe, Esq., John Roe, Esq., John White, Esq., John Black, Esq., John Green, Esq., John Brown, Esq., John Grey, Esq., John White, Esq.

APPENDIX.

No. 1.

COPY of a Return of all Hired Armed Vessels in Employ, shewing the Names of the
and the Time when each Vessel

Vessels Names.	Owners.	Tonnage.	Class.	Guns.		
				Carronades.		Carri
				Nos.	Pdrs.	Nos.
Charles - - -	W. Clark, jun. - - -	309	Ship	14	18	—
Endeavour - -	D. ennant - - -	169	—	12	18	—
Humber - - -	H. C. Blewett - - -	258	—	14	12	2
Hebe - - -	Strahan and Gavan - - -	267	—	16	18	—
Morrison - -	Latt and Bevan - - -	164	—	12	18	—
Prince William -	W. Clark, jun. - - -	307	—	14	18	—
Providence - -	Ditto - - -	291	—	14	18	—

Mem. The Terms of the Agreements for the Hire of the Endeavour, Hebe, those Ships, and to 5l. 10s. per Man per Month for the Men since that Time.

Active - - -	May, Wyborn and Co. - - -	78	Cutter	—	—	8
Adrian - - -	J. Violett - - -	84	—	8	12	—
Albion - - -	Hedgcock and Pascall - - -	78	—	—	—	6
Alert - - -	J. Gilbee - - -	45	—	2	12	2
British Fair - -	H. Latham - - -	71	—	—	—	6
Black Joke - -	Smith, Bellingham, and Co. - - -	109	—	10	12	—
Britannia - - -	H. Latham - - -	69	—	—	—	8
Countess of Elgin -	— - -	78	—	—	—	8
Duke of York - -	A. Ward - - -	82	—	—	—	2
Dover - - -	T. Spice - - -	47	—	2	12	—
Earl Spencer - -	J. L. Minet - - -	141	—	12	12	6
Favourite - - -	H. Latham - - -	72	—	—	—	—
Fancy - - -	E. Hallands - - -	112	—	10	12	—
Folkstone - - -	Farley, Gittans, and Co. - - -	131	Lugger	12	12	6
Flying Fish - -	H. Latham - - -	74	Cutter	—	—	—
Gleaner - - -	Smyth and Co. - - -	154	Ketch	14	12	—
Gambier - - -	John Crews and Co. - - -	110	Cutter	10	12	10
Hero - - -	T. Manning - - -	110	—	10	12 or	12
Idas - - -	— - -	142	—	—	—	10
Idas (2d) - - -	— - -	102	—	10	12 or	6
King George - -	Fector and King - - -	59	—	—	—	—
Lord Nelson - -	Collet and Thomsett - - -	69	—	8	12	2
Lord Cochraine -	C. M. Balteel - - -	103	—	12	12	8
Mary - - -	Chas. Foster - - -	79	—	—	—	8
Nymphe - - -	Fector and Boxer - - -	63	—	—	—	6
Nimrod - - -	Jos. Sladen - - -	77	—	—	—	—
Princess of Wales -	John King - - -	106	—	10	12	8
Princess Augusta -	— - -	71	—	—	—	8
Queen Charlotte -	J. M. Fector - - -	75	Cutter	—	—	8
Resolution - - -	R. Crochford - - -	86	—	—	—	10
Speculator - - -	John Iggulden - - -	94	Lugger	—	—	—
Swan - - -	— - -	119	Cutter	10	12	—
Sandwich - - -	A. Isemonger - - -	167	Lugger	12	12	—
Weazle - - -	Joshua Rowe - - -	70	Schnr.	6	6	—

Mem. The Terms of the Agreements for the foregoing Cutters, Lugger, and Mary) have been increased to 15s. per Ton per Month Increase took place on the 1st March 1809, and has been per

No. 1.

Owners, Tonnage, Class, Force, and Number of Men, the Terms of Agreement, was taken into the Service.—Laid before the House of Lords.

age.	Complement.		Terms of Agreement.			When taken into the Service.
	Pdrs.	Men.	Boys.	Per Ton.	Per Man.	
—		46	3	15s. per C. M.	£. s. d. 5 10 0 per C.M.	17th May 1804.
—		25	2	12s. Ditto.	5 0 0 Ditto.	10th April.
6		47	3	15s. Ditto.	5 5 0 Ditto.	28th April.
—		40	3	12s. per L. M.	5 0 0 per L.M.	27th April.
—		25	2	12s. per C. M.	5 0 0 per C.M.	10th April.
—		46	3	15s. Ditto.	5 10 0 Ditto.	3d May.
—		43	3	15s. Ditto.	5 10 0 Ditto.	16th May.

and Morriston, have been increased to 15s. per Ton per Month for the Hire of which increase took place on the 1st of March 1809, and has been paid

	Men.	£.	s.	d.	£.	s.	d.	
4	27	0	12	0	5	0	0	25th Feb. 1805.
—	28	0	12	0	5	0	0	21st Aug. 1804.
4	26	0	12	0	5	0	0	3d. May 1808.
3	13	0	12	0	5	0	0	28th Oct. 1808.
3	23	0	12	0	5	0	0	31th Mar 1807.
—	35	0	12	0	5	0	0	20th May 1808.
4	24	0	12	0	5	0	0	14th Nov. 1808.
3	25	0	12	0	5	0	0	20th June 1803.
4	27	0	12	0	5	0	0	23d June 1803.
3	13	0	12	0	5	0	0	4th Nov. 1805.
—	42	0	12	0	5	0	0	27th July 1803.
3	25	0	12	0	5	0	0	22d Mar. 1807.
—	35	0	15	0	5	10	0	15th July 1809.
—	45	0	12	0	5	0	0	9th Aug. 1807.
3	26	0	15	0	5	0	0	6th July 1809.
—	45	0	15	0	5	10	0	6th July 1808.
—	35	0	12	0	5	0	0	11th June 1808.
6	37	0	15	0	5	0	0	4th May 1809.
6	43	0	12	0	5	10	0	10th Nov. 1807.
6	34	0	15	0	5	0	0	21st April 1809.
4	23	0	12	0	5	10	0	10th Aug. 1807.
—	25	0	12	0	5	0	0	10th Aug. 1809.
6	37	0	12	0	5	0	0	16th May 1808.
4	27	0	15	0	5	0	0	28th April 1809.
4	23	0	12	0	5	10	0	18th Aug. 1807.
3	24	0	12	0	5	0	0	11th Oct. 1808.
—	36	0	12	0	5	0	0	13th July 1803.
4	26	0	12	0	5	0	0	12th July 1803.
4	25	0	12	0	5	0	0	14th Aug. 1807.
4	27	0	12	0	5	0	0	28th Aug. 1807.
4	33	0	12	0	5	0	0	27th Aug. 1803.
—	40	0	12	0	5	0	0	3d Aug. 1807.
—	55	0	12	0	5	0	0	6th May 1808.
—	20	0	12	0	5	0	0	14th July 1808.

Schooner, and Ketch, (except for the Fancy, Flying Fish, Hero, Idas (2d the Hire of the Vessels, & to 5l. 10s. per Man per Month for the Men, which since that time.

very short of the Number of Hired Vessels in the King's Service.

No. 2.

EXTRACT of Return of Transports taken up in the Year 1809.
Laid before the House of Lords.

Ships.	Tons	Date of Entry into pay.	Rate per Ton per Month.	Terms of Agreement.
William	176	January 1st	20s.	For Home Service for 3 Months certain.
Mary	150	Ditto 2d	Ditto	Ditto
Hope	244	Ditto 3d	Ditto	Ditto
Fortuna	234	Ditto	Ditto	Ditto
Howard	272	Ditto 4th	Ditto	Ditto
Fidelity	208	Ditto	Ditto	Ditto
Hebe	212	Ditto	Ditto	Ditto
Carron	240	Ditto 5th	Ditto	Ditto
Dartmouth	329	Ditto 9th	25s.	For General Service for 6 Months certain.
Champion	385	Ditto 10th	Ditto	For Home Ditto for 3 Months certain.
Mantle	282	Ditto 11th	Ditto	Ditto
Richard	266	Ditto	Ditto	Ditto
Mary and Susan	192	Ditto	20s.	Ditto
Wright	342	Ditto 12th	25s.	Ditto
Two Sisters	293	Ditto	Ditto	Ditto
Henry	274	Ditto	Ditto	Ditto
Brothers	346	Ditto 14th	Ditto	Ditto
Robert and Margaret	263	Ditto 13th	Ditto	Ditto
Sally	314	Ditto 14th	Ditto	Ditto
Melanthe	256	Ditto	Ditto	Ditto
Phylleria	152	Ditto	20s.	Ditto
Doncaster	349	Ditto 16th	Ditto	Ditto
Eliza Frances	286	Ditto	25s.	For General Service for 6 Months certain.
Ann	295	Ditto	Ditto	Ditto
Britannia	194	Ditto 18th	Ditto	Ditto
Lady Juliana	379	Ditto 17th	20s.	For Home Service for 3 Months certain.
Milbanke	192	Ditto	Ditto	Ditto
Leeds	173	Ditto 18th	Ditto	Ditto
Dasher	167	Ditto	Ditto	Ditto
Blacket and Ridley	213	Ditto	Ditto	Ditto
Howard	209	Ditto	Ditto	Ditto
Liberty	156	Ditto 19th	Ditto	Ditto
Samaritan	251	Ditto	Ditto	Ditto
Lovely Lass	245	Ditto 30th	25s.	Ditto
Triton	204	Ditto 6th	20s.	Ditto
London	321	February 9th	Ditto	Ditto
Phoenix	576	Ditto 17th	25s.	For General Service, for 6 Months certain.
Bideford	164	April 28th	20s.	For Home Service, for 3 Months certain.
Neptune	262	May 25th	25s.	Ditto
Shelburne	174	Ditto 27th	Ditto	Ditto
Oak	193	Ditto	Ditto	Ditto

Ships.	Tons	Date of Entry into Pay.	Rate per Ton per Month.	Terms of Agreement.
Sister	158	May 27th	25s.	For Home Service, for 3 Months certain.
William	240	Ditto	Ditto	
Two Friends	152	Ditto 29th	Ditto	
Robert	221	Ditto	Ditto	
Princess Royal	177	Ditto	Ditto	
Union	178	Ditto	Ditto	
Providence	149	Ditto 31st	Ditto	
Messina	172	June 1st.	Ditto	
Mary	202	Ditto	Ditto	
Rodney	203	Ditto 3d	Ditto	
Redness	146	Ditto	Ditto	
Liberty	236	Ditto	Ditto	
Triad	286	Ditto	Ditto	
Spring	273	Ditto	Ditto	
Good Agreement	183	Ditto	Ditto	
Geo. and Dorothy	222	Ditto 1st	Ditto	
Harbinger	152	Ditto	Ditto	
William	216	Ditto 5th	Ditto	
Stag	203	Ditto	Ditto	
Minerva	228	Ditto	Ditto	
Concord	139	Ditto	Ditto	
Queen Charlotte	191	Ditto 6th	Ditto	
Alexander	119	Ditto	Ditto	
Ainsley	224	Ditto	Ditto	
Galatea	128	Ditto	Ditto	
Guardian	222	Ditto 7th	Ditto	
Antelope	173	Ditto	Ditto	
Harmony	183	Ditto	Ditto	
Speculator	149	Ditto 9th	Ditto	
Lucy	170	Ditto	Ditto	
Jane	227	Ditto	Ditto	
Clio	179	Ditto	Ditto	
Jane	205	Ditto	Ditto	
Nimble	140	Ditto 10th	Ditto	
Albatross	250	Ditto	Ditto	
Ann	235	Ditto	Ditto	
Hilda	266	Ditto	Ditto	
Friendship	225	Ditto	Ditto	
Adelphi	189	Ditto	Ditto	
Margery	195	Ditto	Ditto	
Union	176	Ditto	Ditto	
Three Sisters	179	Ditto	Ditto	
Elizabeth	128	Ditto	Ditto	
Walker	214	Ditto 13th	Ditto	
Cygnets	287	Ditto	Ditto	
Freelove	330	Ditto 14th	Ditto	For General Service, for 6 Months certain. For Home Service, for 3 Months certain.
Good Intent	266	Ditto	Ditto	
Friends	135	Ditto	Ditto	
Mary	105	Ditto 21st	Ditto	
Vicissitude	189	Ditto	Ditto	
Hardy's	329	Ditto	Ditto	
Mary	138	Ditto 22d	Ditto	
Rambler	87	Ditto 23d	Ditto	
Hermes	220	Ditto	Ditto	
Friendship	203	Ditto	Ditto	

Ships.	Tons	Date of Entry into Pay.	Rate per Ton per Month.	Terms of Agreement.
Clarendon	- 272	June 24th.	25s.	For General Service for 6 Months certain.
Friends Regard	- 172	Ditto.	Ditto.	For Home Service for 3 Months certain.
Providence	- 184	Ditto.	Ditto.	Ditto.
Triton	- 159	Ditto 26th.	Ditto.	Ditto Service for 6 Months certain.
Express	- 113	Ditto.	Ditto.	Ditto.
Captain Cook	- 299	Ditto 27th.	Ditto.	Ditto for 3 Months certain.
Joseph & Ann	- 100	Ditto 28th.	Ditto.	For Home Ditto for 6 Months certain.
Margaret	- 160	Ditto.	Ditto.	Ditto.
Zealous	- 96	Ditto 29th.	Ditto.	Ditto.
Mary	- 228	Ditto.	Ditto.	Ditto.
Endymion	- 204	Ditto.	Ditto.	Ditto.
John & Sally	- 113	Ditto.	Ditto.	Ditto Service for 3 Months certain.
Eagle	- 120	Ditto.	Ditto.	Ditto.
Minerva	- 125	Ditto 30th.	Ditto.	Ditto Service for 6 Months certain.
Hope	- 114	Ditto.	Ditto.	Ditto.
John	- 157	Ditto 20th.	Ditto.	Ditto Service for 3 Months certain.
Eleanor	- 114	July 1st.	Ditto.	Ditto Service for 6 Months certain.
Jervis	- 106	Ditto.	Ditto.	Ditto.
Scipio	- 144	Ditto.	Ditto.	Ditto.
Albion	- 199	Ditto 3d.	Ditto.	Ditto.
Fame	- 133	Ditto.	Ditto.	Ditto.
George & Harriot	- 118	Ditto.	Ditto.	Ditto.
William	- 197	Ditto.	Ditto.	Ditto.
Newcastle	- 192	July 4th	Ditto.	Ditto.
Hope	- 125	Ditto.	Ditto.	Ditto.
Cumberland	- 245	Ditto.	Ditto.	Ditto.
Jane	- 101	Ditto.	Ditto.	Ditto for 3 Months certain.
Hope	- 101	Ditto 5th.	Ditto.	Ditto for 6 Months certain.
Hero	- 125	Ditto.	Ditto.	Ditto.
Undaunted	- 113	Ditto.	Ditto.	Ditto.
Newcastle	- 138	Ditto 4th.	Ditto.	Ditto.
Neptune	- 106	Ditto 6th.	Ditto.	Ditto.
Alpha	- 148	Ditto.	Ditto.	Ditto.
Jeany	- 220	Ditto.	Ditto.	Ditto.
Atlantic	- 212	Ditto 3d.	Ditto.	Ditto.
Edward	- 196	Ditto 7th.	Ditto.	Ditto.
Hit or Miss	- 247	Ditto.	Ditto.	Ditto.
Unity	- 101	Ditto.	Ditto.	Ditto.
Lioness	- 222	Ditto 8th.	Ditto.	For Home Service for 6 Months certain.
Supply	- 101	Ditto 10th.	Ditto.	Ditto.
Mary	- 122	Ditto.	Ditto.	Ditto.
Liberty	- 86	Ditto.	Ditto.	Ditto.
Hope	- 231	Ditto.	Ditto.	Ditto.
Edmund	- 114	Ditto.	Ditto.	Ditto.
Hannibal	- 246	Ditto.	Ditto.	Ditto.
Eddystone	- 245	Ditto.	Ditto.	Ditto.
Harmony	- 364	Ditto 11th.	Ditto.	For General Service

Ships.	Tons	Date of Entry into Pay.	Rate per Ton per Month.	Terms of Agreement.
Flora	198	July 11th	25s.	For Home Service, for 6 Months certain
Jason	204	Ditto	Ditto	Ditto
Fanny	166	Ditto	Ditto	Ditto
Bird	143	Ditto	Ditto	Ditto
Ceres	164	Ditto	Ditto	Ditto
Ann	222	Ditto	Ditto	Ditto
Margaret	193	Ditto 12th	Ditto	Ditto
Endeavour	125	Ditto	Ditto	Ditto
Swift	164	July 13th	Ditto	For Home Service, for 6 Months certain
Ann	106	Ditto	Ditto	Ditto
Perseverance	208	Ditto 14th	Ditto	For General Service, for 12 Months certain
Bulmer	457	Ditto	Ditto	Ditto
Archduke Charles	150	Ditto	Ditto	For Home Service, for 6 Months certain
Coke	101	Ditto	Ditto	Ditto
Argo	132	Ditto	Ditto	Ditto
President	278	Ditto	Ditto	Ditto
Hope	141	Ditto 15th	Ditto	Ditto
Active	50	Ditto	20s.	For Home Service, for 3 Months certain
Mediterranean	116	Ditto 17th	25s.	For Home Service, for 6 Months certain
Ann	171	Ditto	Ditto	Ditto
Scorrier	127	Ditto 19th	Ditto	Ditto
British Hero	587	Ditto	Ditto	For General Service, for 12 Months certain
Susannah	129	Ditto 20th	Ditto	For Home Service, for 6 Months certain
Torridge	110	Ditto 21st	Ditto	Ditto
Apollo	131	Ditto	Ditto	Ditto
Leeds	249	Ditto 22d	Ditto	For General Service, for 12 Months certain
Peace	211	Ditto 24th	Ditto	Ditto
Ann	123	Ditto 29th	20s.	For Home Service, for 3 Months certain
Speculation	141	Aug. 1st	Ditto	Ditto
Nymph	212	Ditto 5th	Ditto	Ditto

EXTRACT of Specification of such of the foregoing Ships as were captured by the Enemy, or otherwise lost whilst they were employed in the Transport-Service.

Ships.	Tons	Date of entry into pay.	Remarks.
Wright	342	Jan. 12, 1809	Empty Cavalry Ship, captured on the Coast of Holland, in Nov. 1809.
Howard	271	Jan. 4, 1809	Empty Store-Ship, bilged in the Scheldt, Aug. 7, 1809.
Ann	171	July 17, 1809	With Ordnance Stores, supposed to be lost on Way Home from Heligoland, in November.
Jason	204	July 11, 1809	With Ordnance Stores, wrecked in the Scheldt, in November.
President	278	July 14, 1809	Navy Victualler, lost in Hawke Road, Gottenburgh, Dec. 8, 1809.
Archduke Charles	150	Ditto	Empty Cavalry Ship, wrecked in the

No. 3.

EXTRACT of an Account shewing the Names and Tonnage of the several Ships and Vessels of War employed in the Conveyance of Troops in the course of the Years 1800 and 1801; with the Number of Men allotted to each when fitted for Troops.—Laid before the House of Lords.

Guns.	Ships Names.	Tonnage.	Complement of Men.	Guns.	Ships Names.	Tonnage.	Complement of Men.
64	Diadem . .	1376	250	36	Inconstant .	890	155
	Dictator . .	1388	250		Modeste . .	940	155
	Delft . . .	1266	250		Romulus . .	879	155
	Haerlem . .	1324	250		Sensible . .	946	155
	Inflexible .	1386	250	32	Astrea . .	703	121
	Stately . .	1389	250		Blonde . .	682	121
	Wassenaar .	1269	250		Ceres . . .	692	121
60	Alkmaar . .	1041	215		Druid . . .	718	121
54	Braakel . .	1110	215		Eurus . . .	702	121
50	Braakel . .	1047	215		Espion . .	986	121
	Trusty . .	1088	215		Heroine . .	779	121
44	Adventure .	910	155		Iphigenia .	681	121
	Charon . .	889	155		Niger . . .	679	121
	Dolphin . .	880	155		Winchelsea .	679	121
	Experiment .	892	155		Wilhelmina .	827	121
	Expedition .	911	155	28	Alligator . .	599	121
	Regulus . .	889	155		Cyclops . .	603	121
	Roebuck . .	886	155		Dido . . .	595	121
	Sheerness .	906	155		Pegasus . .	594	121
38	Hebe . . .	1063	155		Resource . .	603	121
	Pallas . .	778	155		Thisbe . .	596	121
	Renommée .	924	155		Tourterelle .	581	121
	Thetis . . .	954	155		Vestal . .	601	121

No. 4.

EXTRACT of an Account of King's Ships placed at the Disposal of the Commissioners of Transports, and employed by them for the Accommodation and Conveyance of Troops, during the last War, specifying for each Ship the Complement of Officers and Seamen employed to navigate the same; and a Specification of such of the said Ships (if any) as were captured by the Enemy, or otherwise lost, whilst so employed.—Laid before the House of Lords.

Guns.	Ships' Names.	Number of Officers and Men employed to navigate them.	Specification of such of the said Ships (if any) as were captured by the Enemy, or otherwise lost, whilst so employed.
64	Admiral de Vries	100	{ Being much decayed in the West-Indies, was for a Time employed as a Prison-Ship, but afterwards condemned.
56	Coromandel - - -	100	
—	Weymouth - - -	100	{ Wrecked at Lisbon, 20th Dec. 1799.
54	Calcutta - - -	90	{ Wrecked on Blackwall Rock, October, 1798, on Way to Deptford to be paid off.
44	Assurance - - -	100	
—	Dover - - -	80	
—	Pandour - - -	90	
—	Ulyssus - - -	80	
36	Thalia - - -	80	

Vide Extract of an Account of Troop-Ships, for Tonnage of similar Ships.

No. 5.

LIST of BRITISH SHIPS of the LINE in Commission, or fit for further Service, on the 1st June, 1794. The Names of those in Italics have been Burnt, Broken up, Lost, or Taken, since that Time. B Burnt ; B up Broken up ; L Lost ; T Taken. The Ships Marked have not since been Commissioned ; and those marked † were made Lazarettoes, Sheer-hulks, or are at present Receiving-ships.

SHIPS.		SHIPS.	
	Guns.		Guns.
C Britannia . . .	100	C † Arrogant (Sheer-hulk)	74
C Queen Charlotte (B) . . .	100	C Audacious . . .	74
C Royal George . . .	100	C Bedford . . .	74
C Royal Sovereign . . .	100	C Bellerophon . . .	74
C Victory . . .	100	C Bellona . . .	74
O Atlas (cut down to 74) . . .	98	C Berwick (T & R & D)	74
C Barfleur . . .	98	O Bombay Castle (L) . . .	74
C Boyne (B) . . .	98	C Brunswick . . .	74
O † Duke (Lazaretto) . . .	98	C Canada . . .	74
O Formidable . . .	98	C Captain . . .	74
C † Glory (Hulk) . . .	98	O † Carnatic (Hulk) . . .	74
O London . . .	98	C Colossus (L) . . .	74
O Prince George . . .	98	O * Conqueror (B up) . . .	74
C Princess Royal (B. up) . . .	98	C Courageux (L) . . .	74
O Prince . . .	98	C Culloden . . .	74
C Queen . . .	98	O Cumberland (B up) . . .	74
C St. George . . .	98	C Defence . . .	74
C Windsor Castle . . .	98	O Defiance . . .	74
C Impregnable (L) . . .	98	O Edgar . . .	74
O Blenheim (L) . . .	90	C Egmont (B up) . . .	74
O Namur (Cut down to 74) . . .	90	O Elephant . . .	74
C Caesar . . .	80	O * Elizabeth (B up) . . .	74
C Gibraltar . . .	80	C Excellent . . .	74
C Albion (L) . . .	74	C † Fortitude (Hulk) . . .	74
C † Alcide (Hulk) . . .	74	C Ganges . . .	74
C Alexander (T & R & B up) . . .	74	O Goliath . . .	74
C Alfred . . .	74	O * † Grafton (Hulk) . . .	74

	Guns.		Guns.
O <i>Hannibal</i> (T)	74	C <i>Agamemnon</i> (L)	64
C † <i>Hector</i> (Hulk)	74	C <i>America</i> (rendered useless)	64
C <i>Illustrious</i> (L)	74	O † <i>Anson</i> (L)	64
C <i>Invincible</i> (L)	74	C <i>Ardent</i> (B)	64
C <i>Irresistible</i> (B up)	74	C <i>Argonaut</i> (F)	64
C <i>Leviathan</i>	74	C <i>Asia</i> (B up)	64
O <i>Magnificent</i> (L)	74	C <i>Belliqueux</i>	64
C <i>Majestic</i>	74	C <i>Caton</i>	64
C <i>Montague</i>	74	O <i>Crown</i> (Hulk)	64
C <i>Marlborough</i> (L)	74	O <i>Diadem</i>	64
C <i>Minotaur</i>	74	C <i>Dictator</i>	64
C <i>Monarch</i>	74	C <i>Director</i> (B up)	64
C <i>Orion</i>	74	O * <i>Eagle</i> (now Buckingham Hulk)	64
C <i>Powerful</i>	74	O * <i>Europe</i> (Hulk)	64
C <i>Ramillies</i>	74	O <i>Indefatigable</i>	64
C <i>Resolution</i>	74	C <i>Inflexible</i>	64
C <i>Robust</i>	74	C <i>Intrepid</i>	64
O * <i>Royal Oak</i> (Assistance Hulk †)	74	C <i>Lion</i>	64
C <i>Russel</i>	74	O <i>Magnanime</i>	64
C <i>Saturn</i>	74	O <i>Monmouth</i> (B up)	64
C <i>Suffolk</i> (B up)	74	O <i>Nassau</i> (L)	64
O † <i>Sultan</i> (Now Suffolk Hulk)	74	C <i>Nonsuch</i> (B up)	64
C <i>Swiftsure</i> (T & R & now Irre-		C <i>Polyphemus</i>	64
sistible Hulk)	74	O * <i>Prudent</i> (Hulk)	64
C <i>Terrible</i>	74	C <i>Raisable</i>	64
C <i>Theseus</i>	74	O <i>Repulse</i> (L)	64
C <i>Thunderer</i>	74	C <i>Ruby</i>	64
C <i>Tremendous</i>	74	C <i>St. Albans</i>	64
O <i>Triumph</i>	74	C <i>Sampson</i>	64
C † <i>Valiant</i> (Lazaretto)	74	C <i>Sceptre</i> (L)	64
C <i>Vanguard</i>	74	O <i>Scipio</i> (B up)	64
C <i>Venerable</i> (L)	74	O <i>Standard</i>	64
C † <i>Vengeance</i> (Hulk)	74	C <i>Stately</i>	64
O <i>Victorious</i> (B up)	74	O <i>Trident</i> (at Malta)	64
O <i>Warrior</i>	74	C <i>Veteran</i> (Hulk)	64
C <i>Zealous</i>	74	O * <i>Vigilant</i> (Hulk)	64
C <i>Africa</i>	64		

No. 6.

LIST of the FRENCH NAVY in March, 1793.

BREST.

SHIPS.		SHIPS.	
	Guns.		Guns.
* <i>LA COTE D'OR</i>	118	L'Audacieux	74
Le Republicain	110	Le Léopard	74
Le Terrible	110	L'Entreprenant	74
Le Majestueux	110	Le Dugai Trouin	74
L'Invincible	110	<i>LE TOURVILLE</i>	74
Le Juste	80	Le Sans Pareil	84
Le Languedoc	80	Le Tigre	74
L'Auguste	80	La Bretagne	120
Le Saint Esprit	80	Le Citoyen	74
L'Indomptable	80	La Convention	74
La Revolution	80		
L'Hercule	74	FRIGATES.	
Le Superbe	74	La Nymphe	40
L'Achille	74	La Proserpine	40
<i>LE PATRIOT</i>	74	La Cibebe	40
L'Amerique	74	L'Uranie	40
L'Eole	74	La Thétis	40
Le Brave	74	La Méduse	40
Le Northumberland	74	La Concorde	40
La Victoire	74	La Driade	40
L'Illustre	74	L'Arethuse	40
L'Jean Bart	74	La Gloire	32
Le Fougueux	74	La Fine	32
Le Jupiter	74	La Capricieuse	32
Le Suffren	74	La Bellone	32
L'Argonaute	74	La Résolue	32
Le Borée	74	La Cléopâtre	32
Le Magnanime	74	Le Richemont	32
Le Themistocle	74	La Felicité	32
Le Neptune	74	La Galathée	32
Le Pluton	74	L'Athée	32
Le Zélé	74	La Calypss	32
Le Temeraire	74	La Réunion	32
Le Phocion	74	La Prenéuse	32
Le Vengeur	74	La Danaé	32
Le Trajan	74	La Prudente	32
Le Brutus	74	La Fidelle	32

* The Ships whose Names are in Italics, are all that now remain of the above-mentioned in the possession of France.

	Guns.
La Fortunée	32
La Gentille	32
L'Engageante	32
L'Atalante	32
L'Amazone	32
La Suivillante	32
L'Expérimentée	50

TOULON.

Le Commerce de Marseilles	118
Le Sans Culotte	118
Le Triomphant	80
Le Ca Ira	80
Le Tonnant	80
Le Guerrier	74
Le Conquérant	74
Le Destin	74
Le Héros	74
Le Censeur	74
L'Alcide	74
La Liberté	74
Le Suffisant	74
L'Heureux	74
Le Puissant	74
Le Centaure	74
Le Mercure	74
Le Commerce de Bordeaux	74
Le Tricolor	74
Le Duquesne	74
Le Scipion	74
Le Pompée	74

FRIGATES.

La Minerve	40
La Junon	40
La Melpomène	40
L'Impérieuse	40
La Perle	40
La Sybille	40
La Sérieuse	32
La Lutine	32

	Guns.
L'Iris	32
L'Alerte	32
L'Aurore	32
La Frippone	32
La Modeste	32
La Courageuse	32
La Topase	32
La Sensible	32
L'Iphigénie	32
La Boudeuse	32
La Montréal	32
La Sultane	32

ROCHEFORT.

Le Séduisant	74
Le Généreux	74
L'Impétueux	74
L'Apollon	74
L'Orion	74
Le Jemmappes	74
L'Aquilon	74
Le Mont Blanc	74
La Révolution	74
Le Lion	74
Le Sphinx	74
Le Marseillois	74

FRIGATES.

L'Andromaque	32
La Fée	32
La Gracieuse	32
La Victorieuse	32
La Bailleuse	32
L'Hermione	32
L'Aglæ	32
L'Embuscade	32
L'Inconstante	32
L'Hélène	32
La Médée	32
La Pomone	40

And 41 Corvettes.

All the frigates have been taken, destroyed, or become unserviceable.

No. 7.

LIST of Dutch Ships, of the Line and of Fifty Guns, taken or
destroyed, since the Year 1795.

SHIPS.	SHIPS.
Overijssel . . 64 T	Washington . . 74 T { now Princess of Orange.
Zeeland . . 64 T	Guelderland . . 68 T
Brakel . . 54 T	Admiral deRuyter 68 T
Dordrecht . . 64 T	Utrecht . . 68 T
Revolutie . . 64 T	Cerberus . . 68 T now Texel
Van Tromp . . 54 T	Leyden . . 68 T
Vreyheid . . 74 T	Beschermer . . 54 T
Jupiter . . 74 T	Batavier . . 54 T
Haerlem . . 68 T	Seventeen frigates, carrying from thir- ty-two to forty guns, were also taken or destroyed.—
Admiral Devries 68 T	
Gelykheid . . 68 T	
Wassenaer . . 64 T	The Bato 74 { Was taken at the Cape of Good Hope.
Hercules . . 64 T now Delft	
Delft . . 56 D	And six ships of the line have been lost or rendered useless in India.
Alkmaar . . 56 T	Six frigates have also been taken or destroyed, carrying from thirty- two to forty guns, during the pre- sent war.
Verwachten . . 67 T	
Broederschap . . 54 T	

No. 8.

LIST of the SPANISH NAVY in 1796.

SHIPS.		SHIPS.	
	Guns.		Guns.
<i>Santissima Trinidad</i> (D)	112	<i>San Joaquin</i>	74
<i>Purissima Conception</i> (L)	112	<i>San Juan Nepomuceno</i> (T)	74
<i>Santa Ana</i>	112	<i>San Justo</i>	74
<i>Conde de Regla</i>	112	<i>San Pedro Apostol</i>	74
<i>San Joseph</i> (T)	112	<i>Serio</i>	74
<i>Salvador del Mundo</i> (T)	112	<i>San Telmo</i>	74
<i>Mexicano</i>	112	<i>Europa</i>	74
<i>San Hermenegildo</i> (D)	112	<i>Intrepido</i>	74
<i>Reyna Luisa</i>	112	<i>Infante Don Pelayo</i>	74
<i>Principe de Asturias</i>	112	<i>Monarca</i> (D)	74
<i>Real Carlos</i> (D)	112	<i>Montanez</i> (L)	74
<i>Real Familia</i> (B)	112	<i>Angel de la Guarda</i>	74
<i>San Carlos</i>	96	<i>San Agustin</i> (D)	74
<i>San Fernando</i>	96	<i>Atlante</i>	74
<i>Rayo</i> (D)	80	<i>Firme</i> (T)	74
<i>San Nicolas</i> (T)	80	<i>Gallardo</i> (D)	74
<i>San Rafael</i> (T)	80	<i>Glorioso</i>	74
<i>San Eugenio</i>	80	<i>Guerrero</i>	74
<i>Neptuno</i> (D)	80	<i>San Antonio</i> (T)	74
<i>Argonauta</i> (D)	80	<i>San Franco de Asis</i> (D)	74
<i>San Vincente</i> (D)	80	<i>San Genaro</i>	74
<i>Bahama</i> (T)	74	<i>San Ildefonso</i> (T)	74
<i>Galicia</i>	74	<i>San Juan Bautista</i>	74
<i>San Damaso</i> (T)	74	<i>San Lorenzo</i>	74
<i>San Sebastian</i>	74	<i>San Pascual</i>	74
<i>Africa</i>	74	<i>San Pablo</i>	74
<i>Arrogante</i> (D)	74	<i>Terrible</i>	74
<i>Oriente</i>	74	<i>Velasco</i>	74
<i>San Fermin</i>	74	<i>Vencedor</i>	74
<i>San Gabriel</i>	74	<i>San Fran. de Paula</i>	74
<i>Santa Isabel</i>	74	<i>Soberano</i>	74
<i>San Isidro</i> (T)	74	<i>Conquistador</i>	74

Note—The Ships marked (B) were building; those marked (L) have been lost; those marked (D) destroyed; and those marked (T) taken. Spain has not now more than twenty sail of effective ships of the line.

No. 9.

LIST of Prize-Ships of the Line, in Ordinary, all of which
(except two) have been captured since 1794.

SHIPS.

Alexandre . . . 84 F—1806.
 Belleisle . . . 83 F—1795.
 Brave . . . 80 F—1805.
 Bahama . . . 74 S—1805.
 Genereux . . . 74 F—1800.
 Camperdown . . 74 B—1797.
 Caton . . . 64 F—1782.
 Argonaut . . . 64 F—1782.
 Alkmaar . . . 56 B—1797.
 Batavier . . . 54 B—1799.
 Brakel . . . 54 B—1796.
 Delft . . . 64 B—1797.
 Dordrecht . . . 64 B—1796.
 Firme . . . 74 S—1805.
 Fyen . . . 74 D—1807.
 Guelderland . . 64 B—1799.
 Heir Apparent . 74 D—1807.
 Gelykheid . . . 68 B—1797.
 Hercule . . . 74 F—1798.
 Haerlem . . . 68 B
 Kron Princen . . 74 D—1807.
 Kron Princessen . 74 D—1807.
 Leyden . . . 68 B—1799.
 *Malta . . . 84 F—1800.
 Marengo . . . 80 F—1806.

* Repairing.

SHIPS.

Maida . . . 74 F—1806.
 Montblanc . . . 74 F—1805.
 Nassau . . . 64 D—1801.
 Odin . . . 74 D—1807.
 Overysse . . . 64 B—1795.
 Princess Sophia . 74 D—1807.
 Prince Frederic }
 late Revolutie } 64 B—1796.
 Salvador del Mu }
 ndoguardship at } 112 S—1797.
 Plymouth . }
 San Rafael . . . 84 S—1805.
 San Nicolas . . . 80 S—1797.
 Sans Pareil . . . 84 F—1794.
 San Antonio . . . 74 S—1801.
 San Damaso . . . 74 S—1797.
 San Ildefonso . . 74 S—1805.
 San Juan . . . 74 S—1805.
 San Ysidro . . . 74 S—1797.
 Skiold . . . 74 D—1807.
 Spartiate . . . 74 F—1798.
 Syeren . . . 74 D—1807.
 Three Crowns . . 74 D—1807.
 Utrecht . . . 68 B—1799.
 Vreyheid . . . 74 B—1797.
 Waldemar . . . 84 D—1807.
 Wassenaer . . . 64 B—1797.
 Zeeland . . . 64 B—1796.

No. 10.

COPY of a Return of the Number of Docks in the Yards of Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth; distinguishing such as may be capable of receiving Ships of the Line, (and of what Classes) from such as may be capable of receiving inferior Ships of War only, with the Name of such Ships as were in any of the said Docks on the 21st of March, 1810, and the Period of Time which each of the said Ships might have been under Repair.—Laid before the House of Lords.

Yard.	Description of the Dock.	What Class of Ship capable of receiving.	Names of the Ships at present in the said Docks.	Time when each ship was docked for repair.
Deptford -	Double Head Dock	44-gun ships	Regulus	8th Aug. 1808
	Do. Stern	50 Do.	Osprey	20th Mar. 1810
	Single Dock	36 Do.	None, the Dock being under-repair.	
Woolwich -	Single	Large 5d Rate	Pique	4th April 1809
	Double Head	50-gun ships	Var	7th Mar. 1810
	Do. Stern	1st Rates	Safeguard	7th Mar. 1810
Chatham -	First - - - -	} 1st Rates	Fearless	7th Mar. 1810
	Second - - - -		Tremendous	9th Feb. 1807
	Third - - - -		Vacant	—
	Fourth - - - -		Ditto	—
Sheerness -	Great	64-gun ships	Prince of Wales	5th Mar. 1809
	Little	Frigates	Vacant	—
Portsmouth	North Dock	74 Gunships	Gluckstadt	6th Mar. 1810
	South Dock	} 1st Rates	Elephant	3d April 1809
	N. Dock in Basin		Franchise	8th March 1810
	Middle do. in Basin		Aquilon	8th July 1809
	S. E. Dock in Basin		Southampton	27th May 1809
	S. Dock in basin	} Small Frigates	Thalia	17th March 1810
	Camber Head Dock		Apollo	9th
Plymouth -	Do. Stern Dock		Escort	7th
	North New Dock	} 1st Rates	Resolute	7th
	New Dock		Vacant	—
	Head	2d Rates	Dragen	3d April 1809
	Stern	1st Rates	Malta	27th July 1809
	South	74-gun ships	Vacant	—
			Acasta	11th Sept. 1809

No. 11.

EXTRACT of an Estimate of the Charge of what may be necessary for the Buildings, Rebuildings, and Repairs, of Ships of War in His Majesty's and the Merchants Yards, for the Year 1810.—Laid before the House of Commons.

PLACE, where.	GUNS	SHIPS NAMES.	BUILDING, or Nature of REPAIR.	Time when may be	
				Taken in hand.	Completed
Deptford . .	100	Queen Charlotte . .	building	in hand	this year
	74	Hogue	building	in hand	this year
	—	Blenheim	building	in hand	uncertain
	38	Bacchante	ordered to be built	. . . . .	. . . . .
	36	Galatea	building	in hand	May next
	—	Maidstone	ordered to be built	. . . . .	. . . . .
	Brig	Portia	ordered to be built	. . . . .	. . . . .
Woolwich . .	44	Regulus	large repair	in hand	Mar. next
	120	Nelson	building	in hand	uncertain
	74	Redoubtable . . .	building	in hand	uncertain
	—	new from Flushing	ordered to be built	. . . . .	. . . . .
	38	Macedonian	building	in hand	uncertain
	—	Crescent	building	in hand	uncertain
	—	Forte	ordered to be built	. . . . .	. . . . .
	Sloop	Banterer	building	in hand	uncertain
	Lighter	New	ordered to be built	. . . . .	. . . . .
	36	Pique	between middling and large repair	in hand	uncertain
Batham *	98	Impregnable . . .	building	in hand	uncertain
	120	Howe	building	in hand	uncertain
	98	Trafalgar	ordered to be built	. . . . .	. . . . .
	38	Briton	ordered to be built	. . . . .	. . . . .
	—	Tenedos	ordered to be built	. . . . .	. . . . .
	—	Scamander	ordered to be built	. . . . .	. . . . .
	36	Orlando	building	in hand	uncertain
	74	Tremendous	large repair	in hand	uncertain
	98	Prince of Wales . .	between small and middling repair	in hand	uncertain
	74	Albion	between middling and large repair	June, 1810	Dec. 1810
	—	Ramilies	between middling and large repair	Oct. 1810	uncertain
	38	Diamond	middling repair	Jan. 1810	May, 1810
	36	Romulus	between middling and large repair	June, 1810	Dec. 1810
	Sloop	Serpent	ordered to be built	. . . . .	. . . . .
Portsmouth . .	98	Boyne	building	in hand	1810
	80	Talavera	ordered to be built	. . . . .	. . . . .
	74	Vindictive	building	in hand	uncertain
	—	Pitt	ordered to be built	. . . . .	. . . . .
	38	Lacedemonian . . .	ordered to be built	. . . . .	. . . . .
	Sloop	New	ordered to be built	. . . . .	. . . . .
	74	Elephant	between middling and large repair	in hand	July, 1810
Portsmouth . .	38	Fama	large repair	Mar. 1810	Sept. 1810
	—	Cuba	large repair	May, 1810	Nov. 1810
	32	Aquilon	large repair	in hand	June, 1810
	—	Southampton . . .	large repair	in hand	Apr. 1810
	120	St. Vincent	ordered to be built	. . . . .	. . . . .
	98	Union	building	in hand	Dec. 1810
	38	Nifus	building	in hand	this year
	—	Menelaus	building	in hand	this year
	110	Royal George . . .	to be fitted for sea	Jan. 1810	Feb. 1810
	98	Ocean	small repair	May, 1810	July, 1810
Portsmouth . .	84	Malta	large repair	in hand	May, 1810

* Omitted,—3d Rate Marathon, Chatham.

PLACE, where.	GUNS	SHIPS NAMES.	BUILDING, or Nature of REPAIR.	Time when may be	
				Taken in hand.	Completed
Plymouth . .	74	Dragon	between middling and large repair	in hand	Apr. 1810
	—	Spencer	between small and middling repair	Aug. 1810	July, 1811
	38	Didon	between middling and large repair	Mar. 1810	July, 1810
	—	Immortalité . .	between small and middling repair	June, 1810	Sep. 1810
	22	Barbette	to be fitted for sea	Oct. 1810	Oct. 1810
	Brig	Leocadia	to be fitted for sea	Nov. 1810	Nov. 1810
	Sloop	Nearque	to be fitted for sea	June, 1810	June, 1810
	40	Acasta	between middling and large repair	in hand	Feb. 1810
	Sloop	Seagull	very small repair	July, 1810	Aug. 1810
	—	Electra	small repair	Aug. 1810	Sep. 1810
	—	Peterell	between small and middling repair	Sep. 1810	Nov. 1810
	Gun-bg	Insolent	large repair	in hand	Feb. 1810
Milford . . .	74	Rochfort	building	in hand	uncertain
	—	New	ordered to be built		
	38	Surprize	ordered to be built		

MERCHANTS YARDS.

River Thames	74	America	building	in hand	Mar. 1811
	—	Egmont	building	in hand	Jan. 1810
	—	Gloucester	building	in hand	uncertain
	—	Medway	building	in hand	uncertain
	—	Indus	building	in hand	uncertain
	—	Edinburgh	building	in hand	Mid. 1811
	—	Benbow	building	in hand	uncertain
	—	Cornwall	building	in hand	uncertain
	—	Devonshire	building	in hand	uncertain
	—	Vengeur	building	in hand	May, 1811
Harwich . . .	—	Cressey	building	in hand	Feb. 1811
River Medway	74	Vigo	building	in hand	this month
	—	Anfon	building	in hand	uncertain
Paul	—	Rippon	building	in hand	uncertain
Bursledon . .	—	Hannibal	building	in hand	July, 1811
Bucklershard .	—	Conquestador . .	building	in hand	July, 1811
Northam . . .	—	Armada	building	in hand	Apr. 1811
Turnchapel . .	—	Havannah	building	in hand	uncertain
Liverpool . . .	36	Hotspur	building	in hand	May, 1811
Warsash . . .	—	Theban	built		
Northam . . .	36	Astrea	building	in hand	Apr. 1811
	—	Dartmouth	building	in hand	uncertain
Dartmouth . .	—	Perseus	building	in hand	uncertain
Ringmore . . .	22	Northstar	building	in hand	Mar. 1811
Dartmouth . .	Sloop	Anacreon	building	in hand	uncertain
Topsham . . .	—	New, No. 1. . . .	building	in hand	Feb. 1811
River Medway	Cutter	New, No. 2. . . .	building	in hand	Feb. 1811
	—	New, No. 3. . . .	building	in hand	Mar. 1811
	—	New, No. 1. . . .	building	in hand	Mar. 1811
Sandgate . . .	—	New, No. 2. . . .	building	in hand	Mar. 1811
Fishibourn . .	Cutter	New	building	in hand	Mar. 1811

Asia—Duncan—Dublin—Mulgrave—Clarence—Barham—Pembroke—Mindem
Scarborough—Stirling Castle. See Return.

for building each ship forward, with the Names of the Builders, and of the Places where built.

what Price per Ton.—Laid before the House of Lords.

Rate.	Ships Names.	Where building or ordered to be built.	By whom building.	Date of Order for Building.	Time when the Keel was laid.	When expected to be brought forward.	Price per Ton for building.
3	America . . .	Blackwall	Messrs Wells & Co.	22d August 1807	January 1808	Launched since .	33 10 0
-	Barham . . .	Ditto	Ditto	2d November 1807	June 1808	Uncertain	33 10 0
-	Pembroke . . .	Ditto	Ditto	20th May 1808	March 1809	Ditto	33 10 0
-	Gloucester . . .	Northfleet	Mr. Pitcher	31st August 1807	March 1808	September 1811.	33 10 0
-	Medway . . .	Ditto	Ditto	27th June 1808	December 1808	Uncertain	33 10 0
-	Duncan . . .	Deptford	Mr. Dunman	13th July 1807	August 1808	Ditto	33 10 0
-	Indus . . .	Ditto	Ditto	31st July 1807	April 1809	September 1811.	33 10 0
-	Edinburgh . . .	Rotherhithe	Messrs. Bents	13th July 1807	November 1807	Uncertain	33 10 0
-	Dublin . . .			31st July 1807	May 1808		33 10 0
-	Benbow . . .			27th June 1808	November 1808		33 10 0
-	Cornwall . . .	Deptford	MessrsBarnard & Co.	30th May 1808	March 1809	July 1811	33 10 0
-	Devonshire . . .			30th May 1808	February 1810	July 1810	33 10 0
-	Vengeur . . .			21st October 1806	July 1807	October 1811	33 10 0
-	Scarboro' . . .	Harwich	Mr. Graham	13th July 1807	January 1808	Uncertain	33 10 0
-	Mulgrave . . .	River Medway	Mr. King	23d June 1807	February 1808	Ditto	33 10 0
-	Asia . . .	Frimbury	Messrs. Brindley	13th July 1807	February 1808	August 1811	33 10 0
-	Stirling Castle	Rochester	Mrs. Ross	12th August 1807	July 1808	Uncertain	32 10 0
-	Anson . . .	Paul, near Hull	Mr. Steemson	2d November 1807	March 1808	Ditto	33 10 0
-	Rippon . . .	Bursledon	Messrs. Tyson & Co.	18th December 1804	October 1808	Launched since .	36 0 0
-	Hannibal . . .	Bucklershard	Messrs. Adams	20th October 1806	September 1805	July 1810	33 10 0
-	Conquestador . . .	Northam	Mr. Guillaume	20th October 1806	August 1807	Uncertain	33 10 0
-	Clarence . . .	Turnchapel	Mr. Blackburn	Not known	November 1807	Ditto	—
-	Minden . . .	Bombay	—	1st October 1806	March 1808	Ditto	20 0 0
5	Havannah . . .	Liverpool	Mr. Fletcher	1st October 1806	August 1807	June 1810	20 0 0
-	Hotspur . . .	Warsash	Mr. Parsons	26th September 1808	December 1808	May 1810	20 0 0
-	Astrea . . .	Northam	Mr. Guillaume	17th March 1803	July 1805	February 1811	15 13 6
-	Dartmouth . . .	Dartmouth	Mr. Cock	28th March 1805	November 1805	August 1810	17 10 0
6	Perseus . . .	Ringmore	Mr. Owen	19th October 1805	March 1806	Launched since	17 10 0
Sp	North Star . . .	Dartmouth	Mr. Cock		November 1809	Launched since	13 0 0
Cut	Racer . . .		Mr. Baker				
-	Dwarf . . .	Sandgate	Mr. Lowes	2d October 1809			

note.—The four Ships hereafter named were omitted in the above Return: Third-Rate, —Armada, Turnchapel, Cressey, Frinsbury, —Egmont, Northfleet, —Vigo, Rochester. See Estimate.

No. 13.

COPY of a Return of all the Ships and Vessels building in the King's Yards, distinguishing each Rate; Date of Order for building each Ship or Vessel; Date of each Keel being laid, and at what Time each Ship or Vessel may be expected to be brought forward.—N. B. This Account made up to 21st March last.—Laid before the House of Lords.

Where building.	Rate.	Names of Ships building	Date of Order for building.	Time when the Keel was laid.	When may be expected to be brought forward.
Deptford -	1	Q. Charlotte	9th July 1801	Oct. 1805	May be launched within six weeks after being ordered. This Year. Uncertain. May next.
	3	Hogne -	1st Oct. 1806	April 1808	
		Blenheim -	4th Jan. 1808	Aug. 1808	
		Galatea -	12th May 1809	Aug. 1809	
Woolwich -	Sp	Portia -	30th Mar. 1807	Dec. 1809	May next. Uncertain. May next. Uncertain.
	1	Nelson -	23d Nov. 1805	Dec. 1809	
	3	Redoubtable	Dec. 1806	April 1809	
	5	Macedonian	28th Sep. 1808	May 1809	
Chatham -		Crescent -	28th	Sept. 1808	Uncertain. Uncertain. Uncertain. Uncertain.
	Sp	Banterer -	19th	Dec. 1809	
	1	Howe -	15th Jan. 1806	June 1802	
	2	Impregnable	13th Jan. 1798	Feb. 1802	
Portsmouth	5	Briton -	28th Sep. 1808	Feb. 1810	May be launched within one month after being ordered. Uncertain. May be launched within one month after being ordered. Uncertain.
		Orlando -	2d May 1808	Mar. 1809	
	2	Boyne -	9th July 1801	April 1806	
	3	Vindictive	15th Jan. 1806	July 1803	
Plymouth -	2	Union -	9th July 1801	Oct. 1805	Uncertain. Uncertain. End of April
	5	Nisus -	28th Sep. 1808	Nov. 1808	
		Menelaus -	28th	Nov. 1808	
Milford -	3	Rochfort -	1st June 1809	Aug. 1809	May next. Uncertain.
	5	Surprise -	10th April 1809	Jan. 1810	

Omitted. 1st St. Vincent,
2d Trafalgar,
3d Talavera,
Marathon,
Pitt,
New, (no name)

Plymouth.
Chatham.
Portsmouth.
Chatham.
Portsmouth.
Milford.

N. B. The Ship brought from Flushing omitted also; she appears by the Estimate to be ordered to be built at Woolwich.