instances nearly to the end of this ; and, with little stretch of the imagination, we may suppose, that under a conti- nnation of the same ill-judged system, we should have had the representations of the carracks and galleons of the reign of Elizabeth in the fleets of the present day !

The French system of improvement was followed by the Spaniards, and the capture of the Princessa in 1740, of seventy guns, 165 feet in length and forty-nine feet eight inches in breadth, when our ships of the same force then building were only 151 feet long and forty-three feet six inches broad, caused an appeal to be made by the Λdmi- ralty to Admiral Sir John Norris, the then “ naval oracle” of England. The consequence of the inquiries was, that the several master-shipwrights were directed to send in proposals for the future established dimensions of the navy ; and in 1745 the Admiralty issued a new establishment for the dimensions of the several ratings of ships. The follow- ing table, taken from Derrick’s Memoirs of the Royal Navy, contains the various established alterations from the reign of Charles II. to this of 1745, which was the last. Since

then there has been considerable improvement, but there have been no fixed tables as established dimensions, at least none involving all the ratings.

The ships built after the establishment of 1745 are reported to have been stiff, and to have carried their guns well, but were still inferior to those of the French ; and, consequently, about ten years afterwards an alteration was made in the draughts for the several ratings, and the dimensions were also slightly increased. It may not be un­interesting to remark, that the proportional breadths in the establishment of 1745 considerably exceeded those of more modem ships. Their breadth varied from 100/349 to 100/355 of their lengths ; while, at the present time, with the *ex­ception of* those built after the designs of the present sur- veyor of the navy, the breadths of most of our line-of-battle ships are within the limits of 100/361 and 100/385 of their lengths. We merely state this as a historical fact, not as advocating an undue increase of breadth. The question of the re- lative proportions of the dimensions of ships belongs to an- other portion of this article.

inquiry. She was laid down in 1746, and launched in 1756; and rather more than ten years afterwards, that is, in 1758,

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| *An Account showing the Dimensions established, or proposed to be established, at different times, for Building of Ships. Extracted from Derrick’s Memoirs of the Royal Navy.* | | | | | | | | | |
|  |  | **Establishment of** | | | | **Proposed in** | | **Establish** |  |
|  |  | **1677.** | **1691.** | **1706.** | **1719.** | **1733.** | **1741.** | **1745.** |  |
|  | **Ships of 100 Guns.**  **Length on the pun-deck** | **Ft. In. 165 0** | **Ft. In.** | **Ft. In.** | **Ft. In- 174 0** | **Ft. In. 174 0** | **Ft. In. 175 0** | **Ft. In.**  **178 0** |  |
|  | **Length of the keel, for tonnage** | **137 8** |  |  | **140 7** | **140 7** | **142 4** | **144 61/2 51 0** |  |
|  | **Breadth, extreme** | **46 0** |  |  | **50 0** | **50 0** | **50 0** |  |
|  | **Depth in hold** | **19 2** |  |  | **20 0** | **20 6** | **21 0** | **21 6** |  |
|  | **Burthen in tons** | **1550** |  |  | **1869** | **1869** | **1892** | **2000** |  |
|  | **90.**  **Length on the gun-deck** | **158 0** |  | **162 0** | **164 0** | **166 0** | **168 0** | **170 0** |  |
|  | **Length of the keel, for tonnage** |  | **132 0** | **132 5** | **134 1** | **137 0** | **138 4** |  |
|  | **Breadth, extreme** | **44 0** |  | **47 0** | **47 2** | **47 9** | **48 0** | **48 6** |  |
|  | **Depth in hold** | **18 2** |  | **18 6** | **18 10** | **19 6** | **20 2** | **20 6** |  |
|  | **Burthen in tons** | **1307** |  | **1551** | **1566** | **1623** | **1679** | **1730** |  |
|  | **80.**  **Length on the gun-deck** | **156 0** | **156 0** | **158 0** | **158 0** | **161 0** | **105 0** |  |
|  | **Length of the keel, for tonnage** |  | **127 6** | **128 2** | **127 8** | **130 10** | **134 103/4**  **47 0** |  |
|  | **Breadth, extreme** |  | **41 0** | **43 6** | **44 6** | **45 5** | **46 0** |  |
|  | **Depth in hold** |  | **17 4** | **17 8** | **18 2** | **18 7** | **19 4** | **20 0** |  |
|  | **Burthen in tons** |  | **1100** | **1283** | **1350** | **1400** | **1472** | **1585** |  |
|  | **70.**  **Length on the gun-deck** | **150 0** | **150 0** | **151 0** | **151 0** | **154 0** | **160 0** |  |
|  | **Length of the keel, for tonnage** |  | **122 0** | **123 2** | **122 0** | **125 5** | **131 4** |  |
|  | **Breadth, extreme** | **39 8** | **...** | **41 0** | **41 6**  **17 4 1128** | **43 5** | **44 0** | **45 0** |  |
|  | **Depth in hold**  **Burthen in tons** | **17 0**  **...** | **...** | **17 4 1069** | **17 9 1224** | **1291** | **1414** |  |
|  | **60.**  **Length on the gun-deck** | **144 0** | **144 0** | **144 0** | **144 0** | **147 0** | **150 0** |  |
|  | **Length of the keel, for tonnage**  **Breadth, extreme** | **...** | **37 6** | **119 0**  **33 0** | **117 7**  **39 0** | **116 4**  **41 5** | **119 9**  **42 0** | **123 01/2 42 6** |  |
|  | **Depth in hold** |  | **15 8** | **15 8** | **16 5** | **16 11** | **18 1** | **18 6** |  |
|  | **Burthen in tons** |  | **900** | **914** | **951** | **1068** | **1123** | **1191** |  |
|  | **50.** |  |  |  |  |  |  |  |  |
|  |  |  |  | **130 0** | **134 0** | **134 0** | **140 0** | **144 0** |  |
|  |  |  |  | **108 0** | **100 8** | **106 3** | **113 9** | **117 81/2 41 0** |  |
|  |  |  |  | **35 0** | **36 0** | **38 6** | **40 0** |  |
|  |  |  |  | **14 0** | **15 2** | **15 9** | **17 21** | **17 8** |  |
|  |  |  |  | **704** | **755** | **853** | **968** | **1052** |  |
|  | **40.**  **Length on the gun-deck** |  |  | **118 0** | **124 0** | **124 0.** | **126 0** | **133 0** |  |
|  | **Length of the keel, for tonnage** |  |  | **97 6** | **101 8** | **100 3** | **102 6** | **108 10** |  |
|  | **Breadth, extreme** |  |  | **32 0** | **33 2** | **35 8** | **36 0** | **37 6** |  |
|  | **Depth in hold** | **...** |  | **13 6** | **14 0** | **14 6** | **15 51/2** | **16 0** |  |
|  | **Burthen in tons**  **20.**  **Length on the gun-deck**  **Length of the keel, for tonnage**  **Breadth, extreme**  **Depth in hold** |  | **...** | **531** | **594** | **678** | **706** | **814** |  |
|  |  | **...** | **...** | **106 0**  **87 9 28 4**  **9 2** | **106 0**  **85 8**  **30 6**  **9 5** | **112 0**  **91 6**  **32 0**  **11 0** | **113 0**  **93 4**  **32 0**  **11 0** |  |
|  | **Burthen in tons** | *...* | **...** | **...** | **374** | **429** | **496** | **508** |  |

The Royal George was the first ship built on the increased dimensions, which were the result of the before-mentioned