Table **I.—***Of the principal Dimensions of the several classes of Ships composing the British Navy, and of several of their principal Elements.*

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Number of guns | | 120 | | 84 | | 76 | | 74 | | Razee. | | 74 | | Razée. | | 60 | | 46 | | 42 | | 28 | Fir. 28 | | 18 | 18 | | 10 | | Cutters. | | | | Steam Vessels. | | |
| Burthen in tons | | 2808 | | 2279 | | 1925 | | **1741** | | 1741 | | **1614** | | 1614 | | 1474 | | 1073 | | 943 | | 499 | 499 | | 429 | 382 | |  |  | 160 | |  |  |  |  | 237 |
|  |  | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. |  |  |  | |  | |  | |
| Length of the gun-deck of ships of the line, and | | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. In. | Ft. | In. | Ft. In. | Ft. | In. | Ft. | In. | Ft. | In. | Ft. | In. | **Ft.** | **In.** | Ft. In. |
| flush-decked vessels ; - and lower deck of fri- | | 205 | 51/2 | 196 | 51/2 | 182 | 0 | 176 | 0 | 176 | 0 | 168 | 0 | 168 | 0 | 172 | 9 | 151 | 9 | 145 | 0 | 113 8 | 113 | 8 | 109 6 | 100 | 0 | 90 | 0 | 70 | 83/8 | 60 | 9 | 126 | 0 | 115 0 |
| gates |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| .....  Length on the tonnage | keel, for |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 170 | 11 | 161 | 111/2 | 150 | **®i** | 145 | 1 | 145 | 1 | 137 | 101/2 | 137 | **104** | 144 | 9 | 126 | 8 | 121 | 93/8 | 94 83/8 | 94 | **82/8** | 86 91/2 | 77 | 31/2 | 75 | 7 | 52 | 31/4 | 49 | 5 | 111 | 93/4 | 101 27/8 |
|  | | 54 | 6 | 51 | 51 | 49 | 0 | 47 | 6 | 47 | 6 | 46 | 11 | 46 | 11 | 43 | 8 | 39 | 11 | 38 | 2 | 31 6 | 31 | 6 | 30 6 | 30 | 6 | 24 | 6 | 24 |  | 20 |  | 22 |  | 21 0 |
|  |  | 81/4 |  |  |  |
|  | | 53 | 9 | 50 | 48 | *4* | 46 | 10 | 46 | 10 | 46 | 3 | 46 | 3 | 43 | 0 | 39 | 3 | 37 | 6 | 31 0 | 31 | 0 | 30 0 | 30 | 0 | 24 | 0 | 23 | 7 | 19 | 11 | 21 | 10 | 20 7 |
|  |  |  |  |  |
|  | | 23 | 2 | 22 | 6 | 20 | *6* | 21 | 0 | 14 | 0 | 10 | 9 | 13 | 3 | 14 | 6 | 12 | 9 | 13 | 3 | 8 9 | 8 | 9 | 12 9 | 12 |  | 11 | 0 | 11 | 03/8 | 9 | 0 | 13 | 11 0 |
|  |  |  |  |  |  |
| Main wale, thιckness used | |  | 10 |  | 9 |  | **81/2** |  | 81/2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| in the calculations | | 0 | 0 | 0 | 0 | 0 | **81/2** | 0 | 81/2 | 0 | 81/2 | 0 | **74** | 0 | β | 0 | 6 | 0 5 | 0 | 5 | 0 44 | 0 | 41/2 | 0 | **4** | 0 | 31/2 | 0 | 31/2 | 0 | 5 | 0 4 |
| Plank of the bottom.. | | 0 | 5 | 0 |  | 0 | 4 |  | 4 | 0 | 4 |  | **4** | 0 | 4 | 0 | **4** | 0 | **4** | 0 | **4** | 0 3 |  |  | 0 3 | 0 | 3 |  |  |  |  |  |  | 0 |  |  |
| Depth from the lower | |  |  |  |  |  |  |  | 0 | 3 | 0 |  | 0 | 0 | 3 | 0 21/2 |
| edge of the | rabbet in |  |  | 1 |  | 1 |  | 1 | 9 |  |  | 1 | 9 |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| the keel, to the lower side of the false keel... | | 2 | 3 | 7 | 9 | 1 | 9 | 1 | 9 | 1 | 6 | 31/2 | 1 | 31/2 | 1 4 | 1 | **4** | ∙∙∙ | ... |  | 1 | 8 | 1 | 31/2 | 0 | 111/2 | 0 | 9 | 0 7 |
|  |  |  |  |  |  |  |
| Midship Dort above the | |  |  |  | β |  | 6 |  | 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| water |  | 5 | 6 | 5 | 5 | 5 | 8 | **8** | 5 | 4 | 7 | **4** | 8 | 0 | 6 | 0 | 7 | 0 | 4 9 | 4 | 9 | 4 6 | **4** | 6 | 4 | 2 | 4 | 11/2 | **3** | 6 |  |  |  |
| Draught of water when |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| loaded, or with the a- | forward... | 24 | 8 | 22 | 9 | 21 | 4 | 21 | 6 | 18 | 10 | 20 | 6 | 18 | β | 20 | 0 | 18 | 0 | 17  18 | 8 | 14 6 | 14  15 | 6 | 10 0 | 10  13 | 0 | 10 | 10 | 8 | 9 | 7 | 0  0 | 9 | 91/2  94 | 7 2 |
| bove height of midship port from the |  | 26 | 1 | 25 | 9 | 23 | 4 | 23 | 6 | 20 | 2 | 22 | 6 | 20 | 6 | 20 | 0 | 19 | 4 | 8 | 15 6 |  | 13 2 | 2 | 12 |  | 13 | 11 |  |  |
|  |  | *6* | 5 | 6 | 9 | 7 2 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| water |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Draught of  water when launched.... | forward... | 15 | 1 | 13 | 2 | 14 | 2 | 13 | 0 | 12 | 6 | 12 | 2 | 11 | 8 | 12 | 2 | 10 | 6 | 10 | 6 | 9 6 | 8 | *8* | 5 0 | 5 | 0 | 7 | 3 | 6 | 4 | 5 | 0 | 5 | 1 | 4 9 |
| abaft | 18 | 4 | 18 | 0 | 17 | 11 | 17 | 9 | 16 | 2 | 17 | 7 | 16 | 0 | 15 | 2 | 14 | 6 | 14 | 1 | 12 5 | 11 |  | 8 9 | 8 |  | 9 | 5 | 9 | 8 | 9 |  | 6 |  | 5 2 |
|  |  |  | *9* | 9 |  |  |
| Displacement |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| when load­ed, measured to the mean | fore-  body, in | 2400 | | 1960 | | 1576 | | 1552 | | 1268 | | 1352 | | 1152 | | 1128 | | 852 | | 764 | | 403 | 344 | | 257 | 228 | | 149 | | 83 | | 55 | | 218 | | 128 |
| draught of water in each body | tons.... after do.... | 2320 | | 1880 | | 1526 | | 1476 | | 1136 | | 1272 | | 1064 | | 1012 | | 740 | | 696 | | 365 | 324 | | 249 | 216 | | 142 | | 93 | | 54 | | 190 | | 103 |
| Sum of the displacements of the two bodies |  | 4720 | | 3840 | | 3102 | | 3028 | | 2404 | | 2624 | | 2216 | | 2140 | | 1592 | | 1460 | | 768 | 668 | | 506 | 444 | | 291 | | 1 | 76 | 109 | | 408 | | 231 |
| Difference of the displacement of the two bodies | | 80 | | 80 | | 50 | | 76 | | 132 | | 80 | | 88 | | 116 | | 112 | | 68 | | 38 | 20 | | 8 | 12 | |  | 7 | 10 | |  | 1 | 28 | | 25 |
|  | fore- |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Displacement | body, in | 1280 | | 1024 | | 960 | | 880 | | 780 | | 760 | | 676 | | 568 | | 436 | | 408 | | 225 | 144 | | 136 | 108 | | 78 | | 53 | | 41 | | 87 | | 68 |
| when launch.  ed | tons.... after- |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | body, | 1120 | | 824 | | 824 | | 720 | | 640 | | 624 | | 544 | | 472 | | 324 | | 320 | | 180 | 120 | | 96 | 70 | | 57 | | 31 | | 22 | | 68 | | 52 |
| Sum, or weight of the hull. Difference between the | | 2400 | | 1848 | | 1784 | | 1600 | | 1420 | | 1384 | | 1220 | | 1040 | | 760 | | 728 | | 405 | 264 | | 232 | 178 | | 135 | | 84 | | 63 | | 155 | | 120 |
| load and the launching displacements, or the ab- | | 2320 | | 1992 | | 1318 | | 1428 | | 984 | | 1240 | | 996 | | 1100 | | 832 | | 732 | | 363 | 404 | | 274 | 266 | | 156 | | 92 | | 46 | | 253 | | 111 |
| solute burthen, in tons | |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |