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978-1-108-02389-4 - *Memoirs of the Rise and Progress of the Royal Navy*
Charles Derrick
Frontmatter
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Memoirs of the Rise and Progress of the Royal Navy

Following the British naval successes of the early French Revolutionary Wars, which culminated in the Battle of Trafalgar in 1805, public interest in the history and growth of the Royal Navy increased dramatically, inspiring the publication of scholarly works relating to naval history. This volume, written by Naval Office clerk Charles Derrick and first published in 1806, contains a detailed account of the changes in the state of the Royal Navy between 1485 and 1805. Derrick focuses on the decline and growth of the number of ships in the Navy during the reign of each monarch through this period, listing the number of ships and tonnage at the start of each reign and describing innovations and new ships built during the period. Including copies of contemporary naval reports on ship numbers, tonnage and shipbuilding techniques, this clear and concise study remains a valuable reference for the study of naval history.

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Memoirs of the Rise and Progress of the Royal Navy

CHARLES DERRICK



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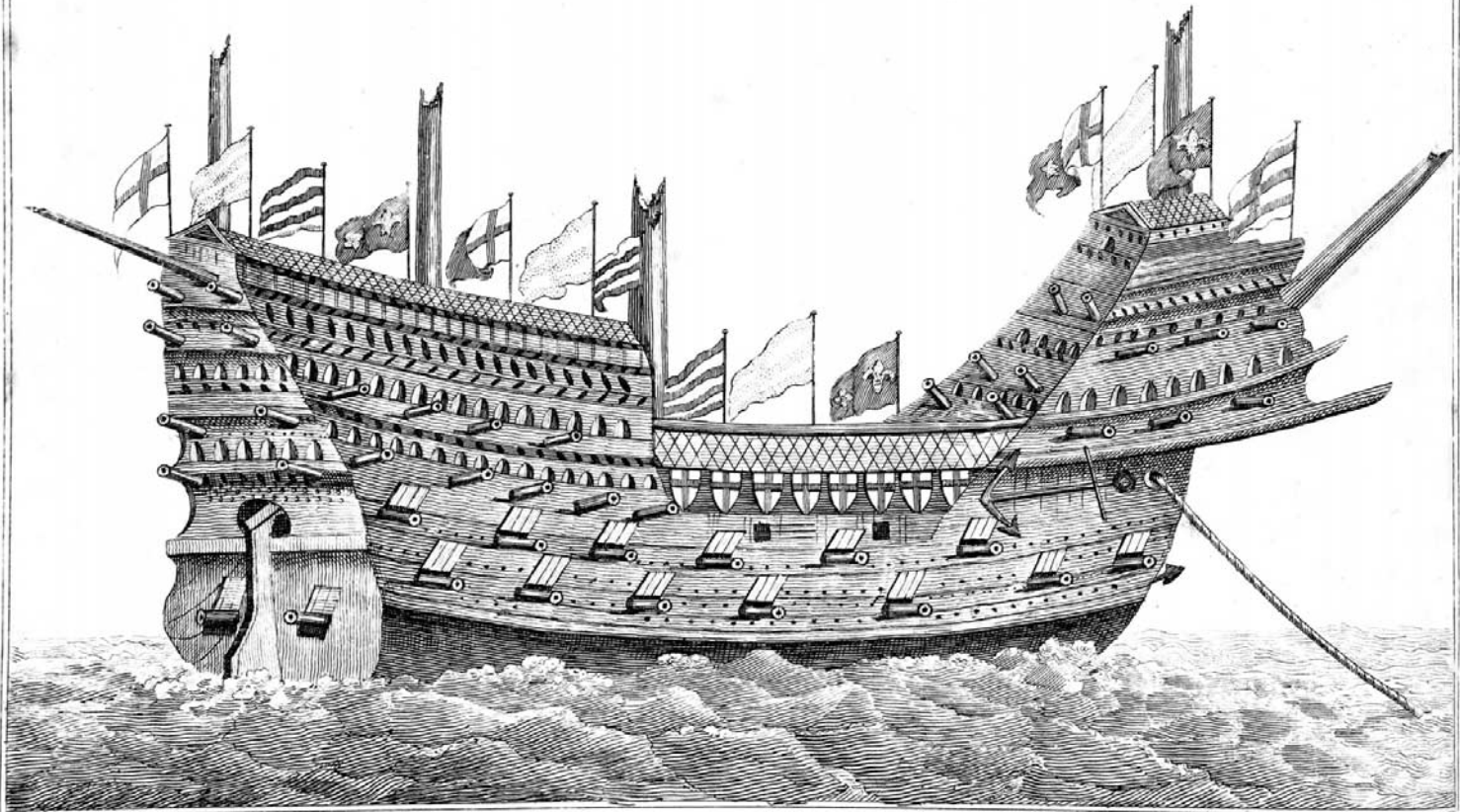
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Tonnage
 1000

. Men

<i>Soldiers</i>	349
<i>Mariners</i>	301
<i>Gunners</i>	50
	<hr/>
	700.



Bayin

The Henry Grace de Dieu.

Memoirs
 OF THE
RISE AND PROGRESS
 OF THE
ROYAL NAVY.

BY CHARLES DERRICK, Esq.
 OF THE NAVY-OFFICE.

Island of bliss! amid the subject seas
 That thunder round thy rocky coasts, set up
 At once the wonder, terror and delight
 Of distant nations; whose remotest shores
 Can soon be shaken by thy naval arm:
 Not to be shook thyself; but all assaults
 Baffling, as thy hoar cliff the loud sea-wave.

THOMSON.

For oh it much imports you, 'tis your all,
 To keep your trade entire, entire the force
 And honour of your fleets; o'er that to watch
 E'en with a hand severe, and jealous eye.

IBID.

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SOLD BY BLACKS AND PARRY, LEADENHALL-STREET; CADELL AND DAVIES, STRAND;
 AND G. AND W. NICOL, PALL-MALL.

=
 1806.

TO

THE RIGHT HONOURABLE

CHARLES, LORD BARHAM,

FIRST LORD OF THE ADMIRALTY,

ADMIRAL OF THE WHITE,

&c. &c.

MY LORD,

THOUGH sensible how much I expose myself to the charge of presumption in desiring to call your Lordship's attention to the following work, I was unable to subdue the ambition I felt, of introducing it to the world under the auspices of your Lordship's name. —If the mere gratification of vanity shall be ascribed as my motive, I am willing to allow, that, whatever justice may be in this charge, I truly am gratified in a very high degree.

The

DEDICATION.

The honour of your Lordship's personal acquaintance, during a long course of years, gave me many opportunities of contemplating, admiring, and revering the virtues which adorned your private life, as well as of observing those masterly talents for business, that energy of exertion, and indefatigable application, and that profound and comprehensive knowledge of naval affairs, which distinguished and exalted your public character.

To these qualities, joined with an ardent glow of genuine patriotism, was added the graceful finish of modest pretension, which made you ever avoid, and rise superior to every species of political intrigue.—Your Lordship was never seen to advance a claim, or to attempt promoting a plea of merit, by artificial management, or courtly address.—You reposed the sum of your pretensions upon the pure testimony, and intrinsic value of your actions, and uniform conduct ; leaving the just estimate, as well as the adequate remuneration of these, to the sure test of time, and to the impartial decree of justice.

The merited event and reward lay in store.—While other great statesmen, amid the storms of party, and in the shock of clashing interests and of the fiercest animosities, rose to precarious situations in different departments of Government, it was reserved for your Lordship
to

DEDICATION.

to be invited from your retirement,—to be called, by your Sovereign, from your happy contented enjoyment of domestic tranquillity, to guide what experience has taught us to acknowledge as the true **HELM** of the State.

The hopes and wishes of your Country were not disappointed by the selection of your Lordship to fill that important station.—The vigour and wisdom of the measures you pursued soon became apparent; and the skilful dispositions you made of our naval forces, being ably and heroically followed up by the late illustrious and lamented **LORD NELSON**, the unparalleled victory, over the combined fleets of France and Spain, was gained off Cape Trafalgar, by which the naval glory of the British empire indisputably reached a height superior to the loftiest pitch it had ever attained even by the most brilliant of the previous actions of the same noble Commander.

With the name of the gallant **LORD NELSON**, that of the wise, the vigilant, the experienced **LORD BARHAM**, will descend, applauded and venerated, to the most remote periods of future time.—This is not the language of flattery; it is the simple expression of the sentiments of my heart.—If it is dictated by the gratitude of an individual, it is also echoed by a grateful Nation's voice.

Deeply

DEDICATION.

Deeply and solemnly impressed, as I am, with the firm belief, that the safety of the Empire depends upon her Wooden Walls, it shall be my constant and fervent prayer, that the great resources we possess may ever be wisely applied to strengthen and fortify those Walls ; and that the superintendence and defence of them may ever be entrusted to such ability, integrity, promptitude, and skill, as recently led to the proudest day my Country ever saw.

I have the honour to be,

With sentiments of profound respect and attachment,

MY LORD,

Your Lordship's much obliged,

and most obedient

humble Servant,

22 Nov^r. 1805.

C. DERRICK.

P R E F A C E.

THE great importance of the Navy, particularly at the present crisis, whereby every circumstance relating to it becomes an object of national concern, will, it may reasonably be hoped, ensure a favourable reception by the Public, of any attempt at a distinct and brief account of its rise, and advancement to the exalted pitch it has now attained. To professional men such an account may prove instructive, and essentially useful; while the generality of readers will find in it a fund of amusement and valuable information.

If the history of the Navy is divided into two parts, the latter should perhaps commence with the reign of Henry the Eighth; before whose time there was, strictly speaking, no Royal Navy. But, as a large Ship was built by Henry the Seventh, this reign may, from that circumstance, be deemed entitled to be held the true æra of the origin of our Navy; and these Memoirs accordingly commence from that period.

My principal object has been to shew the state of the Navy, as to the number, tonnage, &c. of the several classes of the Ships and Vessels at different periods; when the Naval force was promoted, neglected—or, at least, not augmented; and at what periods improvements in Ship-building were introduced into it.

Such being the design of the Work, I have taken notice of but few circumstances relating to sea-affairs, in order that the main points might not be confused by a great variety of other matter.*

Several things however are mentioned, relative to the Dock-yards and magazines of Naval Stores, which may not be altogether uninteresting.

B

Some

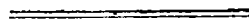
* Captain Schomberg, and Dr. Beatson, have perhaps omitted little, if any thing, with regard to Sea operations; but all the Naval Historians are frequently very incorrect in their accounts of the total of the Ships and Vessels in the Navy at different periods: and their statements of that sort are also too few in number to answer in any degree the object of these Memoirs.—But had Mr. Lodge prosecuted his design of publishing a Naval History, agreeably to his printed proposals in August, 1794, (and it is much to be regretted that he did not) this of mine would probably never have seen the light.

Some quotations from history are marked, but others, from accidental causes, are not.—Where no authority is referred to, I am of course responsible for the correctness of what is stated; with regard to which, I can safely declare, that the information is derived, in general, from the most unquestionable sources.—I can therefore ask no indulgence for any inaccuracies that may appear in those parts of the work; which, however, I trust, are very few.—Clearness, no less than correctness, has been studiously aimed at; with what success it becomes not me to judge. With respect to the language, I am sensible that I have to solicit every indulgence from my readers; at the same time, I know that the generous and candid public, on whose equity I willingly throw myself, are ever ready to make due allowance for imperfections, or improprieties in the stile of an author, whose life has been spent in the active scenes of official business, more than in literary pursuits. Under these circumstances, I now humbly submit my work to the view of a discerning and impartial Tribunal, in whose judgment, whatever it may be, I shall respectfully acquiesce.



MEMORANDA.

The Print of the *Henry Grace de Dieu* will be found to correspond with that published in the 6th Vol. of the *Archæologia*, in those parts which I got copied for the purpose; but in that Print she is represented with her Rigging complete, and Colours flying. The said Print is from an original Drawing in the Pepysian Library: and although the Drawing is not well done, yet it probably gives a very good idea of the Ship.



Ships building, or ordered to be built, are included in all the Abstracts of the Navy for considerably more than a century past; but they are probably not included in some of the earlier Abstracts or Lists.



Wherever reference is made to Pepys's *Memoirs*, * it alludes to his printed *Memoirs*, published in 1690: but the references to his *Miscellanies*, and *Naval Minutes*, allude to Manuscripts so entitled in the Pepysian Library in Magdalen College, Cambridge, with correct extracts from which I have been favoured, through the kindness of some friends, to whom, and to those who procured them admission to the originals, I take this opportunity to return my best acknowledgments;—as well as to some others who obligingly lent, or procured for me, such books as I was in want of; and to him who copied the Drawing of the Ship alluded to above.

* Mr. Pepys was Secretary to Charles II. from May 1673 to May 1679, and from May 1684 to Feb. 1685; during which periods the King executed the office of Lord High Admiral. Mr. Pepys was also Secretary to James II. from the latter period until the Abdication, and was no less remarkable for his talents, and for his knowledge in the civil affairs of the Navy, than for his indefatigable industry, as his voluminous Manuscripts abundantly prove.—Previous to 1673 he was a Commissioner of the Navy.