

the other naval engagements throughout the war, AFTER England had time to recover from her surprise, and endeavour to imitate or excel her antagonist. More extensive or more numerous battles would add little to the credentials of the few gained."

This last paragraph is a fortunate admission, as but few laurels were added to the American naval wreath after the first year, and as the American Navy disappeared nearly altogether from the ocean when the British Government awoke, at length, from their delusion, and adopted such measures as they should have done at the beginning of the war.

We have just given a full account, not only of the exploits, but of the force in tons, men, and guns, of the American forty-fours, and we will now, as far as lies in our power, point out the steps that were taken by the British Admiralty, to put a stop to their further successes.

Three of the small class seventy-fours, the *Majestic*, *Goliath*, and *Saturn*, were cut down, and thus armed: The first deck battery of twenty-eight long thirty-two-pounders was retained, but in lieu of twenty-eight long eighteens on the second deck, an equal number of forty-two-pound carronades were carried, with two long twelve-pounders as chase guns; this, with a complement of four hundred and ninety-four men and boys, was judged a fair match for the American, nominally, forty-fours; as, however, no glory could have accrued from the capture of an American forty-four, by what would have been styled a seventy-four in disguise, the policy or utility of this measure may be, and has been, very much doubted.

Besides the completion of these three razees, two vessels were built to answer the same purposes. They also merit a few remarks which we will take from James:—

"The *Leander* was constructed of pitch-pine, from a draught prepared by Sir William Rule, the ingenious architect of the *Caledonia*, and many other fine ships in the British navy; and the *Newcastle* was constructed of the same light wood, from the draught of M. Louis-Charles Barrallier, then an assistant surveyor under Sir William, but now the principal naval architect for the French at Toulon. The first of these ships measured

572, the other 1556 tons; and they were both constructed of very thin and inadequate scantling. The establishment of each ship was 30 long 24-pounders on the first or 'upper' deck, and 26 carronades 42-pounders, and two, afterwards increased to four, long 24-pounders on the second or 'spar' deck; total, at first 58, then 60 guns, with a net complement of 480 men and boys. The *Leander* and *Newcastle*, therefore, in the disposition of their guns, perfectly agreed with the cut-down 74s; and yet they were officially registered as 'frigates,' but, by way of salvo for their anomalous structure 'with spar decks,' was superadded. If, by 'frigate,' is meant a ship with a single battery-deck from stem to stern, is it not a sufficient stretch of the term, to apply it to a vessel that has two additional short decks, upon which are mounted nearly as many guns as she carries on her whole deck? But must a ship, having two whole decks, upon each of which an equal number of guns is mounted, be called a single-decked vessel? And yet, in official language, the *Leander* and *Newcastle* are not two-decked ships, otherwise their lower battery-deck would not be called their upper deck, nor their upper, their spar deck; neither would their depth of hold be measured from the deck below the first battery-deck, nor the length of the same deck be registered as the 'length of gun-deck.' These are the only points, in which these frigates with spar decks differ from the cut-down 74s, and from the 56 and 54 gun ships already mentioned.

The command of the *Leander* was given to Captain Sir George Rolph Collier, and the command of the *Newcastle*, to Captain Lord George Stuart. Great difficulty was experienced in getting these two ships manned; and certainly the crew of the *Leander*, after it was obtained, was a very indifferent one, containing, besides many old and weakly men, an unusually large proportion of boys. This ineffectiveness of the *Leander's* crew has recently been contradicted; but we allude to the period of the ship's arrival at Halifax, Nova Scotia.

"We were then on board the *Leander* several times, and not only witnessed the quality of her crew, but heard the officers complain, as well they might, of their great inferiority in that respect to the ships against which they were expected to contend.