

which it may be advisable to restrict ourselves in future, but the enormous cost of the *Terrible*, and others of that description, leads me to think that equal advantages may be obtained at a much smaller expense; because it is obvious, that in the present state of maritime warfare, steam vessels will be auxiliaries rather than principals in Naval engagements, and that arming them with any large number of broadside guns, will only tempt them to expose their most vulnerable points to the enemy's fire. I am therefore inclined to think that the largest class should not exceed 1600 tons; while our great endeavour should be, to obtain the most buoyant form with the lightest draught of water, and that the bows and sterns are so shaped as to ensure the greatest amount of head and stern fire. And as soon as experience has determined the simplest, lightest, and most enduring engine, producing in vessels of the same form and construction the greatest velocity, it should be very generally introduced, taking all possible care that each part is identical, and applicable to every vessel of the class to which it belongs.

I doubt the advantage of continuing the construction of ninety-gun ships on two decks. They are in all respects nearly as expensive as three deckers, and their superiority in sailing is not (as was expected) so great as to counterbalance the loss of a whole battery. The *Rodney* (the first of this class built by Sir R. Seppings) sails indifferently; the