

---

# Arming Fitting English Ships War

---

Ship Models from the Age of Sail  
Seventeenth Century Practical Mathematics  
Papers Relating to the Treaty of Washington  
The New Reports, Containing Cases Decided in the Courts of Equity and Common Law  
The Battleship Builders Constructing and Arming British Capital Ships  
Papers Relating to the Treaty of Washington: Geneva arbitration  
Pepys's Navy  
Routledge Library Editions: America: Revolution and Civil War  
The Master Shipwright's Secrets  
Arming the Royal Navy, 1793-1815  
Ireland and the War at Sea, 1641-1653  
Oceans Odyssey  
Papers Relating to the Treaty of Washington  
Papers Relating to the Treaty of Washington  
House Documents  
Congressional Record  
British Naval Captains of the Seven Years' War  
European Warfare, 1494-1660  
The Sloop of War, 1650-1763  
Geneva arbitration  
Papers relating to the foreign relations of the United States  
The Law Times  
British Privateering Voyages of the Early Eighteenth Century  
Papers Relating to Foreign Affairs  
English/British Naval History to 1815  
British Warships in the Age of Sail, 1793-1817  
The Foundations of British Maritime Ascendancy  
The New Reports  
Correspondence Concerning Claims Against Great Britain: General appendix. Parliamentary and judicial appendix  
British Warships in the Age of Sail, 1603-1714  
Nelson's Victory  
The Ship of the Line: The development of the battlefleet, 1650-1850  
The Arming and Fitting of English Ships of War, 1600-1815  
The Masting and Rigging of English Ships of War, 1625-1860  
Sailing Ships from Plastic Kits  
Congressional Record  
Science, Utility and British Naval Technology, 1793-1815  
Wooden Warship Construction

---

## KYLEE TREVINO

---

### **Ship Models from the Age of Sail** Oxbow Books

The 1st volume in this comprehensive reference series details the design and employment of British warships in the 17th and early 18th centuries. During the seventeenth century, Britain transformed from a minor state into a global economic power with the largest navy in the world. The character of this navy was forged by a bloody civil war, three fiercely disputed conflicts with the Dutch, and the first of many wars with the French. In the process, British naval ships evolved from the galleons that had defeated the Spanish Armada to prestige vessels like HMS Sovereign of the Seas, and the lightly built frigates of the Commonwealth era. This detailed and authoritative reference volume outlines the history of every ship built, purchased or captured that saw naval service during this era. Like its companion volumes, the book is organized by Rate, classification and class. The technical and building data of each ship is followed by a concise summary of its career. With its unique depth of information, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era.

Seventeenth Century Practical Mathematics Seaforth Publishing  
“A wonderful book detailing the construction of the Royal Navy’s sailing warships” from the maritime historian and author of *Nelson’s Navy (Pirates and Privateers)*. The National Maritime Museum in Greenwich houses the largest collection of scale ship models in the world, many of which are official, contemporary artifacts made by the craftsmen of the navy or the shipbuilders themselves, and ranging from the mid-seventeenth century to the present day. As such they represent a three-dimensional archive of unique importance and authority. Treated as historical evidence, they offer more detail than even the best plans, and demonstrate exactly what the ships looked like in a way that even the finest marine painter could not achieve. This book takes a selection of the best models to both describe and demonstrate

the development of warship construction in all its complexity from the beginning of the 18th century to the end of wooden shipbuilding. For this purpose, it reproduces a large number of model photos, all in full color, and including many close-up and detail views. These are captioned in depth, but many are also annotated to focus attention on interesting or unusual features, which can be shown far more clearly than described. Although pictorial in emphasis, the book weaves the pictures into an authoritative text, producing an unusual and attractive form of technical history. “This book includes plentiful visual representations of actual ships in model form and the accompanying graphics make for wonderful reading . . . I cannot express enough how enjoyable this book is to read.”—Spotter Up  
“A high-quality book which is recommended to all ship historians and modellers.”—Military Modelling  
Papers Relating to the Treaty of Washington Seaforth Publishing  
This exciting Greenville Collins biography is about seventeenth century navigation, focusing for the first time on mathematics practised at sea. This monograph argues the Restoration kings’, Charles II and James II, promotion of cartography for both strategy and trade. It is aimed at the academic, cartographic and larger market of marine enthusiasts. Through shipwreck and Arctic marooning, and Dutch and Spanish charts, Collins evolved a Prime Meridian running through Charles’s capital. After John Ogilby’s successful Britannia, Charles set Collins surveying his kingdom’s coasts, and James set John Adair surveying in Scotland. They triangulated at sea. Subsequently, Collins persuaded James to sustain his dead brother’s ambition. This, the British coast’s first survey took six years. After James’s flight, and William III’s invasion, Collins lead the royal yacht squadron for six years more, garnering funds to publish Great Britain’s Coasting Pilot. The Admiralty and civic institutions subsidised what became his own pilot. Collins aided Royal Society members in their investigations, and his new guide remained vital to navigators through the century following. Charles’s cartographic promotion bloomed the most spectacularly in the atlases of Ogilby, Collins and John Flamsteed for roads, harbours, and stars.

The New Reports, Containing Cases Decided in the Courts of

### Equity and Common Law Pen and Sword

The volumes in this set, originally published between 1967 and 2011, available as ebooks for the first time, include succinct, accessible books on two of the most important periods of American history which offer concise treatment of these major historical topics, as well as some lengthier, finest single-volume studies of the American Civil and Revolutionary Wars ever written and an outstanding reference tool in a 2 volume Encyclopedia. Among other things they: Bring central themes and problems into sharper focus. Discuss the pivotal roles played by Benjamin Franklin and Abraham Lincoln. Examine the role of medical doctors in the northern campaigns during the revolutionary war. Elucidate the character of the underlying moral and political problem of slavery. Discuss the social and political experience of the civil war whilst examining the centrality of what happened on the battlefield. Evaluate the legacy of the Civil War for America and for the world and emphasize its relationship to many of the dominating themes of modern history – democracy, freedom, equality and nationalism.

### The Battleship Builders Constructing and Arming British Capital Ships Boydell & Brewer Ltd

“A delight . . . fulfills a long-felt need to do justice to the smaller ships of war that did such sterling service for the sailing Royal Navy.”—Ships in Scale This is the first study in depth of the Royal Navy’s vital, but largely ignored small craft. In the age of sail, they were built in huge numbers and in far greater variety than the more regulated major warships, so they present a particular challenge to any historian attempting a coherent design history. However, for the first time this book charts the development of the ancillary types, variously described in the 17th century as sloops, ketches, brigantines, advice boats and even yachts, as they coalesce into the single 18th-century category of Sloop of War. In this era, they were generally two-masted, although they set a bewildering variety of sail plans from them. The author traces their origins to open boats, like those carried by Basque whalers, shows how developments in Europe influenced English craft, and homes in on the relationship between rigs, hull-form and the duties they were designed to undertake. Visual

documentation is scanty, but this book draws together a unique collection of rare and unseen images, coupled with the author's own reconstructions in line drawings and watercolor sketches to provide the most convincing depictions of the appearance of these vessels. By tackling some of the most obscure questions about the early history of small-boat rigs, the book adds a dimension that will be of interest to historians of coastal sail and practical yachtsmen, as well as warship enthusiasts. "Fascinating . . . It combines a truly scholarly delivery with a lovely presentation. History brought to life."—tomcunliffe.com

*Papers Relating to the Treaty of Washington: Geneva arbitration*  
ForeEdge from University Press of New England

This heavily illustrated reference is a treasure house of facts and figures with pages of tabular data providing specific dimensions on masts, rigging, and spars.

*Pepys's Navy* Boydell & Brewer Ltd

British power and global expansion between 1755 and 1815 have mainly been attributed to the fiscal-military state and the achievements of the Royal navy at sea. Roger Morriss here sheds new light on the broader range of developments in the infrastructure of the state needed to extend British power at sea and overseas. He demonstrates how developments in culture, experience and control in central government affected the supply of ships, manpower, food, transport and ordnance as well as the support of the army, permitting the maintenance of armed forces of unprecedented size and their projection to distant stations. He reveals how the British state, although dependent on the private sector, built a partnership with it based on trust, ethics and the law. This book argues that Britain's military bureaucracy, traditionally regarded as inferior to the fighting services, was in fact the keystone of the nation's maritime ascendancy.

*Routledge Library Editions: America: Revolution and Civil War*  
Seaforth Publishing

With the approach of the 200th anniversary of the Royal Navy's greatest battle off Cape Trafalgar on October 21st 1805, much attention will be given to our most tangible symbol of that most ferocious engagement, Nelson's fully preserved flagship HMS Victory. Much has been written about HMS Victory but it is often simplistic and romanticised or clearly aimed at the technical requirements of the naval historian. In Nelson's Victory, Peter Goodwin adopts a fresh approach to explain the workings of the

only surviving 'line of battle' ship of the Napoleonic Wars. As Victory was engaged in battle during only two per cent of her active service, Peter Goodwin also provides a glimpse into life and work at sea during the other ninety-eight per cent of the time. As technical and historical advisor to the ship in Portsmouth, he is in a unique position to investigate and interpret not only the ship's structure but also the essential aspects of shipboard life: victualling, organisation, discipline, domestic arrangements and medical care. In his role as Keeper and Curator of the ship, the author has been asked thousands of questions by visitors and historians alike. In this volume he has selected 101 of the most important and telling questions and provides full and detailed responses to each: 'What types of wood were used in building Victory?'; 'What was Victory's longest voyage?'; 'How much shot was fired from her guns at Trafalgar?'; 'How many boats did Victory carry?'; 'What was prize money?'; 'What was grog?'; 'When did her career as a fighting ship end?', and 'How many people visit Victory each year?'

*The Master Shipwright's Secrets* Bloomsbury Publishing  
Roman triremes of the Mediterranean. The treasure fleet of the Spanish Main. Great ocean liners of the Atlantic. Stories of disasters at sea fire the imagination as little else can, whether the subject is a historical wreck - the Titanic or the Bismark - or the recent capsizing of a Mediterranean cruise ship. Shipwrecks also make for a new and very different understanding of world history. A History of the World in Sixteen Shipwrecks explores the ages-long, immensely hazardous, persistently romantic, and still-ongoing process of moving people and goods across far-flung maritime worlds. Telling the stories of ships and the people who made and sailed them, from the earliest ancient-Nile craft to the Exxon Valdez, A History of the World in Sixteen Shipwrecks argues that the gradual integration of localized and separate maritime regions into fewer, larger, and more interdependent regions offers a unique window on world history. Stewart Gordon draws a number of provocative conclusions from his study, among them that the European "Age of Exploration" as a singular event is simply a myth - many cultures, east and west, explored far-flung maritime worlds over the millennia - and that technologies of shipbuilding and navigation have been among the main drivers of science and technology throughout history. Finally, A History of the World in Sixteen Shipwrecks shows in a series of compelling

narratives that the development of institutions and technologies that made terrifying oceans familiar, and turned unknown seas into sea-lanes, profoundly matters in our modern world.

*Arming the Royal Navy, 1793-1815* Routledge

Models of sailing ships, with their towering masts and billowing sails, have always held a special fascination for model makers because they capture all the romance of the sea, shipboard life, and a fighting spirit. However, many would-be modelers are discouraged by the inherent complexity of the subject - especially the masts and rigging, as well as the often-sumptuous decoration. Plastic kit manufacturers were quick to capitalize on this interest and produced kits that were advertised as easy and reasonably quick to assemble, featuring ready-made detail that is easily tackled by modelers of varying skills and ages with the promise of a good result. Plastic sailing ship kits are affordable, especially in comparison to wooden ship kits, and building a fleet of the most famous ships in history is easily achieved. Despite their ease of assembly, plastic models of sailing ships, like the ships themselves, remain complicated to build. Manufacturers devised several simplifications of the most difficult aspects, such as molding the lower, upper, and topmasts in one piece, offering preformed molded plastic shrouds and ratlines, or sails in vacuum-formed plastic. However, modelers have long complained that these simplifications, the physical limitations of injected plastic moldings, and the very medium of styrene plastic itself have resulted in often crudely detailed and unrealistic finished models. This book is the remedy. It describes and demonstrates techniques unique to plastic sailing ship models that overcome these limitations, allowing the construction of authentic and personally satisfying models. Each modeler has a different expectation for their model. Some will want a simple build with some straightforward refinements, whereas others will want a more detailed build that takes advantage of the many new aftermarket items, and there are those who seek the most accurate and detailed replica possible. Sailing Ships from Plastic Kits aims to give every modeler - regardless of skill and experience - a range of fundamental and advanced techniques to choose from when transforming a plastic kit into an authentic sailing ship model. Heavily illustrated in color throughout, this book is an ideal addition to the purchase of any plastic ship kit.  
*Ireland and the War at Sea, 1641-1653* Routledge

AWARDED THE ANDERSON MEDAL 2020 Inspired by the recent discovery of mathematically calculated digital plans for a fourth-rate ship by the Deptford master shipwright, John Shish, *The Master Shipwright's Secrets* is an illustrated history of Restoration shipbuilding focused on the Tyger, one of the smaller but powerful two-deck warships of the period. It examines the proceedings of King Charles II in deciding the types of ship he wanted and his relationship with his master shipwrights. This fascinating book reveals the many secrets of Charles II's shipwrights through an analysis of John Shish's plans for the Tyger, revealing innovative practical calculations which differ significantly from the few contemporary treatises on the subject and the complicated process of constructing the moulds necessary to make the ship's frame. All the other duties performed by the master shipwrights, such as repairing ships, controlling their men and keeping up with the latest inventions are also discussed in detail. *The Master Shipwright's Secrets* is replete with beautiful and detailed illustrations of the construction of the Tyger and explores both its complicated history and its complex rebuilding, complete with deck plans, internal sections, and large-scale external shaded drawings. The title also explores associated ships, including another fourth-rate ship, the Mordaunt, which was purchased into the Navy at the time and underwent a dimensional survey by John Shish. A rare contemporary section drawing of another fourth-rate English ship and constructional drawings of Shish's later fourth-rate ship, St Albans, are also included.

*Oceans Odyssey* Routledge

The launch in 1606 of HMS Dreadnought, the world's first all-big-gun battleship, rendered all existing battle fleets obsolete, but at the same time it wiped out the Royal Navy's numerical advantage, so expensively maintained for decades. Already locked in the same arms race with Germany, Britain urgently needed to build an entirely new battle fleet of these larger, more complex and more costly vessels. In this she succeeded spectacularly; in little over a decade fifty such ships were completed, almost exactly double that of what Germany achieved. It was only made possible by the company's vast industrial nexus of shipbuilders, engine manufacturers, armament fleets and specialist armour producers, whose contribution to the Grand Fleet is too often ignored. This heroic achievement, and how it was done, is the subject of this book. It charts the rise of the large

industrial conglomerates that were key to this success, looks at the reaction to fast-moving technical changes, and analyses the politics of funding this vast national effort, both before and beyond the Great War. It also attempts to assess the true cost- and value- of the Grand Fleet in terms of the resources consumed. And finally, by way of contrast, it describes the effects of the post-war recession, industrial contraction, and the very different responses to rearmament in the run up to the Second World War.

*Papers Relating to the Treaty of Washington* Boydell Press

During the French Revolutionary and Napoleonic Wars, the technology employed by the British navy changed not just the material resources of the British navy but the culture and performance of the royal dockyards. This book examines the role of the Inspector General of Naval Works, an Admiralty office occupied by Samuel Bentham between 1796 and 1807, which initiated a range of changes in dockyard technology by the construction of experimental vessels, the introduction of non-recoil armament, the reconstruction of Portsmouth yard, and the introduction of steam-powered engines to pump water, drive mass-production machinery and reprocess copper sheathing. While primarily about the technology, this book also examines the complementary changes in the industrial culture of the dockyards. For it was that change in culture which permitted the dockyards at the end of the Wars to maintain a fleet of unprecedented size and engage in warfare both with the United States of America and with Napoleonic Europe.

*Papers Relating to the Treaty of Washington* Routledge

The Congressional Record is the official record of the proceedings and debates of the United States Congress. It is published daily when Congress is in session. The Congressional Record began publication in 1873. Debates for sessions prior to 1873 are recorded in *The Debates and Proceedings in the Congress of the United States (1789-1824)*, the *Register of Debates in Congress (1824-1837)*, and the *Congressional Globe (1833-1873)*

*House Documents* Bloomsbury Publishing

The English/British have always been known as the sailor race with hearts of oak: the Royal Navy as the Senior Service and First Line of Defense. It facilitated the motto: The sun never set on the British Empire. The Royal Navy has exerted a powerful influence on Great Britain, its Empire, Europe, and, ultimately, the world.

This superior annotated bibliography supplies entries that explore the influence of the English/British Navy through its history. This survey will provide a major reference guide for students and scholars at all levels. It incorporates evaluative, qualitative, and critical analysis processes, the essence of historical scholarship. Each one of the 4,124 annotated entries is evaluated, assessed, analyzed, integrated, and incorporated into the historiographical scholarship.

*Congressional Record* Naval Inst Press

This volume covers the general historical background of sailing warship.

*British Naval Captains of the Seven Years' War* Seaforth Publishing

The Office of Ordnance has been ill-served by previous accounts of its role in arming the Royal Navy during the French Revolution and Napoleonic Wars. Cole offers an in-depth examination of its organizational structure and demonstrates how the department responded to the pressures of war over an extended period of time.

*European Warfare, 1494-1660* Brassey's

The onset of the Italian Wars in 1494 provides the starting point for this impressive survey of European Warfare in early modern Europe. This sharp and compact analysis will interest anyone studying this period of military history

*The Sloop of War, 1650-1763* Seaforth Publishing

The revised edition of this authoritative naval history provides a comprehensive, illustrated guide to the Royal Navy of the Napoleonic Era. A major contribution to naval history, this third volume in Rif Winfield's *British Warships in the Age of Sail* covers every vessel that served in the Royal Navy between the outbreak of the French Revolutionary Wars and the Battle of Waterloo. Revised to incorporate new research, it details more than 2000 ships—whether purpose-built, captured, purchased or merely hired. Providing comprehensive technical data on the ships, this volume also includes commissioning dates, refit periods, changes of captain, their stations of service, as well as notes on any actions in which they took part. The book is well illustrated with contemporary prints and drawings that show the wide variety of service required of naval vessels in late 18th and early 19th centuries. Specially commissioned general arrangement drawings also depict the most significant classes. In all, it is a fitting tribute

to a navy that at the zenith of its power in 1809 comprised one half of all the warships in the world

Geneva arbitration Pen and Sword

In ten papers Odyssey Marine Exploration presents the technology, methodology and archaeological results from four deep-sea shipwrecks and one major survey conducted between

2003 and 2008. The sites lie beyond territorial waters in depths of up to 820 metres off southeastern America and in the Straits of Gibraltar and the English Channel. Exclusively recorded using robotic technology in the form of a Remotely-Operated Vehicle, the wrecks range from the major Royal Navy warships HMS

Sussex (1694) and the unique, 100-gun, first-rate HMS Victory (1744) to the steamship SS Republic (1865) and a mid-19th century merchant vessel with a cargo of British porcelain. Their study reveals that the future of deep-sea wreck research has arrived, but also that many sites are at severe risk from destruction from the offshore fishing industry.