



# 18<sup>th</sup> SHIP BUILDING

1737

## Remarks on the Navies of the English and the Dutch

Blaise Ollivier  
David H. Roberts

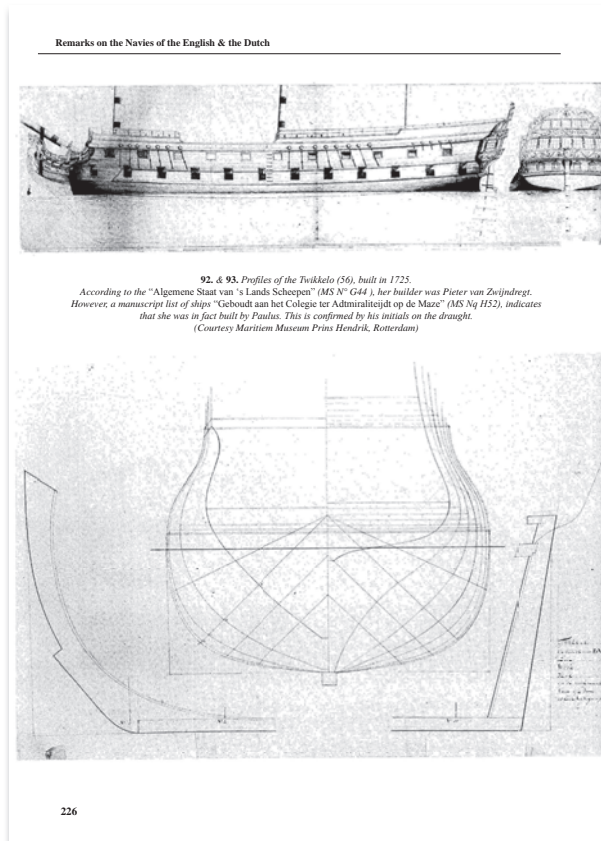
The book contains the full text of the "Remarks" in both the original French and in translation, fully annotated and with a lengthy explanatory introduction. It is lavishly illustrated with nearly 100 contemporary engravings, plans, ship draughts and other iconographic material.

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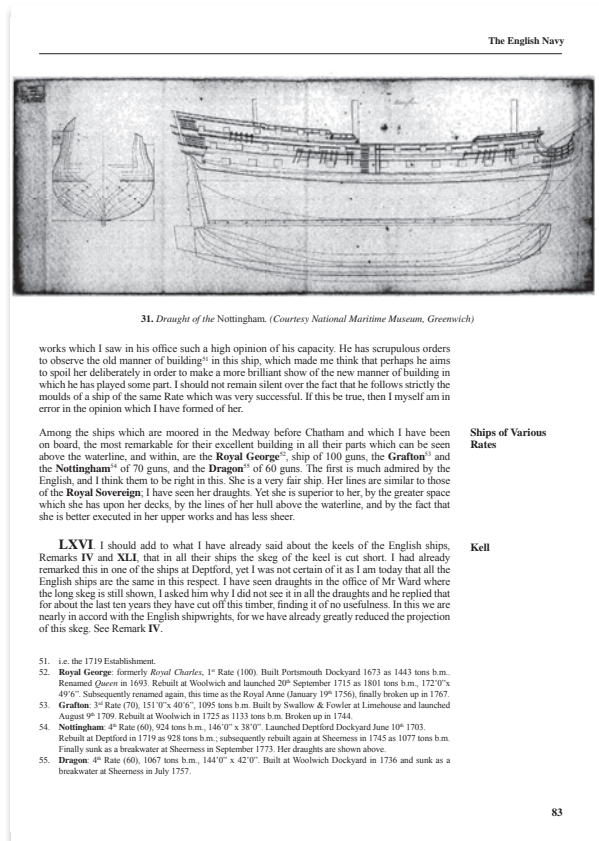
24 x 31cm format, full green cloth binding, sewn section with headband.  
380 pages, 135 gr paper, with nearly 100 illustrations and iconographic material.

<p>I Introduction Preamble Source of the manuscript The Translation Explanations regarding the Notes Historical Background Published writings on shipbuilding The Originality of the Remarques Blaise-Joseph Ollivier: a Biography Blaise Ollivier as a Civil Engineer "Espionage" Blaise Ollivier's Mission, and its Impact on French Shipbuilding The Rebuilding of Ships in the English Navy The Establishments</p>	<p>II Remarks on the English Navy Deptford Dockyard Timbers, scantlings and shipbuilding methods Woolwich Dockyard Timbers, scantlings and shipbuilding methods Chatham Dockyard Timbers, scantlings and shipbuilding methods Dockyard installations Dry-docks Method of Floating Ships into the Docks Portsmouth Dockyard Dimensions of Ships Moulds of the Fore Body and Afterbody Timbers, scantlings and shipbuilding methods Repairs and Breaking Ladron Sheerness Dockyard The new Manner of Building of the English English Books on Shipbuilding Plymouth Dockyard</p>	<p>V Remarks on the Dutch Navy Amsterdam Dockyard Rotterdam Dockyard Flushing Dockyard Veere Dockyard Hellevretsluijs Dockyard Dimensions of ships Timbers, scantlings and shipbuilding methods Divers practices of the Dutch Repairs and graving Masts &amp; Rigging Timber</p>
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### Extracts from the pages



92. & 93. Profiles of the Twikkelo (56), built in 1725.  
According to the "Algemene Staat van 's Lands Scheepen" (MS N° 644) her builder was Pieter van Zwijndregt.  
However, a manuscript list of ships "Gebouwt aan het Colegio ter Admiraliteitjijt op de Maze" (MS N° H52), indicates that she was in fact built by Paulus. This is confirmed by his initials on the draught.  
(Courtesy Maritiem Museum Prins Hendrik, Rotterdam)



31. Draught of the Nottingham. (Courtesy National Maritime Museum, Greenwich)

works which I saw in his office such a high opinion of his capacity. He has scrupulous orders to observe the old manner of building<sup>51</sup> in this ship, which made me think that perhaps he aims to spoil her deliberately in order to make a more brilliant show of the new manner of building in which he has played some part. I should not remain silent over the fact that he follows strictly the moulds of a ship of the same Rate which was very successful. If this be true, then I myself am in error in the opinion which I have formed of her.

Among the ships which are moored in the Medway before Chatham and which I have been on board, the most remarkable for their excellent building in all their parts which can be seen above the waterline, and within, are the *Royal George*<sup>52</sup>, ship of 100 guns, the *Grafton*<sup>53</sup> and the *Nottingham*<sup>54</sup> of 70 guns, and the *Dragon*<sup>55</sup> of 60 guns. The first is much admired by the English, and I think them to be right in this. She is a very fair ship. Her lines are similar to those of the *Royal Sovereign*. I have seen her draughts. Yet she is superior to her, by the greater space which she has upon her decks, by the lines of her hull above the waterline, and by the fact that she is better executed in her upper works and has less sheer.

LXVI I should add to what I have already said about the keels of the English ships, Remarks IV and XLI, that in all their ships the skeg of the keel is cut short. I had already remarked this in one of the ships at Deptford, yet I was not certain of it as I am today that all the English ships are the same in this respect. I have seen draughts in the office of Mr Ward where the long skeg is still shown, I asked him why I did not see it in all the draughts and he replied that for about the last ten years they have cut off this timber, finding it of no usefulness. In this we are nearly in accord with the English shipwrights, for we have already greatly reduced the projection of this skeg. See Remark IV.

51. i.e. the 1719 Establishment.  
52. *Royal George*: formerly *Royal Charles*, 1<sup>st</sup> Rate (100). Built Portsmouth Dockyard 1673 as 1443 tons b.m. Renamed *Queen* in 1693. Rebuilt at Woolwich and launched 20<sup>th</sup> September 1715 as 1801 tons b.m., 172'0" x 49'6". Subsequently renamed again, this time as the *Royal Anne* (January 1756), finally broken up in 1767.  
53. *Grafton*: 3<sup>rd</sup> Rate (70), 151'0" x 40'6", 1095 tons b.m. Built by Swallow & Fowler at Limehouse and launched August 9<sup>th</sup> 1709. Rebuilt at Woolwich in 1725 as 1133 tons b.m. Broken up in 1744.  
54. *Nottingham*: 4<sup>th</sup> Rate (60), 924 tons b.m., 146'0" x 38'0". Launched Deptford Dockyard June 10<sup>th</sup> 1703. Rebuilt at Deptford in 1719 as 928 tons b.m., subsequently rebuilt again at Sheerness in 1745 as 1077 tons b.m. Finally sunk as a breakwater at Sheerness in September 1773. Her draughts are shown above.  
55. *Dragon*: 4<sup>th</sup> Rate (60), 1067 tons b.m., 144'0" x 42'0". Built at Woolwich Dockyard in 1736 and sunk as a breakwater at Sheerness in July 1757.

Ships of Various Rates

Keel