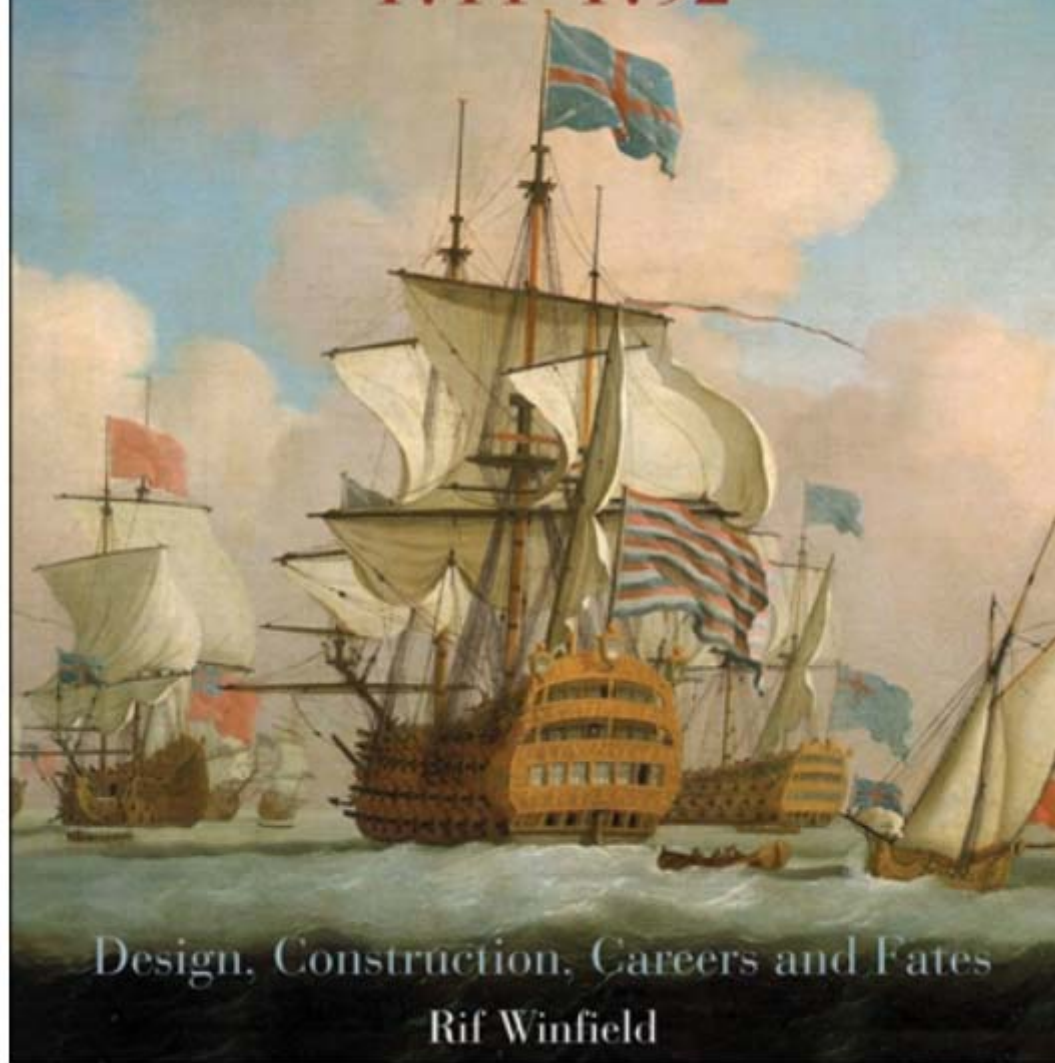


British Warships in the Age of Sail 1714–1792



Design, Construction, Careers and Fates
Rif Winfield

Pearl Chatham Dyd. [M/Shipwright John Lock to 4.1762, then Edward Allin]

As built: 125ft 0½in, 103ft 4¾in x 35ft 3in x 12ft 0in. 683¹⁶/₉₄ bm. Draught 8ft 10½in / 14ft 4in.
Ord: 24.3.1761. K: 6.5.1761. (named 5.11.1761) L: 27.3.1762. C: 14.5.1762.

First cost: £16,573.5.4d including fitting.

Commissioned 4.1762 under Capt. Joseph Deane, for the Downs; recommissioned 3.1763 under Capt. Charles Saxton; sailed for Newfoundland 22.5.1764. In 4.1766 under Capt. Patrick Drummond, in Newfoundland, then 1768 Capt. John Elphinston; paid off 12.1768. Recommissioned 1.1769 under Capt. John Leveson Gower, then 11.1769 under Capt. Basil Keith and 1770 Capt. John Ruthven; sailed for Newfoundland 24.4.1770, and again on 7.5.1771. In 12.1771 under Capt. James Bremer; sailed for Newfoundland 7.5.1772; paid off 1.1773. Small Repair at Portsmouth (for 5,137.16.2d) 12.1772 – 7.1773; fitted for foreign

service at Portsmouth (for £3,870.19.9d) 11.1775 – 2.1776; recommissioned 11.1775 under Capt. James O'Hara. In 3.1776 under Capt. Thomas Wilkinson (-died 1776); sailed for North America 8.4.1776; took US Navy 16-gun sloop *Lexington* 20.12.1776. In late 1776 under Capt. John Elphinston; took US Navy schooner *Mosquito* 7.7.1777. In 12.1777 under Capt. John Linzee; at Sandy Hook 22.7.1778; at Howe's action with d'Estaing 11.8.1778; to West Indies with Hotham; at St Lucia 1778; took 26-gun *Industry* 25.7.1778; paid off 3.1779. Fitted for Channel service and coppered at Plymouth (for £5,716.1.9d) 5 – 7.1779; recommissioned 7.1779 under Capt. George Montagu; took Spanish 32-gun *Santa Monica* off the Azores 14.9.1779; attack on Caracas ships 8.1.1780; home and then sailed 22.3.1780 for North America; took 28-gun letter-of-marque *L'Espérance* off Bermuda 30.9.1780 (after a long fight); at Battle of Cape Henry 16.3.1781; took privateers *Le Singe* 10.7.1781 and US 8-gun *Senegal* 19.8.1781; paid off 7.1782 after wartime service. Large Repair by Wells, Rotherhithe (for £15,464.14.7d, plus £3,802.19.1d dyd costs) 1.1783 – 6.1884; fitted for Ordinary at Deptford 7 – 8.1884. Fitted at Deptford (for £3,020) 7 – 12.1786; recommissioned 8.1786; sailed for the Mediterranean 22.3.1787; paid off 1789. Recommissioned 2.1790 under Capt. George Courtney; sailed for the Mediterranean 9.5.1790; paid off 1792. Fitted at Plymouth (for £7,615) 6 – 8.1793; recommissioned 6.1793 under Capt. Michael de Courcy, for the Irish station; paid off 12.1795. Small Repair at Plymouth (for £9,686) 11.1795 – 2.1796; recommissioned 2.1796 under Capt. Samuel Ballard (-1802), for convoys and cruising; took (with *Flora*) 24-gun privateer *L'Incroyable* 16.4.1797; sailed 3.3.1798 for West Africa and thence to Leeward Islands; escaped from 40-gun *La Vertu* and 36-gun *La Régénérée* off West coast of Africa 24.4.1798; took 10-gun privateer *Le Scocvola* off Antigua 14.10.1798, and 12-gun privateer *L'Indépendance* off Antigua at end 1798; sailed for the Mediterranean 22.10.1799; destroyed a 14-gun Genoese polacca 9.2.1800; took a small privateer in the Mediterranean 1.7.1801. Fitted as a slop ship at Portsmouth 4 – 7.1803; recommissioned there 4.1803 under Lieut. ?R Bailey. In 1804 under Lieut. Charles Woodger (-1809). In Ordinary at Portsmouth 1812-14. Fitted as a receiving ship there 4 – 5.1814. Renamed *Prothée* 19.3.1825. Sold to John Small Sedger, Jnr (for £1,230) 14.1.1832.