

beauty, to make her all that she ought to be.

She has Forbes's rig, in our opinion, the best square rig that has yet been adopted. The following are the dimensions of her masts and yards.

MASTS.			
	Diameter, Inches.	Length, Feet.	Mast-heads, Feet.
Fore.....	24	64	19
Top.....	12	41	0
Topgallant.....	8	15	0
Royal.....	6	14	0
Main.....	24	72	pole..4
Top.....	12	41	0
Topgallant.....	8	15	0
Royal.....	7	13	pole..4
Mizen.....	18	54	0
Top.....	9	31	0
Topgallant.....	7	10	pole..4
YARDS.			
Fore.....	14	56	yard-arms..3
Lower top.....	11	45	3
Upper.....	9	30	3
Topgallant.....	7	21	2
Royal.....	5	22	1
Main.....	15	61	1
Lower top.....	13	53	3
Upper.....	10	41	3
Topgallant.....	8	25	3
Total.....	6	17	1

The bowsprit is 23 inches in diameter, 24 feet outboard, and 14½ inboard; jibboom 12½ inches in diameter, divided at 17 and 12 feet for the inner and outer jib, with 3 feet end; spanker boom 42 feet long; gaff 34, and main spencer gaff, 19. She has iron eyes to her lower rigging, iron futtock rigging, and all the other chain and iron work, now in general use. Her spars and rigging are of the best quality, and are remarkably well turned out of hand. Mr. Henry Pigeon made her spars, and she was rigged by Capt. Brewster of East Boston. We advise those who have not seen her to inspect her carefully, for there are many details embraced in her outfit that we have not the space to notice, but which are worthy of admiration.

She was built at East Boston, by Mr. Samuel Hall, and is owned by Messrs. Edward Gannett & Co., of this city. Capt. Smith, an enterprising and intelligent sailor, commands her. We have known him many years, and can say that he has passed through all the grades of his profession in a manner honorable to himself and satisfactory to those for whom he has sailed. His beautiful vessel is now lying at the north side of Commercial wharf, loading for San Francisco, and will be ready for sea in a few days. From San Francisco she will proceed to China, and will there trade along the coast. We have no hesitation in saying, that she is one of the most beautiful vessels of her class that we ever saw, and that she is well built, and liberally fitted. Good luck to her.

THE NEW PACKET BARQUE "EDISTO," OF CHARLESTON, S. C.

This is the third new vessel added to Lombard's line of Boston and Charleston packers, during the past year. The *Inabella*, of 358 tons, was the first, the *Sunier*, of 380 tons, the second, and now the *Edisto*, of 366 tons. These have all been designed to stow large cargoes, and to sail fast; and have been constructed in the first style of workmanship, and are admirably adapted for any trade suited to the tonnage.

The *Edisto* is 126 feet long on deck, has 26 feet 4 inches breadth of beam, 16 feet depth of hold, 8½ inches dead rise at half floor, 6 inches swell, and about 18 inches sheer. Her ends are easy and well formed, and she has sufficient depth of keel and rise of floor, to enable her to hold a good wind. Her bow, up to the load displacement line, is very clean, and above the line of the plank-sheer, has an easy and graceful flare.

It is ornamented with a carved and gilded billet-head, and carved work along the trail boards and around the hawse-holes. The stern is light, and swells between the counter timbers, and from the arch board to the rail, and is ornamented with a spread eagle, flags, &c., all neatly arranged in an arch over the cabin windows. Broadside on she displays a gradual lively sheer, which is carried up well forward, thereby imparting quite a dashy appearance to the bow. She has painted ports in a white strake, and the rest of her hull outside is painted black.

On deck she has a small topgallant fore-castle the height of the main rail, with a handsome capstan on it, and close abaft its break, is her windlass, which is of the latest patent, strongly secured.

The quarters for the crew are below forward, and are protected by a lofty companion, which opens aft; and they are both spacious, well arranged and well ventilated. Abaft the foremast she has two moveable houses, one containing the galley, and the other fitted with various useful apartments.

Her pumps are near the mainmast, and have copper chambers, and can be worked both at the same time, if required.

She has a half poop deck with a spacious house in front. The starboard side of this house contains a state room with two berths in it; and the larboard side the pantry, and it also forms an ante-room to the cabin below. It is neatly painted and grained, and very conveniently arranged. The cabin is large for the size of the vessel, lofty, well lighted and ventilated. It contains a water closet, a bread locker, and six spacious state-rooms. Two of the latter, one on each side, overlook the main deck. That on the starboard side is appropriated for the use of the captain. Each state room has its deck and side light, and is conveniently furnished.

The cabin is wainscotted, and painted in imitation of satin wood, bird's-eye maple and mahogany, set off with pilasters, edged with gilding. The furniture is neat, and corresponds well with the design of the cabin.

Of her materials and fastenings we cannot speak too highly. Her keel is of rock maple, her frame of seasoned white oak, as are also her breast-hooks, stanchions, &c. She has regular between-decks, 6 feet high, and the beams of both decks are secured with massive hanging and lodging knees, strongly bolted and well finished. The thick work on her bilge varies from 5 to 7 inches in thickness, and the rest of the ceiling is not less than 4 inches, mostly scarphed and square fastened. Her planking outside varies from 4 to 5 inches in thickness, and is strongly treenailed and extra bolted. The decks are of clear white pine, 3 inches thick, and the boarding of her bulwarks and monkey-rail is tongued and grooved in excellent style.

She is copper-fastened, sheathed with zinc, seasoned with salt, and has brass ventilators in her bitts and along the line of her plank-sheer. In boats, ground tackle, and other furniture, she is amply supplied, and is in every respect a well found vessel.

She is a full rigged barque: her foremast, &c., are 56, 33 and 18 feet long; mainmast, &c., 60, 32½, 18, and 11; and mizen mast 58, 30, 11, with 9 feet pole; yards upon the fore and main masts alike—viz: lower yards 32, topmast yards 44, topgallant yards 30, and main royal yard 22 feet. Her bowsprit is 19 feet outboard; jibboom 22 feet; flying jibboom 14; spanker boom 35; gaff 30; main spencer gaff 16; and the other spars in proportion. She is strongly but neatly rigged, and looks very well aloft. Upon her mast-heads are gilded balls and spires, which make a beautiful finish.

She is owned by Messrs. James Adger and John W. Caldwell, of Charleston, S. C.; Lombard & Co., Capt. Nathaniel Kendrick, and others, of Boston, and was built at Medford, by Messrs. Hayden & Cadworth, who also built the *Inabella* and *Sunier*, and is commanded by Capt. Kendrick, who is one of her owners. Messrs. Adger and Caldwell are also part owners of the *Inabella* and *Sunier*. Capt. Kendrick is a gentleman of much experience in the trade, and will make his first vessel tell a good story. Although designed for a packet, she will make her maiden trip to Kamsa, and will sail this day. She is as good and strong a vessel of her class as need be built, and we have no doubt, will prove to be very profitable. Her builders are entitled to great credit for the splendid manner in which she has been constructed.

THE NEW SHIP SAMUEL LAWRENCE, OF BOSTON.

This is a noble oak-built ship, designed to stow a large, or carry a heavy cargo, to work easily, and sail as fast as the general run of packet ships. Her frame, all her lower deck knees, stanchions, and hooks are of oak, and the ceiling on her floor, the three thick strakes above her bilge keelsons, and all her outside planking, from the keel to the waist, are also of white oak, and she is square fastened throughout.

Her length between perpendiculars is 175 feet, over all, 195, extreme breadth of beam, 38, depth, 27½, including 7 foot 8 inches between each of her decks, (for she has three of them,) dead rise at half floor, 12 inches, rounding of sides 9 inches, sheer 2½ feet, and she will register about 1040 tons. Her keel is of rock maple and white oak, sided 16½ inches, and moulded 2½ feet forward and 2 aft. The floor timbers on the keel are sided and moulded 12 by 17½ inches, and all are bolted alternately through the keel, and the first keelson, with yellow metal of 1½ inch. The navel timbers are bolted with iron of the same size, driven blunt into the keel. Her keelsons are of oak, 16 inches square, and the ceiling on the flat of the floor is of the same wood, 4½ inches thick. The bilge keelsons towards the ends, are also of oak, but in the body of the vessel are of hard pine, 16 by 14 inches, bolted with 1½ inch iron, driven alternately from both sides. Above the bilge keelsons, the next three strakes are of oak, of 10, 9 and 8 inches thick, and all the ceiling above is of 8 inches, up to the ends of the hanging knees, which rest upon the projection of the upper strake. The rest of the ceiling above is of 6 inches. In the hold she has three massive hooks forward, and the same number aft, and two of these in each end, cross the caps diagonally, and lay to the beams, and the other is placed horizontally, and is lashed to the nearest diagonal hook. Her hold beams are of 16 inches square amidships, and the other beams in proportion, and all are of yellow pine. The lower deck hanging knees have 12 bolts and 4 spikes in each, and the stanchions are of oak, 10 by 12 inches, knoed in the wake of the hatchways, and between these are clasped with iron above and below.

The lower and main deck waterways are each 16 inches square, the thick work inside and over them, 10 inches thick, bolted vertically and horizontally. The ceiling between the lower and main deck is 6 inches thick, and between the decks above 6½ inches, all square bolted. The hanging knees under the main and upper deck beams are of hickory, their lower ends rest upon the upper strake of the thick work, and they have 16 bolts and 4 spikes in each. Her lodging knees meet and scarph in every berth, and are well fitted and fastened. Between each of the decks she has two great breast hooks, which span the bow completely, and have 86 bolts in each. Between the lower

and main deck she has an after hook, which spans the stern, and has 72 bolts in it. Her main transom is 18 inches square, and the transom knees extend well along the wings and across the stern.

The stanchions under the main and upper decks are of oak turned—are 8 inches in diameter, and have iron rods through their centres, which set up in the hold, and thus bind all the decks together.

The upper deck waterways are 10 by 12 inches thick, with two thick strakes inside of them, let over the beams, and all are bolted vertically and horizontally, through every timber and every beam. Her lower and main decks are of hard pine 3½ inches thick, and the upper deck of white pine a quarter of an inch thick-er.

As already noticed, she is planked with oak, from the keel to the waist. The bottom planking is 4½ inches thick, the wales 5½ by 7, and the waist, which is of hard pine, is 4 by 5 inches; and her bilge bolts are driven through every third timber, and clinched on the inside. Great care has been bestowed in fastening her butts, and driving her treenails, so as to render the workmanship neat, as well as strong.

The plank-sheer is 6 inches thick, and the main rail 1 inch stouter, which is further strengthened by a clamp which forms a belt between it and the rack-rail, and this extends from the bluff of the bow to the taffrail. The whole height of her bulwarks, including the monkey-rail, is about 5½ feet opposite the gangways; but, of course, higher forward.

She is seasoned with salt, has air ports in her ceiling below, plate glass lights and stern windows in her main deck, and brass ventilators along the line of her plank-sheer and in her bitts; and we understand that she will also have Emerson's patent ventilators. We have frequently called attention to the excellence of these ventilators, because we know that their operation for the purification of vessels is indispensable. Some ship-owners are of the opinion that if their vessels do not carry passengers, there is no necessity for these ventilators; but those who comprehended the advantages of having their vessels preserved from dry rot, or their cargoes from being dyed blue by noxious gases and bilge-water, invariably apply these ventilators to their ships, whether they carry passengers or not. For passenger vessels they are now regarded as indispensable. Nearly all the New York packet ships and clippers, and many of our own splendid ships, have them. Indeed, we do not know the first ship owner, who understands their operation, but approves of them. Captain Forbes, whose opinions about everything relating to ships are entitled to the highest consideration, has long since applied them to his own ships, and has recommended them for every class of vessels.

The Samuel Lawrence has plenty of room for working ship, notwithstanding that all her accommodations are on deck. Her topgallant fore-castle has a beautiful capstan on it, and extends aft to the windlass. Before the foremast she has a massive pair of bitts, to which her main and maintopmast stays set up; and abaft the foremast a house 43 feet long, 17 wide and 6½ high. This house contains quarters for the crew, covers an entrance to the deck below, has divisions for two galleys, state-rooms abaft, and other useful apartments.

Her pumps are of copper, work with engine breaks, and are of the same patent as those in the packet ship *Staffordshire*. She also has bilge pumps.

On the quarter deck she has a beautiful capstan made of locust and mahogany, brass mounted.

She has a trunk cabin built into a half poop deck, with a projecting front above, which shelters the entrance.

Her after cabin contains four state-rooms, a water closet, &c., and is splendidly wainscotted with mahogany, set off into oblong square panels, relieved with rosewood pilasters, edged with gilding. The cornices are also of mahogany, and are enclosed between burnished mouldings; and forward and aft are mahogany settees, placed in comfortable positions. The table, side seats, and other furniture, as well as the furniture of the state-rooms are not only neat, but elegant. The cabin before it contains three state-rooms, and is handsomely grained, has white ceiling, and cornices lined with gilded mouldings. Both cabins have skylights, and the state-rooms side-windows, which overlook the sides of the ship. The ante-room is little more than a passageway leading to the cabin abaft it; but on its starboard side is a large pantry, and on the opposite side a spacious state-room for the mate, which overlooks the deck before it.

The quarter deck is spanned by a gallows, which, in connection with the house abaft it, is designed to bear her spare boats. Her long boat is stowed on the house amidships.

She has Reed's patent steering apparatus, on the same principle as that in the packet ship *Staffordshire*, the steamer *S. S. Lewis*, and other fine vessels, and is steered on the poop deck abaft the trunk. Her poop is protected by a strong railing supported by iron stanchions; and the spaces in the wings and aft, under the poop, are available for store rooms, &c.

She has carved mahogany gangway boards, pannelled monkey rails, and outside cabin work, and is painted dark buff color, relieved with blue waterways. Her main deck has the sides and ceiling white, and the thick work blue, and the lower deck the same, except the thick work, which is granite color. Her chain lockers are in the lower deck, forward; and abaft the main mast she has a circular iron tank, capable of holding 4500 gallons of water. The arrangements of all her decks, water closets, &c., are designed upon the same principles as those of first class packet ships, for the accommodation of steerage passengers.

We have already stated that she is of a full model, designed to stow a large cargo, but she has good ends, and great length of floor, and may therefore be expected to sail well. She has a light billet head, ornamented with gilded carved work, and her trail-boards in their sweep take in the navel hoods and make a handsome finish forward. The line moulding of her plank-sheer is carried forward to the extreme, and rises with the bow in a bold and regular sweep, and harmonizes well with her sheer.

Her stern is decidedly handsome. It swells between the quarter timbers, and between the arch-board and the rail, and is tastefully ornamented with an arch of gilded carved work, which spans the windows. In the centre of this arch is a representation of the globe, with a massive eagle perched on the north pole. On the starboard side are warehouses, bales of merchandize, and other emblems of commerce; and on the opposite side a ship under full sail by the wind, with the starboard tacks on board, and descending on both sides, are elegantly carved and gilded branches. Below this arch, across the stern, her name and port of hail, *Samuel Lawrence, Boston*, are carved into the arch-board and painted white. The ground of the stern is black, her bottom green—for she is not yet coppered—and the rest of her outside black, except the white belt into which her ports are painted.

Aloft she is not over-sparred; but has been masted for the Atlantic trade, with moderate spread of canvas; but still we think she would have been more manageable with Forbes's rig. Having paid much attention to

the operation of this rig, and being fully convinced of its superiority over the rig now in general use, both for the safety of the ship and the labor of the sailor, we deem it our duty to call the attention of ship owners to it, upon every occasion that offers.

The *Nami. Lawrence* looks as well aloft as any ship belonging to the port, both in the size and proportions of her spars. Her lower masts, commencing with the fore, are 76½, 80 and 64 feet long, including 12½ feet mast heads to the fore and main, and 9½ to the mizzen mast; fore and main topmast 43, with 7 feet heads; mizzen-topmast 33, with 5½ feet head; fore and main top-gallant masts 22½, and mizzen topgallant mast 16½; royalmasts 15½, 15½ and 9½, and poles 12, 12 and 8 feet long. Her yards on the foremast are 66½, 54½, 41½ and 30, and on the mainmast 4½ feet longer; and on the mizzen mast 54½, 43, 31 and 20 feet. The bowsprit is 27 feet outboard; jibboom and flying jibboom in one spar, 46 feet long, divided at 26 and 20 feet for the two jibs; sparker boom 46, gaff 40, main spencer gaff 23 feet, and the other spars in proportion.

Her standing rigging is of Russia hemp and her running rigging of Manila, and in all the details of her rig, she is finished in the first style of workmanship.

Viewed as a whole, she is as complete a ship of her class as belongs to Boston. She was not built in a hurry, but was thoroughly seasoned on the stocks. Her frame was raised last fall, and was exposed to the action of the weather during the whole of the winter, and was then carefully examined before a plank was placed upon her; and in the course of her construction she was salted in every crevice.

She was built at Medford by Mr. Paul Curtis, one of the most skillful and experienced ship-builders in the country, and is owned by Andrew T. Curtis, Esq., of the

city. Capt. Patten, formerly of the ship *Mary Ann*, commands her. He is not only an excellent sailor of long tried experience, but a man of noble and generous heart, beloved by every one who knows him ashore, and all but adored by his seamen. Having risen from before the mast himself, he knows the channel to a sailor's heart, and treats him as a man and a brother, not as a hireling serf; and consequently, can always rely upon his obedience and efficiency in the hour of peril. She has been named as a compliment to one of our most distinguished merchants, a gentleman of high honor and great public enterprise. May she be as successful on her element as he has been on his, and we believe her owner will be perfectly satisfied.

THE NEW SHIP CAROLINE, OF CHARLESTON, S. C.

This is a beautiful freighting ship of 710 tons, designed to stow a large cargo, and to sail fast. She is 133 feet long between perpendiculars, has 33½ feet extreme breadth of beam, 22 feet depth of hold, including 7 feet 8 inches height of between-decks, 13 inches dead rise at half floor, and finely formed ends. Her sheer is 22 inches, the swell or rounding of her sides 8 inches, and her bow is carried boldly up, and has a neatly carved biller-head, which imparts a light and graceful appearance to her outline forward. Her run is clean, her counter and transom light, and the form of her stern beautiful. It swells between the quarter timbers, and from the arch-board to the rail, and is spanned by an arch of gilded carved work; but such a stern, in our opinion, requires no carved work to set it off. Instead of stern windows, she has four circular plate glass air ports, which we consider infinitely superior to the square windows now in general use.

is well known as the builder of many fine vessels. Capt. Caleb Curtis, of this city, superintended her construction and equipment, and to his experience and skill may be attributed her completeness in every detail. She is owned by Mr. Wellesman, of Charleston, and her commander, Capt. Connor, and is intended as a trade between Charleston and Liverpool.

THE NEW STEAM PACKET CITY OF NEW YORK.

A regular line of steamers, to accommodate the increasing trade between this port and New York, has long been an object of interest to the traders of both cities. Several years since, the attempt was made, but failed, principally owing to the inferior qualities of the vessels. Experience has since remedied the defects of the first undertaking, and now a class of new and splendid vessels—regular ocean steamers—have been built. These are qualified to brave the sea in all weathers.

The "City of New York" is one of these; she is 580 tons register, or 4500 barrels capacity, independently of stores, fuel, &c. She is 165 feet long on the keel, 176 feet on deck, has 27 feet 3 inches extreme breadth of beam, 18 feet depth of hold, including 7 feet height of between decks, 18 inches dead rise at half floor, and about 1 foot sheer. Her stem is nearly upright, her bow long and sharp, with concave lines, her stern curvilinear, and her run very clean. She is planked flush to the covering-board, has a beautiful gilded eagle for a head, but neither head nor trail-boards; and consequently, no outworks for the ice to clog in winter. Smack-smooth forward, she will throw ice or water off like a duck. A gilded eagle, with the American shield in its talons, ornaments the stern. She has a narrow yellow ribbon around her waist. The mouldings of her plank-sheer and main rail are painted red, and the rest of her hull, outside, is black. Her outside appearance is beautiful and substantial.

Her materials are of the best quality, and her construction is in the first style of workmanship. Her keel is of white oak, 14 inches square, with a shoe 5 inches thick; the floor timbers are moulded 13 and sided 9 inches, and in the wake of the engines, she is filled in solid, and bolted vertically and horizontally. The main keelson is 14 inches square, backed by sister keelsons of 12 inches square, and these extend the whole length of the vessel and are extra bolted with copper. Before the ceiling was put on, the frame was diagonally braced with iron, the braces 4 inches wide and 1½ thick, let into the wood, bolted through every frame, and rivetted together at every intersection. These braces extend from the keel to the plank-sheer, and are most thoroughly secured.

She has bilge keelsons of 10 by 12 inches, and 8 bilge strakes of 5 inches thickness, all square fastened. The lower deck clamps are 7 inches thick, and the rest of the ceiling in proportion. All her thick-work is scarphed, and she is square fastened throughout.

Her lower deck beams are 12 by 14 inches, with oak

Her frame is mostly of well seasoned white oak. The keel is of rock maple, sided 15 and moulded 21 inches; the floor timbers 16 by 11, and the keelson 15 by 30 in two depths, fastened with 1½ inch copper, driven alternately through the floor timbers, and the first depth of keelson and the keel, and clinched. The upper depth of the keelson is bolted with iron, driven through the navel timbers blunt into the keel. The floor ceiling is 4 inches thick, and on the bilge the first strake is of oak 9 inches thick, then follow 2 of hard pine of the same substance; then above these 3 strakes of 7 inches thickness; then 3 of 6 inches, and then a stringer of 10 by 15, upon which the lower ends of the hanging knees rest. The clamps above are 7 inches thick, and the knees, both hanging and lodging, are of oak. The beams under the lower deck are 15 by 16 inches, and those under the upper deck 8 by 15, and all her stanchions are of oak; those in the hold kneed in the wake of the hatchways, and clasped with iron elsewhere; those in the between-decks are turned, and secured with iron rods and screws, in the usual style. She has three hooks in the hold forward, and two aft, besides the deck hooks; a large hook in the between-decks, and hooks above and below the bowsprit. Her main transom is 15 by 18 inches, amidships, and she has long transom knees, which extend well along the wings. No vessel's ends can be better secured.

The between decks waterways are 15 inches square, above which are 2 strakes of 8 by 13 inches, and inside of them let into the beams a strake of 9 by 12 inches. This belt of thick work is closely bolted vertically and horizontally. The ceiling above is 5 inches thick, and she is square fastened throughout.

The upper deck waterways are 10 by 12, with two thick strakes inside of them let into the beams, and the planking of the deck is of white pine 3½ inches thick; the deck below is of 3 inch hard pine.

Her garboards are 7 inches thick, the planking on her bottom 4, her wales 5, and her waist 4, all square fastened and smoothly finished. The covering board is 6 inches, and the main rail 5 inches thick, and the whole height of her bulwarks, including the monkey rail, is 3 feet 8 inches.

Her deck room is spacious and well designed. She has a half poop deck, with a house in front, which forms an ante-room to the cabin below. The after cabin contains five state rooms and a water closet, is magnificently finished with mahogany and rosewood, and is furnished in the first style of elegance. The forward cabin or anteroom contains three state rooms and the pantry, and is handsomely painted and grained.

Before the main hatchway she has a large house for the accommodation of her crew, and it also contains a large galley and other apartments. She has a topgallant forecabin, with a capstan on it, and abaft is a powerful windlass of the most approved patent. Her ground tackle, boats and other furniture are of the best quality, but her hold pumps are a little extra. These are considered, by those who have tested them, the very best which have yet been applied here. They cannot be choked, are simple in design, and throw a large volume of water, without any extra force. Mr. Litchfield, of East Boston, invented them. She has a patent stopping apparatus, and is steered on the poop. Her capstan, on the quarter-deck, is of mahogany and locust, brass-mounted, and is both ornamental and useful.

Her frame is seasoned with salt, she has brass ventilators in her plank-sheer, and air ports below. Her bulwarks, &c., inside, are painted buff color, and her waterways blue, and outside her bottom is green, and from the water to the rail she is black, with points in a white strake along her waist.

She is well sparred and rigged, and looks handsomely aloft. She was built at Medford by Mr. Foster, who