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QUERIES

Guy E. Cooper & F. E. Fetherstonhaugh

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naval officers ever chewed tobacco, the habit must have been given up by them a very long time ago—almost certainly before the beginning of the nineteenth century.—C. A. G. B.

90. STEAMBOATS.—In the year 1861 the flagship of the Admiral in command of a large French fleet anchored in Naples Bay had a steam boat which was hoisted in and out like a ship's launch. This boat was built of iron and had very low speed under steam. She was regarded by the

British naval officers present in the Bay as a great curiosity, as no one of them had ever seen a boat of the kind before. In 1864, when Vice-Admiral Sir James Hope was Commander-in-Chief on the North America and West Indies station, his flag-ship, H.M.S. *Duncan*, had a steam launch. She was regarded as a novelty, as some evidence of which it may be stated that the Commander-in-Chief arranged a race in Port Royal harbour between the pulling launch and the steam launch of his flag-ship.—C. A. G. B.

QUERIES.

93. ADMIRALTY PREMISES IN GERRARD STREET, LONDON.—When, and for what purposes, did the Admiralty use the premises at No. 36, Gerrard Street, London, W.? There is an Admiralty anchor over the door, mounted on an elaborate background of cannon, flags, &c., all in plaster.—GUY E. COOPER.

94. DANISH AND SAXON WAR VESSELS.—Can any reader oblige with an account of the old Saxon and Danish war vessels, or say where such information may be got?—J. G. S.

95. EAST INDIA COMPANY.—I recently bought a small book entitled "A Register of Ships Employed in the service of the Hon. The United East India Company from the Union of the Two Companies in 1707 to the year 1760. . . ." Can some reader give the names, etc., of the two companies, and say where one can find a list of ships employed in the East Indian trade before 1707?—J. N. B.

96. "DEGRAVE," EAST-INDIAMAN.—Admiral Benbow's eldest son is said to have been wrecked in this ship on Madagascar. What is known as to the date, the Company to which the ship belonged, etc.?—J. N. B.

[Campbell's "Lives of the Admirals" gives a full account of Benbow's wreck. This is summarised in the "Dictionary of

National Biography," which also gives a reference to *The Gentleman's Magazine* for 1769.—Ed.]

97. A GLASS MODEL.—I recently bought a glass model of a full rigged four-masted ship. The case is 27½ in. long, 21½ in. high, and 10 in. deep. This length is practically that from bowsprit end to boom end of the ship. She has no royal yards, but is otherwise completely rigged, though without sails. She carries 24 guns, and has 8 of her crew visible, two smoking and one apparently speaking through a megaphone.

The model was bought in Co. Galway by the dealer from whom I got her. Everything about her is made of glass; she was catalogued as Venetian glass, but the greatest glass expert in Dublin pronounces it as English. I should be glad to know if anyone can tell me anything about such glass models.—F. E. FETHERSTONHAUGH.

98. ORDER OF CEMENTED BRICKS.—Is there any knowledge of this order, or of what became of it? The order seems to have been restricted to officers who had served on the coast of Africa. Members of this apparently secret society of a purely convivial class who happened to be at Portsmouth occasionally dined together at the Keppel's Head, Portsea.—C. A. G. B.