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ANSWERS

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given general directions, and it was the custom for the officers on such occasions to attend in their uniforms; Mr. Thompson, the 1st Lieutenant, did not appear in that dress, but wore a blue frock, half lapelled, with Lieutenant's buttons, a striped waistcoat and brownish cordu-

roy breeches. The Captain observed him and ordered him to put on his uniform. He immediately went below and the Captain desired Lieutenant Nicholas Tucker, 2nd Lieutenant, to put Mr. Thompson under arrest for not appearing in his uniform."—H. R. H. V.

ANSWERS.

39 (1913). AN EARLY GERMAN FLEET.—The following extract from Friedrichson's "Geschichte der Schifffahrt," Hamburg, 1890, p. 140, gives some further information about the Kurland Fleet.

"In Kurland, too, the Duke Jacob tried to enliven and promote commerce and shipping. He had a great number of powerful ships built. (At his castle at Goldingen he had the ships built for him painted. There one sees 44 armed ships of 30 to 80 guns and 15 unarmed vessels. Further, he possessed 60 merchantmen and a great number of small craft.) He built a fort at the mouth of the St. Andreas river on the Guinea Coast, and in 1654 he founded a colony in the West Indian island of Tobago, which had been given him as a godfather's present by King James I of England. . ."

Siegel, "Die Flagge," Berlin, 1912, p. 162, says—"The Duke had shipbuilding yards at Goldingen and at Windau, and sent his ships with the products of his country to all parts of the world. . . . He hunted whales near Iceland, and had also a fleet of men of-war."—H. SZYMANSKI.

40 (1914). SPRITSAIL.—The first written authority for the spritsail, and at the same time for the fore-staysail in German waters is to be found in the "Kammereirechnungen der Stadt Hamburg," edited by Koppmann, Vol. 2, p. 285. Here we read an entry for the year 1466:—"31ß pro malo et sprete ac consucione vocken veli ad navim tunnarum." Thus the Hamburg buoy-ship had a sprit and 2 fore-staysail.—H. SZYMANSKI.

13 (1920). A COIN FOR LUCK.—The superstition that a gold coin under the mast gives good voyages and good business, is or was known in Germany

also. It is mentioned by Temme, "Volksagen in Pommern," 1840, Strackerjahn, "Aberglaube in Herzogtum Oldenburg," 1867 and Barnewitz, "Geschichte des Hafenorts Warnemünde," 1919. According to Bassett, "Legend of the Sea," 1885 (p. 463) there was found under the mast of an old Spanish ship, wrecked on the Orkneys, a coin bearing the date 1618.

Temme also relates (p. 346) that in Pommerania it was thought that the use of a piece of stolen wood in the ship's construction meant good luck; a ship with it made better way at night.—H. SZYMANSKI.

5 SIGNALS AT TRAFALGAR.—None of the flags mentioned were used as signal flags at the Trafalgar period. The third resembles the "Substitute" flag then in use, but the stripes in this were black, not blue.

The St. George's flag had been used as a signal flag at an earlier date, but I do not think that a red flag with white ball has ever been used for this purpose, though a pennant of similar design was introduced by Popham in 1812.—W.G.P.

6 PRINTING PRESSES IN MEN OF WAR.—There is, in the Bath Public Reference Library a book printed on board the *Caledonia*, 1813. The title page runs as follows:—

THE SPEECH of

DR. D. ANTONIO JOSEPH RUIZ DE PADRON,
Deputy to the Cortes, from the Canary
Islands,

SPOKEN IN THE SITTING OF JANUARY
18TH, 1813.

RELATIVE TO THE INQUISITION.

BREAD AND BULLS.
An Apologetical Oration,

ON THE FLOURISHING STATE OF SPAIN,
IN THE
REIGN OF KING CHARLES IV.
DELIVERED
[IN THE PLAZA DE TOROS, MADRID]
By Don Gaspar de Jovellanos.

MEDITERRANEAN :
Printed on Board His Majesty's Ship
Caledonia off Toulon, 1813.

The work is dedicated "To Vice-Admiral Sir Edward Pellew, Bart., Commander-in-Chief in the Mediterranean, and is signed by—

ORLANDO FELIX.
HENRY ELTON.
ALEXANDER FRANCIS ELPHSTONE.
WILLIAM PEARSON SMITH.
ALGERNON PERCY.
JOHN BRICKENDEN FROWD.
ROBERT TURTLIFF DYER.

[Translators.]

His Majesty's Ship, *Caledonia*,
Off Toulon, June 1, 1813.

The size is small 4to, pp. vii + 96.

On the fly leaf, in uneven type is the inscription "A present from Edward, Hawke Locker, Esq., Secretary to Vice-Admiral Sir Edward Pellew, Bart., Commander-in-Chief, &c., &c. August, 1814.—E.A.R.

8. AMERICAN SCHOONERS.—Nearly 20 years ago it was said in a weekly shipping journal that 7-masted schooners were being built in West U.S.A., somewhere near Portland.

In the middle of September, 1919, for some days there were two 6-masted and one 5-masted American schooners at anchor in the Downs, and I sailed quite near to them. Since then similar vessels pass occasionally. Their masts are equal in height and some have a steam funnel in the mizzen mast; it is very curious to see steam coming from a mast. N.W. Europeans appear to be taking to such vessels, and last summer I saw one, which as far as I can recollect had a Belgian flag; its hull was different from the Americans.—D. D., K. W.

8. AMERICAN SCHOONERS.—Four-masted schooners appear fairly numerous from Lloyds List, and there are a few fives. I have seen several with internal combustion auxiliary engines.

There were two six-masted schooners in about 1900. The *Eleanor A. Percy*, 323ft. by 50ft. by 24.8ft. and the *George B. Wells*, the first-ix-master built, 319ft. by 58.5ft. by 23ft. Their gross tonnages were 2,740 and 3,142. These two collided in open water on a bright moonlight night, and the *George B. Wells* was damaged to the extent of £8,000.

The *Thomas W. Lawson*, seven-masted schooner, was built in 1902, of steel, at Quincy, Mass. She was lost off Scilly on December 14th, 1907, with 15 lives. It is thought that she was cut down by her own cable. I believe she was the only seven-master built. She had no auxiliary power, but a donkey-engine for hoisting sail, warping, etc.—C. T. RICARDO.

QUERIES.

25. EARLY TWO-MASTER.—In Laird Clowes' "The Royal Navy," Vol. I., p. 341, there is a reproduction entitled "Ships, XIVth. Century." The ship in the background clearly shows a mainmast and a mizzen but no foremast. Are these really 14th century ships? On looking up the reference given, Harl. MSS. 4395, 159, I found this MS. to belong to the 17th century and to have no illustrations. Can any one give me the correct reference?—R. U. M.

26. BEAUGEAN'S PLATES.—I should be glad of information as to this artist's work. For some time I have had three loose plates by him, and when I bought quite recently an album of 72 plates, I was surprised to find that these three were not included. The album is entitled, "Collection de toutes les Espèces de Batimens de Guerre et de Batimens marchands qui naviguent sur l'Océan et dans la Méditerranée." Lower down the word "livraison" is printed a little out