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NOTES

Alan Moore

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NOTES.

THE
SEAMANS DREAM,
Of a great
FIGHT:
between several Men of War,
Near the
DOWNES
and the
LONG-SAND-HEAD,

*The Elements being in a very pleasing
Calm, as I thought, gave me oppor-
tunity of a free Prospect of this
following Encounter.*

At the first, according to my Think-
ing, there appeared a Magnificent
Ship, whose Majestical Stature
bespoke her to be the *Royal Sovereign*,
Sailing gradually, as representing Melan-
cholly. Presently came up a Friggot
Sailing up and down more nimbly,
dancing as it were, to divert the *Sover-
aign*, called the *Dutchess*: but the jig
was interrupted by the *Rupert*; who
jostling her aside, bore up to the *Sover-
aign*, and lay by her Side, as it were to
Consult or receive Orders from her.
These were again disturbed by the *Royal
James*, which with full sayl came between
the *Sovereign* and the *Rupert* and not
only divided them but prepared for a
Fight with the *Rupert*, this was presently
understood by the *London*, who as
furiously came up and fell upon the
James, nor would desist till she had put
her to Chase: great had been the Con-
flict, had not the *Prince* come up and
enterposed. When this was done, the
London tacks about, running out her
double Teire and was for sinking the
Dutchess; which had not the *Royal
Charles* defended had gon inevitably
to the Bottom. The Ingagement thus
begun, a Counsel was call'd & amongst
those, it was observed, there was one
Ship so cunningly contrived, on purpose
as it were, for all Winds, and with
conveniency could tack about and bear
Alee, sometimes to the *Sovereign*, and
sometimes to the *London*, and presently
saying aside, had many *Fire-ships* to
attend her; but after some Conferences,
they were dispers'd and she returned to
the Counsel; but not long after the
Fleet was a-Fire in the Rear, which was
unfortunately carried on with a *North-*

wind arising at the same time, and had
undoubtedly endangered all of them,
had not the Valliant new *James* come
speedily to quench them, and reduce
them to Order, other Privateers were held
as accessory to this Combustion, but
their names were not discovered. But
in my Dream I thought that from what
was seen, might easily be gathered, that
if that Ship (whose Name was *Turn-well*,
Lurcher, *Shift-all*, having many Names,
and for many things) was not speedily
removed from the *Sovereign*, the Royal
Navy would infallibly be Ruined: and
then I Awak'd.

FINIS.

[An interpretation of this political
squib is desired by C. C. G.]

WYNGAERDE'S MAP OF LONDON.

In case any other members should go
a fruitless journey in search of spritsail
topmasts, it may be worth mentioning
that the copy of Wyngaerde's Map at the
Guildhall is evidently imperfect. Mr.
Callender counted more than seventy
big ships below London Bridge, the
Guildhall copy has about seventeen.
Two of them have a flagstaff at the bow-
sprit end, but I could see no spritsail
topmasts. The types of ships and boats
shown are of great interest, and would
repay a minute description.—ALAN
MOORE.

GALLEYWATS OR GALLIVATS.

The note by C. C. G., at page 216 *supra*
may perhaps be supplemented by a
reference to the picture reproduced as
the frontispiece to "The Pirates of
Malabar," by Col. John Biddulph (1907),
wherein several of these boats are shown
in company with Mahratta grabs attack-
ing an East Indiaman. The gallivats
carry two lateen sails, the larger on the
foremast. In the text the author des-
cribes them as "large rowing boats with
two masts of 40 to 70 tons and carrying
4 to 8 guns."—W. S.

DICTIONARY WORDS.

Scant.—Concerning this word a cap-
tain R.N., who went to sea in 1879,
wrote to me a couple of years ago:
"A 'scant' wind is a bit archaic . . .
but I think would be understood by any-

body of my age and period in the service. I knew what it meant, anyway," *i.e.*, a wind almost heading the ship.

Hakluyt (Maclehose Edition, 1904), Vol. VII., p. 59, "The nineteenth day in the morning comming unto ye same with intent to edge into the road, a tempest arose and scanted the winde, that we could not seaze it" (*i.e.*, fetch it).

Conversely, on the same page, "had not the winde enlarged upon us we had lost her."

Ibid., Vol. VIII., p. 48 (Sir Humphrey Gilbert's voyages). "We had winde alwayes so scant from west north-west, and from west southwest againe, that our traverse was great."

Ibid., p. 413 (The fifth voyage to Virginia). "On the first of August the winde scanted, and from thence forward we had very fowle weather."

These passages, in the clearest manner, use scant for the direction of the wind.—A. H. M.

Seagate.—Hakluyt, Maclehose edition, 1904, Vol. VII., p. 329 (Frobiser's Voyage). The pieces of ice "open and shut together againe . . . with the tides and sea-gate."—A. H. M.

Seagate.—Under gate of the sea, or sea-gate, the "Gentleman's Dictionary" gives the same definition as Bailey's Dict.—C. C. G.

Sheevo.—In "Ben Brace," Vol. II.; p. 229, the following passage occurs:—"All this being done I made sail back to the Jolly Sailors and had a regular *sheevo* before we turned in. There was dancing and drinking and kissing the bride, etc." Admiral Smyth gives "Shevo, an entertainment thought by some to be derived from the gaiety of the chevaux or horse guards; more probably from *chez-vous*." During my time in the service, I frequently heard the word used, and used it myself, but with a different meaning. For instance, "kicking up an awful *sheevo*" meant making an awful row. "There was a *sheevo* in the gun-room last night" meant a free fight. I give this as an instance of a phrase, which has lost its original signification, and would be glad to know whether my experience of the use of the word was confined to my ship, or whether others have found it used as I describe.—C. C. G.

[*Sheevo*.—"Sir John Orde gave a grand chevaux," in 1798 (N.R.S. Misc. I., 271). In a note the editor of the vol.

says, "This would now, I think, be written sheav-o. Sir Cyprian Bridge suggests that it may have been introduced into our and the United States navies by the South Sea whalers. and be an adaptation of the Samoan *siva* or *shiva*, a native dance or corroboree."—ED.]

Strike is the same word as the Dutch *Streek* and the Swedish *Streck*, both of which are used in the sense *Point* (of the compass) as well as their ordinary meaning of *Stroke* or *Line*. *Spooming* is presumably connected with *Spume*, Foam or Froth.—R. C. A.

Strike.—I have failed to find any reference to this word. So possibly it meant "stroke," viz., "one or more strokes or lines out."—C. C. G.

Spooming.—The "Gentleman's Dictionary" (3 Parts, London, 1705), gives the following:—"Spooming, or Spooming: When a ship being under-sail in a storm at sea, cannot bear it, but is forc'd to put right before the wind, without any sail, then they say, *The Ship Spooms*: So that if a ship will neither *Try*, nor *Hull*, then *Spoom*; that is, put her right before the wind. Spooming with the fore-sail; that is, when the ship spooms, and that there is danger lest she should bring her masts by the board, with her rolling, or *seel* under water, and so founder; then 'tis usual to let up the fore-sail, to make her go steadier, especially if there be sea-room enough."—C. C. G.

CUBBRIDGE HEAD.

Mr. Morton Nance's suggestion, in his article on the *kraeck* of 1485, in the August number of the *MARINER'S MIRROR*, that cubbridge head may be a corruption of cowbridge, from the Dutch *Koebrug*, seems to me much more ingenious than convincing. *Koebrug* in Dutch certainly has the two meanings of a "bridge for cows" and a "deck," but it by no means follows that the deck acquired this name from any similarity to the bridge. I would suggest that while *Koebrug* meaning a "cow-bridge," is merely a composite word framed from *Koe*, cow, and *Brug*, bridge, yet *Koebrug*, meaning a deck, is probably a corruption of the term which takes the form *coverta* in Italian and *cubierta* in Spanish. Its literal meaning, like that of the English "deck" is "cover," but it is also in

both Italian and Spanish the regular word for a deck.

The native Dutch word for a "deck," like the English, is *dek*, from the verb *dekken*, to cover. It seems, therefore, no more unlikely that *cubierta* should have been adopted into one language than into the other. It seems to me that "cubbridge head" is the bulkhead at the end of the *cubierta*.—G. C.

NAVAL UNIFORM.

The Admiralty Order of January 11th, 1782-3, quoted by E. P. K. in the last issue of the "M. M.," will be found in the Record Office among the letters of the Secretary of the Admiralty to public offices, December 24th, 1782, to March 20th, 1783. To those interested in the subject of naval uniform, it may be stated that last year all the circulars and memoranda that have hitherto been found relating to naval uniform were published in consecutive numbers of the *Army and Navy Gazette*. The orders, &c., thus published were that of April 13th, 1748, establishing uniform, the original of which has not yet been found; that of July 18th, 1767, which is in the Record Office; that of January, 1768, mentioned in Schomberg's *Naval Chronology*, Vol. I., page 479, but of which the original has not yet been found; that of July 30th, 1774, which is in the Record Office; that of January 11th, 1783, which is in the Record Office; that of November 17th, 1787, published in Schomberg's *Naval Chronology*, Vol. II., pages 452-3; that of June 1st, 1795, published in Schomberg's *Naval Chronology*, Vol. II., page 322; that of August 7th, 1807, published in Gold's *Naval Chronicle*, Vol. XVIII., page 153; and that of September 22nd, 1810, published in Gold's *Naval Chronicle*, Vol. XXIV., page 259. The originals of the four last-named have not yet been found, so that it is uncertain, both in the case of these and others, of which the original documents are wanting, whether the complete text of the order has been given. After 1810, the uniform regulations were published in the *Navy List*.

The difficulty in regard to all these instructions is that the details are very meagre, the officers being expected to copy patterns which were lodged at the Navy Office, and with the storekeeper of the yard at Plymouth. It is, therefore, necessary to supplement the information given in the circulars or quoted in other

publications by an examination of the portraits of naval officers. When, however, this source is drawn upon it is manifest that either the officers did not conform in their dress to the uniform regulations, or else that there are still circulars on the subject missing. For example, the order of 1795 establishes epaulets as an article of naval uniform, but in portraits painted earlier than this date officers are shown wearing them. Again, in the orders of 1783 and 1787, all executive officers, with the exception of masters and commanders, were given white lappels to their full dress coats. The next order we possess which mentions this matter is that of 1812, in which the officers are again given white cloth lappels to their full dress. Yet nothing is more certain than from about 1797 to 1812 the full dress coats of all officers, as may be seen by the portraits of Nelson, Collingwood, and others, had blue lappels. Moreover, the gold lace on the lappels, and on the cuffs of officers, underwent a change about this time, but no circular authorising this change has yet been found. It would be most useful if members of the Society would direct their attention to these points, because it is possible that just as the order of January, 1783, has now been found in the *British Magazine and Review*, so other orders may have been published in addition to those given above, or supplementing them in some way. If the order of 1797, presuming it existed, could be found, it would be doubly interesting, for it would fix officially the dress worn at the time of Trafalgar.

One point in connection with this last matter may be mentioned, and that concerns the method of wearing cocked hats. Up to about 1797, cocked hats were worn by all officers athwartships, but somewhere about this date, while those corresponding to field officer's rank in the Army continued to wear their hats in this fashion, others wore them at an angle, or nearly fore and aft. From contemporary notes, it is fairly clear that at the time of the Battle of Trafalgar captains, lieutenants, and midshipmen wore cocked hats fore and aft. But the cocked hat was then of a very different shape to that which it is now. It was not until 1824 that any official drawing of the cocked hat was issued with the regulations.

C. N. R.