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NOTES

Olaf Hartelie

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9th—In case any Nobleman, not a Sea Officer, shall be appointed to serve in, or to accompany the Fleet, in the Station of a Generall, or other principall Command, he is to be Saluted by the Ship where he intends to abide, both at his coming on Board, and going on Shore, in the same manner, as is directed by the 33th Article of the Generall Printed Instructions: And in case he shall Salute after his being on board the Cap^{tn} of the said Ship is to take care that the same be done only to the Chief Flag.

10th—That whenever his Ma^{ty} Fleet, or part thereof, shall have occasion to goe into the Port of any Forreign Prince with one or more Flag Officers, no Salutes be given or answered, but by the Chief Flag Officer.

11th—The Captains of his Ma^{ty} Yachts are strictly required not to fire Guns on any pretence whatsoever, unless when any English or Forreign Nobleman or Lady or Gentleman of Quality, shall come on board them, to be carried from England, or to be brought hither, and then to Salute them as follows: viz^t. a Nobleman with not above Nine at his coming on board, or Thirteen at his Landing, and a Lady or Gentleman of Quality with not above Seven, or Eleven.

Dated this 3^d day of March 1701/2.

PEMBROKE.

(ADM. SEC. In Letters, Orders and Instructions, Vol. 28, p. 89).

NOTES.

FORGOTTEN NAVAL TOYS.

"He that would profit in the present and be prepared for the future should not despise any experience to be gained from the past." Thus, freely translated, the shrewd old Father Alcysius, of Rheims, and his advice is well worth following. Even in trifles, the explorer may find gems of value lighting his way and assisting in his search after truth.

The child's toy here illustrated may possibly afford some hints to our experts on naval architecture, ship design, and the fitting and equipment of vessels. It is, as will be seen, of French manufacture, and was issued in Paris by the House of Daumont, Rue St. Martin. Its exact date is a little difficult to fix, but probably about the end of the eighteenth century. It may indeed have been earlier, from the introduction of the Jacob's staff in section 62 of the voyage. Moreover, the title of the game is "*Le Nouveau Jeu de la Marine Royale*," which places it earlier than 1792. There may be, of course, in some of the illustrations suggestions which will enable the fixing of its period more precisely. What I am told, however, is that it is probably copied from an

earlier English game of the same kind. Whether such a game is in existence I do not know, but it seems quite a likely thing that a maritime nation like our own would be the first to produce a nautical toy of this description.

It will be seen at once that the game is like that of Mother Goose, and the race-games now more popular, played with counters and dice, or a tee-totum. The nearest approach to it in the shape of an English game I have seen was entitled "*The Log Book of a Midshipman*," and illustrated the voyages and travels of Captain Basil Hall. It would not be surprising, however, if many other naval games for children which have something more than an antiquarian value are known to members of our society, or to collectors of such trifles.

As indicating a little how it is not well to despise such seemingly insignificant aids, I may point out that a toy issued in the early part of the nineteenth century enabled me to settle a doubt about naval costume. It was a pretty little box of cardboard figures, each supplied with various articles of costume with which they could be dressed. One of the figures was that of a British naval officer.—OLAF HARTELIE.

BOWGES.

This subject has been discussed, in connection with "bilobular" sails, by Mr. Geoffrey Callender ("M. M.," December, 1912, p. 372) and Mr. Morton Nance ("M. M.," September, 1913, p. 277). The latter suggests that the tackles, or sometimes single lines, so commonly represented as fitted to the foot of a bilobular sail in addition to the sheets at the clews, are the "bowges" of N. Bailey's *Universal Etymological English Dictionary* (London, 1735, 1761) "Sea Term, a rope fastened to the middle of the sail, to make it stand closer to the wind." The etymology is not hazarded. May I give one or two further notes? In the *N. E. D.* "bowge" is stated to be a variant or obsolete form of "buge," meaning "swelling," "wallet," and later) "bilge." Bailey's definition is not given, and under "bouge" the nearest meaning to anything in the nature of rigging is "a horsehair noose" ("obsolete, rare, possibly misprint"), with a quotation from Bradley's *Family Dictionary*, 1725). As a verb the word (if the same etymologically) is given, as a seamanship term, "to stave in a ship's bottom or sides," with quotations from 1485 to 1600, and "to suffer fracture in the bilge" (Gascoigne, 1577).

The most lavish equipment of bowges which I have seen represented is in the ship on the title page of Mauro Fiorentino's *Cosmographia Introductio*, which was published at Venice in 1535, and of which a copy is possessed by the Fitzwilliam Museum, Cambridge. Thus the spritsail has two such additional ropes, the main topsail one, and the mainsail no less than three.

Of course this profusion may be an artist's convention.

Through the kindness of the Council of the Cambridge Antiquarian Society I am enabled to illustrate Fiorentino's title page by the photograph published in the Society's *Communications*, xxi, 1919, pl. viii., p. 95.

Whether the mainsail is bilobular is not clear, though there is a suggestion of this in the manner in which it is depicted.

Bowges seem to have died out during the seventeenth century in all large craft, and at the present day they survive only on the great mainsail of a *Nordlands jagt* and perhaps in one or

two other comparatively small craft.—H. H. B.

THE FORMS OF MEDIÆVAL SHIPS.

This subject, and especially the question how far from truth is the crescentic hull of seal engravers and miniature painters, has been discussed from time to time in the "M. M.," in particular in Vol. II., pp. 353-358 and Vol. III., pp. 337-340. C. F. has recently (Vol. VI., p. 55) revived the subject. If he will examine a fairly large series of mediæval representations of ships, I think he would modify his statement that "the mediæval ship, as opposed to galley, is almost invariably depicted, especially in seals, with a hull practically shaped like a crescent." It is true that hulls on seals usually suggest a very short beamy craft, and it seems fair to conclude that this is an artist's liberty taken in the endeavour to produce a good effect by filling the field and to engrave his ship large enough to make details clear. But in a great many cases this has been done by a hull with little or no sheer. An examination of the casts of seals in my possession gives the following result:—

	Sheer, slight or absent.	Hull semi- crescentic.	Hull cres- centic.
XII. century	.. 5	2	0
XIII. century	.. 31	7	10
XIV. century	.. 10	13	14
XV. century	.. 6	14	18
XVI. century	.. 11	6	5

No galleys are included in this table.

Though the figures may be taken as representing facts at least approximately, it is often difficult to decide whether a hull should be classed as "crescentic" or not, and of this the middle column of the table is a confession. Much of the difficulty arises from the gradual development of the mediæval hull. I have placed the straight hull of the xij century, e.g., Faversham, 1st seal, in spite of its sharply uprising stem and stern pieces, in the first column, for it is a very different hull from the typically crescentic seal of John Holland, 2nd Earl of Huntingdon, 1435, in which the planking at both ends is carried up in crescent form; and, again, in certain hulls with uprising bow and stern posts, not planking, the latter is quite straight, e.g., Pamiers, 1st seal,

·COSMOGRAPHIAE INTRODUCTIO. 1535.
(See note on "Bouges.")

THE SAILOR'S DEPARTURE.

THE SAILOR'S RETURN.

1267. The third column contains examples of the planking carried up sharply at either end, and the second column those in which the planking is carried up less sharply, in fact, a craft which if we saw at the present day we might call tubby with much sheer. To go into further details would involve dealing

with the appearance of fore and aft stages as temporary and later on as permanent structures, then of their being worked in as part of the hull and the effect of this on its form. In such an enquiry seals are worthy of serious attention, though we cannot rest on their evidence alone.—H. H. B.

ANSWERS.

96. (1913). FIZ-GIG.—In a previous reply to this long-standing query, I gave some quotations which tended to show that "fis," or "fiz," and not "fish," should form this word's first syllable ("M. M.," Vol. V., p. 29). This assumed, with the *N. E. D.*, that Spanish *fisga*, a harpoon, was the original, as (with the ancient whale fishery of the "Biscayners," whose "balingers" set a fashion in ship-building) it well may be. It ignored, however, a possible French line of descent for fish-gig from *fiche*, used of a barbed rag-bolt, *ficher* to drive in, and *fichure*, a fish-gig. *Fiche-gigue*, meaning something like "barb shaft," is a perfectly possible French word, although it is not to be found in the dictionaries. And the word "jig," too, used of a rod to the end of which hooks are lashed, an instrument for the catching of cuttle, is possibly connected with *gigue*, pronounced "jig."—R. M. N.

46. (1914). KELSWEYN.—L. G. C. L., commenting upon a suggestion of mine (Vol. IV., p. 287) as to the way in which the kelson got its name "keel-swine," pointed out ("M. M.," Vol. V., p. 31) a weakness in my little chain of evidence which without his criticism I should perhaps have been content to leave unstrengthened. He asks why "the French seem never to have called the kelson a swine of any sort, their name being *carlingue*, and latterly, *contre-quille*," and names the *porques*, "riders," as the only swine in the hold. *Porques* of course, unless they bear a name translated from "swine," are of no use on this particular pig market. *Carlingue*, however, earlier *calengue*, *callengue*, is, if de la Roncière is right in deriving it (*Histoire de la Marine Française*, Vol. I., p. 116) from Danish *kiolvin*, Swedish *kolsvin*, or rather an old Norse

word represented by these, very much indeed to the point; for it means not only "kelson," but "step," taking one back to the Viking ship, with its swine-shaped mast step (see illustration). Besides these keel-swine, however, the French hold has two little grunTERS fore and aft, one corresponding to our "stemson," and another serving a like purpose to the stern post, which are, or were, called *marsovin*—"mer-swine," sea-hog, porpoise. These timbers, forming a curved continuation of the kelson, although recognised as "swine," were given a name that concedes to them a little more grace than that of land swine, but to me at least they give the last touch needed to complete the chain that links "kelson" to that curiously shaped "keel-swine" of the Viking ships.—R. M. N.

"Keel-swine" of Sarpsborg Ship.

38. THE "VICTORY'S" LOG BOOK.—I am not absolutely certain of my facts, but I am almost sure that the master's log was a copy of the ship's log kept by the master and later on by the navigating officer and sent into office periodically, I think every six months, whereas the ship's log was retained on board until the end of the commission. The ship's log, also kept by the master, was initialled by the officers of the watch once a week in harbour and every day at sea, but the master's log was not initialled. I have