The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

<http://www.tandfonline.com/loi/rmir20>

ANSWERS

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Published online: 22 Mar 2013.

To cite this article: T. D. Manning , R. Stuart Bruch & E. Du Boulay (2013) ANSWERS, The Mariner's Mirror, 7:7, 222-224, DOI: [10.1080/00253359.1921.10655033](https://doi.org/10.1080/00253359.1921.10655033)

To link to this article: <http://dx.doi.org/10.1080/00253359.1921.10655033>

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Their relative order is therefore fixed traditionally, and the first, "sun," would have been written on the right if the inscription had been originally Japanese. In a Chinese book a similar ship with spritsail set, also showing shadows on the sails, is placed after pictures of the Seven Wonders of the World and of the Coliseum of Rome. I have no doubt that the whole thing was copied from European models.—S. MILLOT.

MEASUREMENTS OF DOGGERS.

Mr. Stuart Bruce asks how French doggers were measured. I have many plans of such vessels, and from 1765 to 1823 they are all measured in the same way. The Dunkirk ship-builders of about 1800 were not mathematicians, and they used the ordinary customs measurement, that is length overall by breadth inside planking, by depth between keel and

deck beams, all divided by 100. For more exact measurement the actual hold space is divided in three parts, and the breadth at each is taken at the deck, at the height of the keelson and half-way between. From this the capacity of the hold is found in cubic feet, and this, divided by 49 gives the exact tonnage or the *weight* the ship carries, while her *capacity* is the number of tons of wine, *i.e.*, the space occupied by four casks of 220 litres each. There is very little difference between these two measurements. I have a plan of 1823 in which the tonnage is taken in the modern way. I do not quite understand the dimensions given by Mr. Bruce, because I have for doggers the following measurements:— $45\cdot4$ by 14 by $6\cdot7 = 36t.$; 47 by 14 by $7 = 38t.$; 44 by $13\cdot4$ by $6\cdot8 = 34t.$; 70 by $20\cdot2$ by $10 = 130t.$ *capacity*.—

A. BALSSEN.

ANSWERS.

66. (1920). ARTIST'S NAME.—In reply to Mr. Vaughan's query ("M.M." Sept. 1920, p. 287), I have no doubt that "G. Manglard" is the French artist, Adrien Manglard (1695-1760), "the author of some fifty plates of marines, and of landscape somewhat in the style of Adriaen van de Cabel." I quote A. M. Hind, *A Short History of Engraving and Etching*, ed. 2, 1911, pp. 250, 369. Manglard worked chiefly at Lyons and Rome. "He is of more interest as the master of Claude Joseph Vernet, the most famous of French painters of marines." H. H. B.

14. JACK NICKEL.—The fishing boats at Clovelly (North Devon) all have a strengthening piece of wood fixed on the outside of the boat, just below the gunwale, running up to the stern.

This is known to the fishermen as the "Jack Nickel." It is about 12 inches long, and appears to serve no purpose save that of a strengthening piece.

T. D. MANNING.

28.—PHOTOGRAPHS OF FISHING BOATS.—In answer to "H.O.H." I may say that all our Zulus and Fifes are hauled

up at Lerwick at present, so that I am unable to send him photographs of these types as yet, but I have a number of almost scale models, except that they have lead keels, which we use for racing in our "Whalsay Model Fishing Boat Club," and should he desire, I would be pleased to take some small snapshots of them. I presume he would wish them out of the water. We have Zulus, Fifies and Scaffas, all clincher-built, none larger than 33 inches o.a. for convenience of carrying, and they provide good sport, and are a change from sailing racing boats. In winter we have them rigged with stump masts and standing lugs with booms, and they will claw off a lee shore in a wind in which you can scarcely stand. They are all made by a very skilful fellow in this island, who turns out splendid seaboats. We have, of course, smacks, dandys and ketches, but shifting to smaller sails for bad weather, is rather a nuisance with them.

If "H.O.H." will communicate with me, I shall be pleased to hear from him.—

R. STUART BRUCE

Symbister House, Whalsay,
Shetland.

32.—LINES WANTED.—I have two half models of Hull trawlers, *Ark* and *Achilles*, built in 1877 by my people for Hellier. I imagine the models are to $\frac{1}{2}$ in. scale, and show the craft to have been 64 ft. by 20 ft. The underwater profile is very clean and would give small displacement but great speed.—H. WILSON HOLMAN.

33.—LINES WANTED.—An illustrated description of the Humber Sailing Trawler with lines, will be found in the Humber Yawl Club Yearbook, 1910. Other local types of craft are described and illustrated in the Club's Yearbooks as follows:—The Humber Keel (1901), the Blobber (1902), the Humber Sloop (1903), the Paull Shrimper (1904), the Humber Duster (1905), the Crab Boat (1908), the Coble (1912), the Goole Billy Boy (1916).
A. W. S.

35.—SIXTY-FOURTHS.—There may, of course, be some connection between the various instances of the usage of 64ths, and we should be on the look-out for other examples, but does it not seem likely that the obvious arithmetical capabilities of the number 64 would recommend it to different peoples independently? The *Gokstad* ship had 16 oars a side, but the *Nydam* boat and the *Oseberg* ship were provided with 14 and 15 a side respectively, so to them Mr. Clodd's "64" does not apply. The hull of the *Tune* ship (in the Christiania Museum) was found in too rotten a condition for any surmises as to the number of oars and how they were worked.
H. H. B.

36.—SIXTY-FOURTHS.—If this query is directed to the reason why the property in a British ship is divided into 64 shares, rather than into some other number it must be admitted that the information given below affords no answer. If it is directed to the reason for dividing the property into sixty-four or some other fixed number of shares the answer is the convenience, and from the point of view of creditors of the ship, the desirability, of limiting by law the number of individuals who may be registered as owners at any one time.

Convenience is the origin of most mercantile customs, and the practice in England of dividing the property in a ship in this way can be traced back for some time before it became established by statute. The Merchant Shipping Act 1854 (17 & 18 Vict. cap. 104) first laid

it down that "The property in a ship shall be divided into sixty-four shares," (see 37 subsec. 1.); and proceeds (subsec. 2) "Subject to the provisions with respect to joint owners or owners by transmission hereinafter contained, not more than 32 individuals shall be entitled to be registered at the same time as owners of any one ship." This last sub-section was repealed in 1880, but it shows one of the objects aimed at by that which precedes it, and by the practice to which subsec. 1 gives statutory authority. But the practice had already received statutory recognition, without express enactment, before 1854. An Act for the registering of British vessels (6 Geo. IV. cap. 110: A.D. 1825) had provided that on the back of a certificate of registry should be inscribed an account of the shares or parts of the owners mentioned in the certificate expressed in sixty-fourths (sec. 2). And in Holt's "Shipping and Navigation of Great Britain," published in 1824 (p. 200) there is mention of a case tried in the courts in 1750, from which incidentally it appears that the shares of the plaintiffs in a certain "flat" amounted to eleven sixteenths.

It is probable that earlier evidence of the English practice might be found, if the search were considered worth while. The cause of the adoption of the particular fractional division would still be to seek. There seems at any rate to have been nothing universal about the system that became English custom and ultimately English law. Ashburner (Rhodian Sea Law, p. clxiii.) is of opinion that in the 13th century there was no fixed principle of division of the shares of the owners in common of ships, and says that in the 15th and 16th centuries the Mediterranean ship was as a rule divided for this purpose into twenty-four parts. He cites as one of his authorities Carlo Targa, who wrote his "Ponderazione sopra le contrattazioni maritime" in 1692. We are thus brought within sixty years of our evidence for a different principle of division obtaining in England. It looks like local custom, or perhaps one should say a difference between North and South. Possibly some of the authors of the "Schriften vom Seerechte," produced in Germany in the 17th and 18th centuries, a list of which is given under that heading by Ompteda (Litteratur des gesammten Völkerrechts, 1785) may throw light on the Baltic practice.
W. S.

43.—LA PANNE FISHING LUGGERS.—Among the Belgian and French three-masted fishing luggers the jib-headed mizen prevails as far west as Dunkerque, but as from Gravelines the lug mizen finds favour. La Panne, of course, is east of Dunkerque. The point is dealt with by Warington Smyth in "Mast and Sail," and by Keble Chatterton in "Fore and Aft."

A. W. S.

45.—A YACHT OF 1816.—The Yacht illustrated is evidently the *Louisa* of

325 tons, which belonged from 1815 to 1824 to the First Earl of Craven, who was one of the original members of the Royal Yacht Squadron, which was founded in 1815 as THE YACHT CLUB. Its colours were the plain white flag with the Union in the corner, as a distinguished Ensign, and a plain white Burgee at the masthead, which are clearly shown in the illustration. It was not until 1829 that the privilege of wearing the White Ensign was granted to the Club by the Admiralty.

E. DU BOULAY.

QUERIES.

45.—SHALLOP IN HALVES.—In a book called "Cape Cod," by Thoreau (London, George G. Harrap & Co.), I recently came across this passage taken from the journal of one John Brereton, describing a landing on that Cape in 1602 :—"In the morning we found ourselves embayed with a mighty headland but coming to an anchor about 9 of the clock the same day, within a league of the shore, we hoisted out the *one-half of our shallop*, and Capt. Bartholomew Gosnold, myself and others, went ashore ; . . . to returning towards evening to our shallop (for by that time the other part was brought ashore and set together) etc., etc. . . . returned to our ship."

Is anything known as to which "half" of the Shallop would be used, and was it a common practice in those days to have a boat so constructed that one half could be used alone if desired?

A. G. N. W.

47.—NAVAL TOASTS.—Everyone knows the Saturday night toast of "Sweethearts and Wives," which dates back certainly to the seventeenth century. But there exists in the Navy to-day a belief that this toast is the sole survivor of a series of seven toasts, one for each day in the week.

Can anyone say, either from personal knowledge, or from what he has read, whether such toasts existed; and, if so, during what period they were used, and what they were?

I do not remember to have seen any mention of them in the books of Chamier,

Marryat, "the Old Sailor," Neale, or other writers of fiction relating to the period of the Great French Wars, nor in James Hannay, who wrote of the Navy in the forties; nor again in any biographies or personal recollections of the same period. From which it would appear probable that, if they ever really existed, they must have been introduced, and have died out, in the course of the nineteenth century.

T. P. C.

[A similar question was asked as part of Query 6. in 1914. So far it is without an answer.—ED.]

48.—BIG FLEETS.—What was the most powerful fleet ever concentrated under a single command in the sailing-ship days? At Jutland there were roughly 150 ships on the English side, but less than one-third of these were 'fit to lie in a line.' I believe there were cases in the seventeenth century where fleets consisted of 100 or more ships of the line. Is this correct?

M. P. F.

49.—SOLID LOWER WALES.—Can anyone give the date when the lower wales of English ships were first built up solid instead of being in two strips with a recess between them? Sutherland's book of 1717 has them double, and Baston's drawings of about 1721 are the same. I think the change must have come fairly soon after this. Probably the original order on the subject is still extant, if it could only be found. It is just too late for the Sergison papers to be of any help.—R. C. ANDERSON.