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ANSWERS

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ANSWERS.

67. (1911.) RUNNING GEAR BELOW DECK.—In my early experiences the main topsail sheets, and generally the halliards, and main jeers, were led down on to the main deck in all line of battleships and frigates. Cat and fish falls were also led down through the foremost skid-gratings; in fact, a smart senior executive made use of the main deck for a clear run of ropes whenever possible.—W.H.H.

80. (1911.) HALF-HOUR GLASS.—Entered the Service in 1859, my first sea-going ships being the *Nile*, 90, and *Styx*, paddle sloop. Certainly in the latter, and as far as my memory goes in the former, time was kept by the sentry under the half-deck by a half-hour red sand-glass.—W.H.H.

88 (1911.) SHANTY.—At Vol. I., p. 189, W. B. W. says: "The tch-sound never appeared in a seaman's mouth." It is easy to give instances in support of this. Thus *Andromache* and *Bacchante* are very frequently mispronounced as *Andromash* and *Basshante*; and, conversely, log-ship, though always pronounced ship, was not infrequently written log-ship until recently. I suppose it would be difficult nowadays to find a log-ship in use. But this preference of the soft sh—to the hard tch—sound seems not to be peculiar to seamen. I have frequently seen fuschia spelt fucher on costermongers' barrows; and have noticed that the popular pronunciation of the name Cheyne is Sheeny, without any intention to imply a Hebrew origin.—G. C.

93.—(1911.) LASTS.—I would suggest that the answer to Mr. Stuart Bruce's query concerning Dutch, Swedish, and Danish *lasts* might probably be found in either Gerard Malynes's "*Lex Mercatoria*," of 1622, or in Lewes Roberts's "*The Merchants' Mappe of Commerce*," 1638; but to find any desired piece of information in these valuable books is apt to take some time. for, by modern standards, each of them is amazingly badly indexed.—G. C.

99.—(1911.)—HEAVE ROUND RODNEYS.—It will be seen from Sir Clements Markham's "*Life of Sir Leopold McClintock*," p. 86, that there was a song, "Heave Round Rodneys." In July, 1850, in Baffin's Bay, "all put their strength to it (the tow rope); they were tracking the ship along a lane in the ice) to the tune of 'Heave Round Rodneys,' with a rousing chorus."

122 (1911.) UNIFORM.—The word *uniform* seems to have been used officially as a substantive from the time of the first introduction of

a uniform dress for naval officers. E.g., an Admiralty Order of 8th November, 1749, quoted at length in *Army and Navy Gaz.*, 19th March, 1910: ". . . Gentlemen on the quarter deck were not dressed in their proper uniform." The word is used three times in the course of the order, being in each case a substantive.

In the original order of 13th April, 1748, the term "uniform cloathing" was used twice, and "uniform" as a substantive once: "It is our further direction that no Commission officer or midshipman do presume to wear any other uniform than what properly belongs to his rank."—G.C.

124 (1911.) NAVAL PLAYS.—"Tom Pipes was . . . master of the revels to the whole school. He regulated their motions by his whistle, instructed the young boys in the games of hustle-cap, leap-frog, and chuck-farthing; imparted to those of a more advanced age the sciences of cribbage and all-fours, together with the method of storming the castle, *acting the comedy of Prince Arthur, and other pantomimes, as they are commonly exhibited at sea*; and instructed the seniors, who were distinguished by the appellation of bloods, in cudgel-playing, *dancing the St. Giles's hornpipe, drinking flip, and smoking tobacco.*" ("*Peregrine Pickle*," Chapter xvi.)—G. C.

135. (1911.) STATE-ROOM.—The following seems to show that in 1835 the term was still an Americanism:—"Entering the gun-room, and thumping at the 'state-room' door, as some of our trans-atlantic novelists designate the confined six-feet-by-six 'crib' of a lieutenant of marines," from "*The Chase*," Vol. I., p. 53, in the *Naval Sketch Book*, &c., by the author of the *Tales of a Tar*, pub. by Whittaker and Co., 1835.—R.M.N.

147. (1911.) THE LAST SCHOONERS IN R.N.—The *Undine* and *Harrier*, schooner yachts, were purchased by the Admiralty about 1882, and were first employed on the E.I.S., Zanzibar division, for the suppression of the slave trade. After being there about a year, not being found of much use, they were transferred to the Australian Station to take the place of the five schooners then there, which were gradually being displaced by gunboats as being better fitted for the work. The *Undine* and *Harrier* were in commission in the beginning of 1885, and for some time after that.—W. H. H.

There is still a fore and aft schooner in the Navy List, viz., *Mavourneen*, 160 tons, at Malta.

She is, I believe, absolutely the last sailing vessel—still used as such, and not merely as a hulk or tender—in the Royal Navy. Although not, of course, on the regular list, she appears under harbour service vessels.—H. S. VAUGHAN.

Were not the schooners, *Harrier* and *Undine*, purchased yachts, employed on the Australian Station till 1885, or later?—C. A. G. B.

I was on the Australian Station from January, 1885, to the end of 1888, and during that time there were three schooners in the squadron, viz., *Undine*, *Lark*, and *Harrier*. The first-named was a very pretty craft, an ex-private yacht.—C. F.

176. (1911.) ROYAL YACHT.—Is not the "gally fuste" shown in Visschers' "*Panorama of London*" likely to be the *Disdain*? She is rigged as a ship with two mizens. The "battle-mont-wise garniture" of the *Ark Royal*, referred to in the quotation of C.F.'s reply, seems to give a clue to the identity of the battlemented four-masted ship that was engraved by Allen, and has so often served as a picture of the *Henry Grace à Dieu*. This ship is so clearly of a date not far removed from 1600, and the battlements shown were so evidently a distinguishing feature of the *Ark Royal* that there can be little room for doubt that she is intended for the *Ark Royal*, and no other ship.

In the *Illustrated London News*, of March 19th, 1864, is illustrated *Queen Elizabeth's Yacht*. This is a yacht of ca. 1760, fully rigged, and in good condition. It would be interesting to know where she is now to be found.—R.M.N.

["Queen Elizabeth's yacht" turns up occasionally in modern publications. How old the report that she had a yacht is does not appear. Perhaps the *Illustrated London News* started it.—Ed.]

183 (1911.) YAWL.—The following occurs in the journal of the Royal Cruising Club for 1911:—"The harbour (Ardglass) was full of North Sea drifters; and the fact that *Osprey* was built on the Tyne secured her a warm welcome. The fact that she had a dinghy, the only one generally available, made her still more popular. The 'little yawl,' as our 'Berthon' was called, was much admired."—H. S. V.

5 (1912.) JIBBER THE KIBBER.—The story of the horse and lantern (a cow sometimes lends a horn on which to hang the false light) seems to be a picturesque fable that is periodically revived. It is introduced in the imaginative yarn, "The Pirate Wrecker and the Death Ship," to be found in Robert Hunt's "Popular Romances of the West of England," but not as a Cornish practice even there. It may at all events be safely said that "Jibber the Kibber" is not an ancient or modern Cornish phrase. "Jibber" is a cant word for horse. "Kibber"

does not seem to have found its way into even slang dictionaries, but presumably is a lantern.—R. M. N.

11 (1912.) ROYAL MARINES AT SAN SEBASTIAN.—A battalion of Royal Marines, under the command of Lieut.-Colonel Owen, K.H. (subsequently under the command of Colonel Parke) served in Spain during the operations in aid of Queen Isabella (1836-1840). The original strength of the battalion (subsequently considerably augmented as to N.C.O. and men) consisted of 24 officers and 560 N.C.O. and men.

Whether the battalion, at its inception, formed any part of Lord John Hay's squadron, I am not in a position to determine (I should say not), but they were assembled at Santander, moved to Bilbao, and embarked "on the 17th of May on board the squadron commanded by Lord John Hay, which conveyed them to Sebastian, where they landed and occupied quarters in that fortress," and thereafter formed part of the command of Lieut.-General Sir de Lacy Evans.

In addition to the above, a detachment of marines from H.M.S. *Castor*, one of the ships of Lord John Hay's squadron, was landed on 6th June, and took possession of the Eastern heights commanding the harbour of passages. The losses sustained by the marines during this campaign were fairly severe, and the tombstone in question is doubtless evidence of some of those who died and were buried in and around San Sebastian itself.—L. EDEY.

[In the answer to this question on p. 61, for Urimed and Ametyd read Urimea and Ametza. Also, in the 17th line, add "and" after the words "Spanish troops."—Ed.]

12 (1912.)—In Denmark, apparently, a *Kirkeskib* is not necessarily an *ex-voto*. In Holmens Kirke, Copenhagen, hangs a modern reconstruction of Niels Juel's "Christianus Quintus," which is simply a memorial of a national hero, hung up more than two hundred years after his death. In one of H. C. Andersen's tales, a solitary *kirkeskib* plays a part also. Judging from a very limited acquaintance with Danish churches, I should say that most of them, on the coast at least, are plentifully supplied with models, chiefly modern. In a Protestant country, it seems curious that devotion should take ship form. It is doubtless merely the survival of a pleasant old custom there.—R. M. N.

23 (1912.) AN AUSTRIAN FLAG FROM TRAFALGAR.—From the log of the *Minotaur*, printed in N.R.S. "Great Sea Fights," II., 275: "Attacked the Spanish ship with a broad pennant flying. At 4 wore and got alongside of her. At 5.12 she struck; found her to be the *Neptuno*, of 84 guns." As no other Spanish ship struck to the *Minotaur*, it would appear that the Austrian ensign must have been found in the *Neptuno*.

While it is possible that the *Neptuno* may have taken the flag in an Austrian prize, it seems more probable that it was on board merely as part of the ordinary outfit of foreign ensigns; and that, owing to the similarity between the Spanish and Austrian ensigns, the *Minotaur's* officer, being presumably in a hurry, may have brought it away by mistake.

24 (1912). HARD A GILBERT.—The expression, "Hard a Gilbert," was in use when I entered the service in 1859, and I take it is a very old one, much earlier than the days of Gilbert and Sullivan. I recollect that we used to say, "Hard a Gilbert" when out boat-sailing, meaning "hard aport"; but the expression was only used on such occasions and was not official.—W. H. H.

"Hard a Gilbert" has no reference to the Gilbert and Sullivan series. It was in common use in 1861.—W. B. W.

[As a mere guess, pending the receipt of definite information as to the origin of this phrase, it may perhaps be suggested that there may have been a Gilbert, a wine-merchant, well-known in the days when the ward-room drank port with its dinner. If that was so, it is possible that the phrase, "put the helm a Gilbert" may have come into familiar use, meaning to put it aport. It is also possible that that use once established, the term Gilbert might have been extended from the helm to the larboard side of the ship; and this seems the more likely, because in the early part of the 19th century the term larboard, as liable to cause confusion, was falling into disrepute. It was actually superseded by "port" about 1840. But no one whom I have been able to consult knows of a wine merchant named Gilbert. In Nelson's time Woodhouse seems to have supplied most of the naval messes.—Ed.]

24. (1912.) WEEKLY ACCOUNT.—I always understood that a midshipman's "weekly account" was a slang term for the white patch on the collar of his uniform jacket.—W.B.W.
[Smyth so gives it.]

WEEKLY ACCOUNT.—"So ignorant were those on whom devolved my fitting out of what my station required, that I had made for me three suits of uniform, all of which had the lion upon the buttons instead of the anchor, and from which the weekly account was absent." Thus dressed, the new-fledged midshipman presented himself before his captain, whose comment on the "uniform" was "Go on board, and tell the commanding officer to order the ship's tailor to clap the curse of God upon you —(I started with horror at the impiety)—to unship those poodles from your jacket, and rig you out with the foul anchor." ("Rattlin the Reeper," Chap. xxvii.). From which it appears that "Curse of God" might mean a "weekly

account" as well as a flying kite somewhere up above the moonsail. [See M. M., I., p. 219, Ans. 121.]-G.C.

The following occurs in the *Naval Sketch Book*, Vol. 1. p. 80:—"The dusty duty of monthly pipe-claying the middy's pea-soup-stained waistcoats, and dingy weekly accounts" with the footnote:—"The square-white patch on the collar of the midshipman's coat. We know not the origin of this seemingly inapplicable term. It is worthy of remark that whilst the facings of the uniform of every other officer has been altered to red, the middy still retains the old white 'weekly account.'" The pipe-claying may have been a weekly duty, at the time when the phrase originated, instead of a monthly one.—R. M. N.

27 (1912.) GUINEA PIG.—In the Blackwall East Indiamen, of 1860-70, the term "guinea-pig" was not used for a midshipman.—W. B. W.

29. (1912.) HORSE MARINE.—I do not imagine that "Cheval Marin" has anything whatever to do with the expression "Horse Marine." The former is merely the French for "Sea Horse," the mythical beast, half horse and half dolphin, which adorns ancient maps and charts. *Sea Horse* was the name of a 38-gun frigate in the British Navy, best known by her action with the much more heavily armed Turkish frigate, *Badere Zaffer*, in July, 1808. There probably have been other ships of the same name in most navies of any size.

I should say that "Horse Marine" is not derived from anything, but is a popular form of paradox. The idea of a person whose métier is the deck of a ship bestriding an unaccustomed steed, or the cavalry-man, with his spurs and tight clothing, trying to keep his legs on the deck of a rolling and pitching vessel, are incongruities which, to many minds, are rather pleasing, not to say amusing, to contemplate.

Possibly the expression may have been suggested by some of the officers appointed to the Marines at the creation of the present corps in 1755. These seem to have been appointed either from the active or half-pay lists of all kinds of regiments, including cavalry ones. Those from the latter may have found themselves so very much at sea as to have grumbled sufficiently to earn a special soubriquet. This is, of course, a pure guess, but there is extant a pamphlet published in 1757, written by a captain of Marines, who states that he had already left the corps, in which he grows tremendously at the disillusion that await "the marine captain, when first promoted from his lieutenancy in a marching regiment, or a cornetcy of Dragoons, who, perhaps, never was before on board a man-of-war." On the other hand, although there are a proportion of excellent horsemen among naval and marine officers, they cannot, as a body, be expected

to ride even as well as Mr. Punch's "Hinfantry Hadjutant."

But, as a matter of fact, the "Horse Marine" is not an entirely mythical and fictitious personage. It is stated, for instance, that a squadron of the 11th Light Dragoons, was embarked as Marines on board H.M.S. *Hermione*, in the 18th century, and in the century previous the Life Guards supplied a detachment of 200 men to do duty as Marines on board Charles II.'s Fleet. The *Jason*, of Boston, when captured by the *Surprise*, of 28 guns, in 1779 was found to have on board 31 cavalry troopers, who had served under General Burgoyne, and were now acting as American marines.

Again, there have been many instances of Marines acting as mounted troops. During the conquest of Java, in 1811, all the marines, about 180, and 50 seamen, were mounted for the purpose of making a forced march to Carang Sambang, and a relay of horses was prepared for them half way. What these heroes said and felt at the termination of their journey is not reported. Also, in 1864, a party of marines, landed from H.M.S. *Challenger*, at St. Vincent, in the West Indies, was mounted on horseback to assist the authorities in putting down an insurrection of the negroes, and is said to have proved an efficient and useful force. During the Egyptian campaign of 1882, several marines were allowed to join the Mounted Infantry Corps, recruited from the various regiments present, and did effective service; while at Suakin a large number of

them, led by their own officers, performed most efficiently the role of mounted infantry.

Finally, having referred in the first place to cavalry officers, who became marines, we may conclude by mentioning a few instances in which marines became cavalry officers. The first case is that of Lieutenant Graham, of the Marines, who, in 1744, was serving on board H.M.S. *Lion*, and so distinguished himself in the action which that ship fought with the French ship, *Elisabeth*, that he "not only gained the approbation of 'My Lords,' but through their instrumentality was rewarded with a troop in the 4th Dragoons." Here is another. "Lieutenant John Balkeney, of the Royal Marines, made his escape from Verdun some time since, but, falling in with a regiment of Cossacks, he was entrusted with the charge of a company, at the head of which in one of the many rencontres, in which he was engaged on the advance of the allied troops, he was unfortunately killed." This was in May, 1814. The next instance is rather a peculiar one. It is to be found in the *War Office Gazette*, of March 15th, 1831, which announces, "15th King's Hussars, Second Lieutenant Dennis Browne, from half pay, Royal Marines, to be riding master and cornet." This really does seem an extraordinary appointment. More recently there have been many officers of the Royal Marines who have joined Indian cavalry regiments, notably Lieutenant (now Major-General) V. F. Townshend, well-known as the defender of Chitral, in 1895.—C. F.