service in that rank before 1850, and was posted in 1853. Therefore if he was god-father of the name, we could not expect to meet with it before 1850 at earliest, and probably not till after 1853.

Here, however, is a passage from Bechervaise, *Farewell*, p. 60, a book published in 1847 :—" I recollect a circumstance that took place in the *Asia*, while lying in the Tagus " ; he then describes a brawl that took place, and goes on :—" The commanding officer, after hearing the complaint, ordered the man in irons, and thus it remained until the next morning, when (as it was called among the tars) Shadwell was open. This took place immediately after divisional muster at 9 o'clock, at which time every man who had committed any offence during the last 24 hours was ranked up abaft the mainmast, and Captain R. himself investigated the case."

Here is a further quotation to date the above :—" In Sept., 1830, Sir William Parker was detached on an independent

command to the Tagus, where with his flag (as a rear-admiral) in the *Asia*, he remained till June 1834, protecting British interests during the bitter civil war then raging." (*Dict. Nat. Biog.*) The captain of the *Asia* was Peter Richards, who was appointed on 17th December, 1831, and remained in her to the end of the commission. The incident described by Bechervaise must, therefore, have happened between 1832 and 1834, *i.e.* long before Shadwell had passed his examination for lieutenant.

It would appear then that the origin of the phrase is still to seek. I don't know if the parish of Shadwell had a lock-up much patronised by riotous seamen belonging to ships lying in the Pool ; if so, the name may have been transferred to mean a lock-up in general. An analogy from the West End of the town would be Vine Street ; and I seem to remember to have heard Vine Street spoken of familiarly and generically by the unregenerate. L. G. C. L.

ANSWERS.

129 (1911). CAPITAL SHIP.—The term " capital ship " is used by Captain Innes of the *Warwick* (1748) in the sense of " flagship." Thus, in his comments on Sir Charles Knowles's action off Havana, Innes wrote :—

" The success of H.M.s arms, and the victories obtained will better appear by comparing the strength of each squadron and the advantage arising from action or conduct.

" 1. Though there was an equal number of ships, yet the enemy had the advantage both in guns and men, as well as the superior size of their ships and greater weight of metal, the smallest ships of their line being of equal dimen-

sions with our *capital ship*, the *Cornwall*, and their two Admiral's ships being as large as our first rates.

" 3. Our *capital ship*, the *Cornwall*, hauled out of the line in about half an hour . . . "

" 5. Notwithstanding there was no commanding officer's light to be seen after dark . . . the Captains continued in their several quarters at their duty, and the *capital ship of the enemy*, was drove ashore by the *Warwick*, *Canterbury* and *Stafford* between 10 and 11 at night."

The squadrons in this action were as

follows, *Cornwall* and *Africa* being the British and principal Spanish flagships :—

<i>Cornwall</i> 80 (flag)	<i>Africa</i> 74 (flag of V.A.).
<i>Lenox</i> 70 (56 mount-ed)	<i>Invincible</i> 74 (flag of R.A.).
<i>Tilbury</i> .. 60	<i>Conquistador</i> .. 64
<i>Strafford</i> .. 60	<i>Dragon</i> .. 64
<i>Warwick</i> .. 60	<i>Nueva Espana</i> 64
<i>Canterbury</i> .. 60	<i>Real Familia</i> .. 64
<i>Oxford</i> .. 50	<i>Galga</i> .. 36

H. W. R.

42 (1912). *LE MARS*.—In “*La Marine militaire de la France sous le Règne de Louis XV.*,” by Lacour-Gayet (1902), there appears on pp. 522-3 a list of the French Navy in 1773. This includes *Le Mars*, 64, built in 1769. There is no other mention of this ship in this book, or the companion volume for the reign of Louis XVI.—T. L. P.

89 (1912). *SEEKER*.—The answers hitherto given to this query did not decide the point raised by W. S., though they fully illustrated the modern meanings of the term. In 1754, the date to which the query referred, all merchantmen were more or less “seekers,” in the modern sense ; and there was no need to describe them as such. The word, in the first part of the 18th century, meant a privateer. See, for instance, N. Uring’s “*Voyages*,” p. 90. Uring describes how he found himself surrounded by ships. “Being in this straight was at a loss what to do, till perceiving with my perspective glass that the ship on our larboard bow had a large hull, and but small sails, concluded she was no seeker, and therefore stood boldly for her.” And he goes on to say that the other ships proved to be privateers, and attacked him. He is writing of 1706 or 1707 ; the first edition of his book was published in 1726, and the second in 1749. The inference is that the term continued in use throughout that period.—L. G. C. L.

13 (1919). *A COIN FOR LUCK*.—On the 2nd June, 1870, the *Henrietta*, a German barque, was wrecked on Muckla Skerry, between Whalsay and the Out-Skerries, Shetland. After she broke up, one of the Whalsay fishermen got a piece of the keelson of the barque, and it had in it a square hole filled with grease. One day,

the fisherman’s little daughter was cleaning the grease away, when at the bottom of the hole she found “a bright new coin about the size of a florin.” It had evidently been placed there purposely.—R. STUART BRUCE.

16 (1919). *PRAM*.—I thank “A. M.” and “R. M. N.” for their notes on the Fair Isle pram. She certainly was not an armed vessel so far as I can make out ; and I think she probably would be a sea-going barge or lighter. Mr. Thomas Gifford, of Busta, would not be very likely to trouble himself much about a small open boat, whereas he evinces some annoyance at the favour shown by the Earl of Morton to one of the lairds in the southern part of Shetland, they being mostly Jacobites, whilst Thomas Gifford was a staunch “King’s man,” and usually at enmity with them.—R. STUART BRUCE.

30 (1919). *THE DEFINITE ARTICLE*.—The dropping of the definite article is very common in Nelson’s correspondence.

“*Mars* and *Defiance* shall come down when we are likely to finish with these transports” (Nelson to Collingwood, October 6th, 1805).

“*Leviathan* shall relieve *Defence* ; and *Colossus* we can call in when we see the *Niger* ; *Neptune* will make a large hole in one transport, and *Colossus* and *Defence* in the other” (ibid. October 19th, 1805).

Nelson uses both forms in the same official memorandum :—

“Captain Blackwood to keep with two frigates in sight of the enemy during the night. Two other frigates to be placed between him and the *Defence*, Captain Hope. *Colossus* will take her station between *Defence* and *Mars*. *Mars* is to communicate with the *Victory* (October 20th, 1805).

Captain B. J. Sullivan constantly omits the article in his letters from 1845 to 1854. “*Hogue* has two or three times had a desire to run over us. . . . As we were rounding under *Duke’s* stern . . . I had no alternative but to risk running alongside the *Duke*, or be run over by *Hogue*.”

In a fairly extensive series of letters and despatches of an earlier date (1739-1745) I do not recollect, nor can find in my notes any case of the omission of the definite article.—H. W. R.

30 (1919). THE DEFINITE ARTICLE.—It is hardly correct to say that Nelson always used the definite article in front of a ship's name. Formal letters and memoranda give the full title, "His Majesty's Ship," or the definite article, but in his private letters to Collingwood and Ball he treats the definite article with no more respect than Lord Jellicoe. It is therefore not a modern practice to omit it; we have perhaps become less formal. Perhaps the upholder of the definite article was not Nelson, but Nelson's secretary.

In this connection it is interesting to see French ships still described by us as *L'Ancre* or *Le Marne*, even in telegrams.—A. H. T.

31 (1919).—SPANISH LADIES.—With reference to this old song, I enclose copy of the only tune I have ever heard it sung to. Whether the original or not, I cannot say, but it was taught me as a boy in the '60's of last century by an old naval uncle. I have sung it many a time on the line of march, and always found it taken up at once, and most popular with men and officers, in spite of its essentially naval character.

To fit the tune, England must be pronounced "Engerland," and Dungeness "Dungerness," which I have often heard on the lower deck in my youth, quite apart from the song. I have not an edition of Marryat here, but I think he gives the words of the song in "Snarleyow," though they don't run well to the tune, as I know it. The alterations in the words, as originally quoted by "A. M." given in the January MIRROR, largely agree with my old uncle's version, but verse 3 should run :—

"The first land we made was call-ed the
Dodman,
Then Rame Head of Plymouth, Start
Point, Isle of Wight,
Then sailed we by Fairlight, by Beachy,
and Dungerness (sic)
Until we bore up for the South Fore-
Land Light.

Verse 4, 2nd line, should be, I think :—

"The signal was made in the Downs for to
lie,
Stand by your Cat Stoppers, let go your
Shank painters,
Haul up your Clew garnets, let tacks
and sheets fly."

As my old uncle used to say, "A bit of a 'flying moor,' my boy!" These words will be found to sing more smoothly than those given. I hope the prominence given to this fine old song in the "M. M." will lead to its being more frequently sung. With the exception of Commdr. Ll. Morrison, R.N., who died some 30 years ago, I have never come across any one except my uncle, Capt. B. Wake, who sang it apart from my teaching.—A. D. SETON.

33 (1919).—SCHOONERS AND BRIGANTINES.—I have a photograph of a Swedish ship that came to Dunkirk about 40 years ago. She had two masts, both rigged like the foremast of an ordinary topsail schooner with a gaff sail and a square topsail and topgallant.

In 1854, my father was owner and master of a three-masted vessel rigged like the "jackass barque" of E. A. D.'s answer. She was the *Independance* of 300 tons deadweight. In 1876 I saw at Santos in Brazil an Italian vessel rigged in the same way. There is also in the Naval Museum of the Louvre a water colour by the celebrated artist, Roux, of an Italian ship of 1840 with this rig. She was the *Cavallo Marino* of Genoa.—A. BALSÉN.

32 (1919).—SCHOONERS AND BRIGANTINES.—The ship in the accompanying sketch cannot very well be described as either a schooner or a brigantine, but perhaps she is sufficiently akin to them, and sufficiently remarkable in herself to be worth recording in this connection. She is the *Utile*, of Genoa. I saw her at Gibraltar in 1917.—R. C. ANDERSON.

2. **BOAT NAMES.**—Mule: I was interested to find this name associated by H. O. H. with a type of Brixham trawler, as I was only acquainted with the "mule" of the Yorkshire coast. The N. E. D. appears to share the previous limitation of my knowledge in this respect. It defines "mule" as "a boat combining the characteristics of a coble and a fishing-boat," and its illustration is an excerpt from the *Whitby Gazette* of June 28th, 1884. The N. E. D. considers, and I always understood, that the word as there used is a technical application of its meaning of "hybrid," and one would like to know whether anything in the build of the Brixham "mule" similarly explains the giving of the name to her. The Yorkshire "mule" with her coble-like bows and pointed stern, is still a well-looking craft.—W. S.

4. **GUEST WARP.**—The all but universal spelling used to be *Guess Warp*; though it was occasionally, but rarely, *Guys Warp*. It was suggested that the rope or warp was meant to be used for boats bringing guests to the ship, to make fast to. This induced some people to spell it "guest" warp. It was quite certain that the warp was not, and almost invariably could not, be used for such a purpose. Gangway sentries would not have permitted it. The real use of the warp was for boats, after being cleared of passengers and easily portable articles, to be hauled out by to the lower boom, and be there made fast. The distance from the gangway to the boom was too short to allow of oars being used. It is plain that if guests' boats were allowed to make fast to the warp, this would have been impossible. The gangway was placed a short distance farther forward than the main-mast; the inner end of the lower boom was secured

to the fore-chains a short distance abaft the foremost shroud of the fore-rigging—that is to say, a short distance abaft the fore-mast. That was the length of the "guess-warp," which therefore measured almost exactly the length of the waist. It seems permissible to infer from this that the proper name was "waist warp." This view was communicated to the editors of the *New English Dictionary* (Oxford Dictionary). The view was supported by the cases of foreign words beginning with "g," when introduced into English being spelled with an initial "w": *guerre*, war; *garde*, ward; *Galles*, Wales; *gavenne*, warren, etc. It was not accepted on the ground that, though "g" was converted into "w," there was no example of "w" being converted into "g." Both *Guadiana* and *Guadalquivir* are converted in Spanish from *Wadi*. Our words "star-board" and "larboard" were introduced from the Spanish, and there was much intercourse between English seamen and Spanish seamen in the middle ages.—C. A. G. B.

9. **LIRRET.**—The N.E.D. states that the etymology is unknown, and gives quotations—*New Sailor's Magazine*, 1828, "Portland Lerret adapted for approaching Chesel Beach"; "A lerret of large size, about 5 tons burden." *Daily News*, 14th September, 1869: "Pilot Geo. Brown with a crew of four men, went in a lerret to her assistance." *Times*, 1877: "Well-known Portland lerrets." Thomas Hardy, *The Trumpet Major* (1880) "lerrett," Ch. xxiv. 120; also a lerret plays an important part at the close of his *The Well Beloved* (1897), in events of about the '70's. The word seems to be quite local and has not found a place in Halliwell's or Wright's dictionaries, or in Smyth's Word Book.

I find on enquiring locally that the beach boats now in use at Portland Bill are square sterned, but that they work their sweeps on a single thole pin as the lerrets did. My correspondent believes that the latter double-ended type is still used as a seine boat on Chesil Beach.

The six-oared currachs of the Aran Isles off Galway Bay have their sweeps pierced to work on single thole-pins as "R. M. N." describes in lerrets. There is no feathering, and the sweeps are poles without blades. I do not know if this holds for other West of Ireland

currags, as I have used only the Aran boats.—H. H. B.

15. COAL BRIGS.—There is a small rigged model of the snow *Brotherly Love*, of Shields, in the Science Museum at South Kensington, and also a photograph of a painting said to represent her. She was built in 1764, but continued afloat until 1878 (see "M. M.," vol. 1, p. 152). I cannot say to what period in her life either model or painting is to be referred, or whether they would be helpful to H.R.H.V. in re-rigging his model.—W. S.

16. LIVERPOOL FLAT.—A Liverpool Flat used to be very like a Thames barge; but had, as far as I can remember, a gaff mainsail instead of a spritsail, and had no bowsprit. They used to be

seen as far from Liverpool as the Solway Firth.—J. R. A.

17. NORWESTER.—When the mess allowance of biscuit was getting low, the customary phrase was, "There is a southerly wind in the bread barge"—the tub shaped like a truncated cone, in which the mess biscuit was kept.—C. A. G. B.

18.—"THE MERCHANT SHIPPING ACT."—I think L. G. C. L. will find the song he wants in a collection of sea songs called "Shanties and Forebitters," published by Curwen, 24, Berners Street. In this book I think the song is called "The Merchant Ship," but am not sure as I have not a copy myself and am trusting to memory.—H. O. H.

QUERIES.

37. HOUR GLASSES.—When did the old-fashioned hour glasses for keeping the time disappear from general use? We certainly used them in the *Nile* in 1860 and, I think, also in the *St. George* in 1862-4. At that time we used horn lanterns in the magazine and in the *Nile*, if not later, used log boards and chalk, for I can well remember the first deck log books being issued.—T. DE HOGHTON.

38. THE "VICTORY'S" LOG BOOK.—What log book of the *Victory* was it that was sold fairly recently? It was called "the Master's log." The Master certainly kept the log, but I never heard it called anything but for "the ship's log." If the log book sold contained the signature of the watch-keeping officers at the end of every watch it was doubtless the ship's log; if not, it certainly was not. It seems unlikely that the original ship's log should be sold.—T. DE HOGHTON.

39.—BANKING.—Vol. 32, page 27. Decrees of Admiralty Court of Scotland. 27th March, 1723. " . . . To three

men dinners for banking . . . the ship *John of Kirkcaldy* . . . at Kirkcaldy . . ." What was "banking"?—R. STUART BRUCE.

40. "NEW SAILOR'S MAGAZINE."—Can any member give an account of this periodical? How long did it appear, and what were its object and methods? Was it illustrated?—H. H. B.

41. JACKSTAYS.—What is the approximate date of the first use of jackstays to attach a square sail to the yard? How was the sail attached before the jackstay was invented, this being a fairly modern "gadget," I believe?—H. O. H.

42. SPENCER MAST.—What was the name of the small mast that carried the spanker in a ship known as the *Mizzen Spencer*? The corresponding masts on the Fore and Main were known as Fore and Main Spencers, I believe. If this was so, it seems a little curious that the same mast in a brig should have caused that type of rig to get a new name altogether.—H. O. H.