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ANSWERS

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ternité; frigate *Etoile* on the stocks ready for launching; a fine privateer, lugger-rigged, built at Calais, 19 guns; many models of lighters for the Gironde and Garonne; the *Napoleon I.*; the first screw battleship, served in the Crimean War; the auxiliary cruiser *Chateau Yquem*; the *Etna*, Russian, *Hero*, Swedish, *Hecla*, Danish, *Freja*, Dutch, all about 1700-1750.

At Boulogne there is the general Museum with very fine marine pictures, and a splendid collection of Chinese and Japanese junks. There is also the commercial museum with a great number of ship models—1st, fishing boats; 2nd, privateers (there were many privateers at Boulogne in the times of Napoleon I.—Surcouf's ship is included); 3rd, all the vessels of the "Boulogne flotilla."

At Calais there is a very fine Dutch man-of-war, a model of the cutter which ran between Calais and Dover, a new system for launching ships and also

some very fine and curious models, of clench-built privateers.

At Dunkerque the General Museum has a room for ship-models. Most have been beautifully built and rigged, but nobody takes care of them. There is a number of old unrigged models of doggers, schooners and luggers given by the builders, there is all the gear for whaling and for cod fishing; there are also the following noteworthy models: Frigate of 1800, 46 guns; privateer lugger, 9 guns; fine clench-built privateer cutter of 17 guns; the English screw steamer *Lady Jocelyn*; early paddle steamers; American schooner, 13 guns; American gunboat, 20 guns (Louis XVI.); splendid man-of-war of Louis XIV., a 68 gun ship, with circular tops; 64 gun ship with sails, etc., but, as I have said, all in bad order. In the Commercial Museum there are many sailing ships and steamers, all modern. Here everything is in splendid order.—A. BALSEN.

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64. SWEDISH NAMES.—I think the answer given beneath this Query is not correct. The "Skonertskepp" is the ordinary French or English topsail schooner. The "Skonertbrigg," as said, is the two-topsails schooner. I have never seen this rig in France or England, but when I was young it was common among the Danish and Swedish ships which brought tar to Dunkirk. I have a good photograph of a Danish ship so rigged.—A. BALSEN.

[The latter part of this answer also answers Query 33 of 1919.—ED.]

66. MERCANTILE MARINE MEDALS.—

In June, 1901, when I was at Rouen with my steamer, the five-masted schooner *Rebecca Palmer* arrived from the United States with 9,000 barrels of petroleum having already discharged 6,000 at Havre. Her nett tonnage was 2,125. As so big a sailing ship had never been to Rouen before, the Chamber of Commerce presented to the master a silver gilt medal with the following inscription: "To Mr. Sumner, Master, Schooner *Rebecca Palmer*, 17th of June, 1901."—A. BALSEN.

71. CRABBLE.—This is presumably merely a corruption of the Russian *Korabl'*—"ship."—R. C. ANDERSON.

QUERIES.

76. TRINKET.—This word, used of a sail, is no doubt one of those which will be explained in the Society's Nautical Dictionary, when that work shall have progressed as far as the letter T. Meanwhile, the dictionaries in which I have been able to look it up, are rather indefinite. The Encyclopædic Dictionary says "the royal or topgallant sail: the upper sail in a ship," and quotes from Hakluyt, III., 411, "Suddenly with a great gust the trinket and the mizen were rent asunder." The New Standard Dictionary of the English language (1919) says "a topsail: probably originally a triangular lateen sail on the foremast." Perhaps some expert in sails and rigging may be able to throw more light upon the word.—W. S.

77. GRAND FLEET.—Is anything known of the origin of this title? It is believed that the first documentary evidence of this title being used was for the Fleet under Lord Russell at La Hogue. Is anything earlier than this date known?—May I suggest that an article on this subject be written, as I believe this expression was never used in Queen Anne's reign, but was revived later and so on intermittently until the late war.—J. N. B.