The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

ANSWERS

R. Stuart Bruce , G. C. E. Crone , R. Stuart Bruce &
G. C. E. Crone

Published online: 22 Mar 2013.

To cite this article: R. Stuart Bruce , G. C. E. Crone , R. Stuart Bruce &
G. C. E. Crone (1914) ANSWERS, *The Mariner's Mirror*, 4:4, 122-126, DOI:
[10.1080/00253359.1914.10654792](https://doi.org/10.1080/00253359.1914.10654792)

To link to this article: <http://dx.doi.org/10.1080/00253359.1914.10654792>

PLEASE SCROLL DOWN FOR ARTICLE

Taylor & Francis makes every effort to ensure the accuracy of all the information (the "Content") contained in the publications on our platform. However, Taylor & Francis, our agents, and our licensors make no representations or warranties whatsoever as to the accuracy, completeness, or suitability for any purpose of the Content. Any opinions and views expressed in this publication are the opinions and views of the authors, and are not the views of or endorsed by Taylor & Francis. The accuracy of the Content should not be relied upon and should be independently verified with primary sources of information. Taylor and Francis shall not be liable for any losses, actions, claims, proceedings, demands, costs, expenses, damages, and other liabilities whatsoever or howsoever caused arising directly or indirectly in connection with, in relation to or arising out of the use of the Content.

This article may be used for research, teaching, and private study purposes. Any substantial or systematic reproduction, redistribution, reselling, loan,

sub-licensing, systematic supply, or distribution in any form to anyone is expressly forbidden. Terms & Conditions of access and use can be found at <http://www.tandfonline.com/page/terms-and-conditions>

ANSWERS.

185 (1911). **STATE-ROOM.**—The use of this word has been traced back to the beginning of the eighteenth century. But it is older than that: for Pepys speaks of it as if it were a term of common enough application.

"April 24th, 1660. While I was at dinner with my Lord, the Coxon of the Vice-Admiral came for me to the Vice-Admiral to dinner. So I told my Lord and he gave me leave to go. I rose therefore from table and went, where there was very many commanders, and very pleasant we were on board the *London* which hath a state-room much bigger than the *Nazeby*, but not so rich."

Pepys suggests by his description that "state-room" to him meant Admiral's cabin, the seat of dignity, rank, quality and pomp.

The *London* was a second-rate of 64 guns built at Chatham in 1657 by Captain Taylor and blown up by accident near Lee on 7th March, 1664. Mr. Edward Fraser describing the ship writes:—

[*Londons of the British Fleet*, p. 46.] "The Round House' or 'Great Cabin,' the captain's part of the ship, is neatly panelled and wainscoted, 'garnished completely,' and 'painted walnut red colour in oil with gilded mouldings in parts.'"—G. A. R. C.

28 (1913). **COLOUR OF MEN OF WAR.**—Compare Dryden's lines on the *Loyal London*, 1667: "She seems a sea-wasp flying on the waves." This is an apt simile if Mr. Stuart Bruce's colours are considered, "black and yellow."

Lieutenant Halloran of the *Britannia* at Trafalgar says of the Spanish *Santa Anna* "she was painted entirely black," and of the "*Santissima Trinidad*, 140 guns on four decks," says she was "of a rich lake colour." (This is from one of the London magazines, I forget which, at the time of the Trafalgar centenary.)—W. B. W.

58 (1913). **UNEXPLAINED AVERSIONS.**—I may add to Mr. Morton Nance's note on p. 90 March "M. M." as to the

bringers of ill-luck to fishermen. The superstition as to women and ministers undoubtedly still lingers in Shetland, although the people would not admit it to a stranger. As Mr. Morton Nance says, this appears to be a survival of a once universal tabu. Our Shetland "haaf-men," deep sea fishermen, considered it to be very lucky when they were setting off for the fishing to meet an imbecile or a person deformed from birth. These were termed "Guids pör" (God's poor), and if the trip had been at all prosperous were rewarded with an "aamas" or "kjoab" (a gift) when the men came ashore.

Any woman who crossed the fisherman's path intended to do him an injury, and on the occasion of this happening the fisherman, on coming to the point of crossing, took out his "skönie" or "tullie" (sea-knife), and made a scratch on the ground in the form of a cross. He then spat on the ground and uttered the word "twee-te-see-dee." The sign of the cross was considered an antidote against the intended evil and the act of spitting an emphatic expression of contempt for the unchancy hag. (Spence "Shetland Folk-Lore," p. 111).

The minister was so unlucky that if he was to be taken anywhere by the men they resigned themselves to foul weather, or at least to a head wind. At sea he was always spoken of as "de upstaander" or "de predikanter."

I remember about fifteen years ago leaving Aberdeen for Shetland on a beautiful summer morning, with no fewer than five ministers aboard, and on jokingly remarking this to one of the deck hands (a Shetlander) he said that the weather would not be fine for long "with them aboard."

Rather to my amusement it commenced to blow up in the afternoon, and we had a stiff gale after that all the way north, being about six hours late in reaching Lerwick.

As to the unlucky pig, I am not sure that our people bother about him, but I shall find out.—R. STUART BRUCE.

58 (1913). UNEXPLAINED AVERSIONS.

—The antiquity of the belief in certain omens, that is held in common by fishermen in Cornwall and their otherwise unrelated fellow-craftsmen of Berwick, seems to be sent back to prehistoric times by the fact that the people of Southern India are still guided in their daily life by similar omens. In this country, all good omens seem to be forgotten, and but few remain of those that are bad; but Mr. Edgar Thurston, in his *Omens and Superstitions of Southern India*, has given full lists of omens of both kinds that are there still believed in, and acted upon, and from these one can grasp the reasoning that underlies such beliefs, for, with very few exceptions, the omens of good fortune are themselves emblems of fullness, fruitfulness, increase, well-being, and pleasure to the senses, while the bad omens are equally typical of emptiness, barrenness, deprivation, want, and discomfort. Amongst these omens of India are some that are practically identical with those of British fishermen. As a parallel to the Cornish dislike of meeting a woman when going a-fishing we read:—"The Kondh believes that, if he sees a female he will not come across animals in the jungle to shoot." In Berwick the woman brings ill-luck only if she should happen to bear an empty pail, and this is more in accord with the common belief of Southern India, where, although the sight of a widow is thought to bring ill-luck, a married woman or a virgin are usually considered lucky. But in India too the empty pail would make all the difference, for there a pot full of water, especially when carried by a woman, is one of the best of omens; and its opposite, a broken, new, or empty vessel, or even one filled with another liquid, is naturally taken as a forewarning of evil.

Another bad omen to the Southern Indian native is the sight of one of the priestly caste of Brahmins. Mr. Thurston gives the instance of a student starting for the Examination Hall who "will, if he sees a widow or a Brāhman, retrace his steps and start again after the lapse of a few minutes." Two Brāhmins, however, would bring luck, an omen that has been forgotten by our pessimistic fishermen, who would probably think that any number, whether even or odd, of "passons" or ministers, was equally bad for fishing prospects.

The Berwick fisherman's belief in the especial ill-luck of the pig is not shared by the Indians; but he would, no doubt, as included amongst vociferous beasts in general, be at times listened to with dread. The Cornishman's dislike of hearing the names of wild beasts at sea may also be connected with the Indian belief that a led or tied beast is a good, and a loose or indocile beast a bad, omen; but it is as likely that it is an extension of the common belief in the ill-luck of cats and hares. These beasts are both traditionally connected with witches in European folk-lore and their uncanny reputation is strong enough in India to make the crossing of one's path by a cat or hare one of the worst of omens. A curious parallel to the old Cornish custom of offering propitiatory tit-bits to cats, with the hope of improving the chances of fishing, is found in Cannamore, Malabar, where formerly, as Mr. Thurston says, "one fish daily was taken from each boat as a perquisite for the Rajah's cat."—R. M. N.

95 (1913). EVER: KOFF: SNIGG: TJALK.—Among my models I have 5 *koffs*, an *ever* (the only existing model I know), a *snigg*, and several *tjalks*. Three of the *koffs* are ketch-rigged and two schooner-rigged. The true *koff* has no leeboards; when she has, she is a *koff-tjalk*. There is still one *ever* in Holland, a very old boat sailing regularly between Amsterdam and the island of Ameland. The *tjalk* is very much the same as in the 17th century; even those of iron and steel have not changed.—G. C. E. CRONE.

95 (1913). SLAB-REEF.—Slab-reef in the Navy in my time did not mean any particular reef. It was simply the slack sail hanging down below the yard after any reef was taken in. Slab reef lines were used to haul it up; they were on the after side of the sail, rove through it, and finished off with a Matthew Walker knot I think. After toggling the reef becket you hauled up the slab-reef and hitched it over the toggle. If you didn't haul it up the slack sail would flap about and get chafed through by the stirrups. Many ships did away with them for drill purposes, as the clews of the topsails frequently caught in them when sheeting home. In that case two or three yarns would be used instead if bad weather came on.—T. H. M. J.

97 (1913). TAKING IN A COURSE IN BLOWING WEATHER.—I think almost all seamen will agree that C. A. G. B. is correct in his description of the best way to take in a course, viz., weather clew first; but nevertheless it used to be a most debatable point, and I well remember the anxiety of midshipmen going up for their seamanship examination to find out what the views were of the officers detailed to examine them.

The one danger was that you might spring the main yard, when you started the tack, and I have seen this provided for by paying the yard-tackle down to the weather gangway and getting it well taut beforehand.—T. H. M. J.

97 (1913). TAKING IN A COURSE IN BLOWING WEATHER.—With regard to the controversy as to the method to be adopted in taking in a course in blowing weather: in my early days at sea I had much experience in running the "east-ing" down in Blackwall ships and we seldom took in sail until it was blowing hard. I always found that the best plan for taking in a course—whether on a wind or running free—was to ease the sheet a little—about a fathom perhaps, man the weather clew garnets, buntlines and leach-lines, then slack away the tack and round up the sail to windward, paying great attention to the buntlines. The lee lift was hauled taut before the tack was started. Then double round to the lee side, man the buntlines and leach-lines and clew garnet, slack away the sheet and haul up as quickly as possible. I have never known this method to fail in securing a mainsail or a foresail even in the heaviest weather.—D. W. B.

122 (1913). MASTERS R.N.—Will F. I. A. give the text of the order he speaks of which rescinds an order forbidding the promotion of masters. It seems to me that any such order as this last must have been very conditional, or very new in 1805; at any rate, James Bowen was promoted to lieutenant in 1794 and to commander and post-captain in 1795. All through the 18th century, such promotions were occasionally made—not only at the beginning of it, as F. I. A. says. Cook in 1768 and Hunter in 1780 are two distinguished names which occur to me.—J. K. L.

123 (1913). SPANISH NAVY.—I haven't

present access to the *Naval Chronicle*, but certainly uniform in the Spanish Navy is of much earlier date than 1805. In his *Disquisiciones Nauticas* (1877) pp. 266-7, Fernandez Duro quotes in detail from an order of 1728, and refers back to an order of 1572; and this order includes not only hat and sword, but coat, waistcoat, breeches, and belt.—J. K. L.

131 (1913). WHITE JACK.—Moore's British Mariner's Vocabulary 1801, says, "in merchant ships the union is bordered with red." I do not remember having seen this description of a merchant Jack elsewhere.

2 (1914). WRECK OF DUTCH MEN-OF-WAR AT SHETLAND, AUGUST 4TH, 1652.—I thank A. C. D. for his reply.

The East India "vaerders," *Orangie* and *Breda*, were at first thought to be wrecked on Burra, but from letters sent by Captains Augustinus Balcke and Jan de Liefde to M. Hsz. Tromp, dated at Scalloway Voe, Shetland, 11th August, 1652, and handed to the States General on 21st August, it appears that they brought up safely. In a list of ships appended to the letter of Captain Hendrick de Raedt (or Raadt) written from Scalloway Voe, 10th August, 1652, the two East India ships are noted as lying "in de Wester-Baey," which may be Burwick or the West Voe of Burra.

The disposition of the 45 ships that obtained shelter after or during the gale is given by de Raedt as follows:

In Schalaway 23 [this is the Schallingsh Bay of A. C. D.'s reply], in the Wester-Baey 10, lying in de Buyten-Haaven [the Buss Haven] 3, and "die benoorden leggen," 8, = 44, plus de Raedt's own vessel in Scalloway Voe = 45.

The ships in the print 2049/C in the Rijks Museum number 47. Tromp gives 51. "Samson's Bay" is new to me. I have not access at present to any old Dutch charts, but tentatively put forward that this might be Sandsound Voe, which lies to the N. and W. of Scalloway Voe.

As Mr. Laughton remarks, the hunt for the names of the five wrecked ships is rendered very difficult from the fact that the Dutch at that time spoke of the ship by the name of her master and not by her own name.

In Shetland we are still sufficiently old-fashioned to do the same.—R. STUART BRUCE.

8. **TIE AND BURTON.**—The words "tie" and "burton" have been in use in the Royal Navy for many years, and they have exactly the same meaning as in the Scottish fishing boats.

The *topsail ties* were two in number, standing parts at masthead, rove through two single blocks on the yard, up through blocks at the masthead and down abaft all, terminating in a double purchase or halliards one side of the deck for use when the watch only was available, and in single halliards the other side.

Burtons were of two descriptions, the first generally called top-burtons, two being kept in each top for hoisting in stores, &c.; for preventer topsail lifts when studding sails were set; and for setting up topmast-rigging.

When used for the latter purpose the upper block was hooked to the burton pendant, a short leg over the topmast head. The burton was a tackle consisting of a double block and single block, the latter fitted with a long strop, hook and thimble.

The second was called a Spanish burton and was more frequently used in merchant ships. Two simple blocks with the strop of one tailed and rove through the sheave of the other, thus.—T. H. M. J.

7. **MASTER'S MATE.**—If the attention of C. A. G. B. has not as yet been drawn to this subject in "Naval Tracts of Sir William Monson," Vol. III. (N.R.S., Vol. XLII.) may I be allowed to draw his attention to p. 185 thereof.

We have here a table of "Rates for Seamen's Wages," disclosing what is apparently the actual rating of each class of officer and man borne on the books of a man-of-war of that date (1626), "wherein the number and *quality* of the officers are respectively considered."

The precedence of the Master's Mate, appears therein to have been after that of the Pilot, and before that of the Boatswain, whilst financially he drew the same wage as the Boatswain, and in all respects was apparently the Senior of the Purser or Surgeon.

Whether in these early days, there was in the Navy, any question of an executive

as distinct from a civil branch, is not therein disclosed, but a reference to p. 396 would seem to indicate that the military branch might take precedence of the civil, for here we find the gunner taking precedence of the purser, which is not so in the table of 1626—in which we are told the *quality* is defined.

The earliest record I can trace of the use of the term Master's Mate is in 1496, and may be found on p. 166 of "Accounts and Inventories of Henry VII." (N.R.S., Vol. VIII.) under the heading "Wages of Maryners with the lodemanage," but in this case we have no evidence of either *quality* or pay to guide us.—L. E.

15. **MOUSE ON THE FORESTAY.**—If W. A. E. is curious to know how a mouse was raised on the forestay in the days of hemp rigging, he will find a minute description of the operation, with an illustration, at p. 10 of the 2nd Edn. of Darcy Lever's "Young Sea Officer's Sheet Anchor."—R. H.

17. **"THE RAPE OF THE TABLE."**—I regret that I cannot tell W. S. where he can find a copy of the "Rape of the Table." But I should be much obliged to him if he could tell me where I could find a copy of William Jackson's poems.

One of them is called the "Gambryiad." It is a satire on Lord Gambier and other officers for their conduct at Basque Roads.

In 1814 and afterwards he was employed in writing pamphlets attacking Lord Ellenborough.

In 1861, when the succession to the Dundonald peerage was in dispute, he endeavoured to blackmail the 11th Earl. Apparently he was unsuccessful, for in 1862 he gave strong evidence in favour of the other claimant. He denied, however, having received money for giving this evidence, until flatly contradicted by his own handwriting. Other evidence given before the Committee for Privileges showed that a large proportion of the contents of the biographies of Lord Cochrane rests on no better foundation than materials supplied by this man. In his will Lord Dundonald left £100 to "his steady friend and former secretary." See Atlay's "Trial of Lord Cochrane," pages 273, and 331 to 336.—ELLENBOROUGH.

18. **PUYE.**—This type appears in

Witsen and in old prints. It was a one-masted vessel, sprit-rigged and similar to a tjalk, but finer ended.—G. C. E. CRONE.

19. THE "LANGPORT."—The *Langport* (often called *Lamport*) was built at Horsleydown (Bermondsey) by Bright and launched in 1654. She was a 50-gun ship of 781 tons, 116 ft. long on the keel, 35 ft. 7 in. broad, and 14 ft. 4 in. deep. Under the command of Roger Cuttance she served in Blake's fleet in the Mediterranean, but does not seem to have been present in the attack on Porto Farina. In 1657 she took part in the action at Santa Cruz de Teneriffe, and in 1659 she was in the fleet sent to Danish waters under Montagu. Next year, commanded by John Coppin, she was one of the ships which escorted Charles II. from Holland to England, and was then re-named *Henrietta*. Under this name she was present in the actions of 1665 and 1666; in the Four Days' Fight in

the latter year her Captain, Walter Wood, was killed. She was not at Sole Bay in 1672, but was in the three actions off the Dutch coast in 1673. Next year she was flagship of a squadron sent to the Mediterranean under Sir John Narbrough. She was wrecked near Plymouth on Christmas Day, 1689. Her armament had been gradually increased, till at the time of her loss she was carrying 62 guns. There is a sketch of her as the *Langport* among the Van de Velde drawings in the Boyman's Museum Rotterdam. This will be reproduced shortly.—R. C. A.

20. THE "LEONIDAS."—According to a MS. list in Devonport Yard, which I copied many years ago, the *Leonidas* was a 46 gun frigate, of 1,067 tons, built at Frindsbury, in 1807. I have no further notice of her. She does not seem to have had any war service; or, at any rate, her name is not in James. Though close to Chatham, Frindsbury was, I fancy, a private yard.—J. K. L.

QUERIES.

22. PICTURE BY J. HOOD.—I recently bought, as an "old print," a picture in a very dirty state. On cleaning it I found it to be a very old water-colour drawing in brown and grey tints. In the bottom left-hand corner are the initials J. H. in monogram form. Underneath this is "J. Hood del." in the same tint as the drawing. I should like to know whether there is any known picture by Hood of the subject which is as follows:—

In the foreground a ship with sail set having the old lateen mizzen, her people busy under the direction of the Bosun, who is shown with his pipe and his cane; this ship shows 12 guns on a single deck. On the right, in the middle distance, another ship with the wind on the star-board quarter, great detail shown of her stern, 4 guns on the upper deck and 8 visible on the main deck. On the left a third frigate coming up under full sail. Two or three other ships in the background. A mountainous coast to the right.

I want to find out whether this painting is an original or a copy. Its size is 28 in. by 16 in. The monogram signa-

ture has small holes pricked along the letters.—ALAN O. CLAUGHTON.

23. TABOO NAMES.—Mr. R. Stuart Bruce mentioned taboo names in a recent note. Will he not give us some information on a subject so interesting and so little known to some members?—A. M.

24. A TITLE PAGE.—Reproduced in *An English Garner*, Vol. II. (Constable and Co., 1903), is a pamphlet entitled "A Fight at Sea, Famously fought by the *Dolphin* of London against Five of the Turks Men of War, 1616, &c." The title page is set forth apparently as a facsimile, and at its foot, above the printer's notice, "Printed at London for Henry Gosson, dwelling upon London Bridge, 1617," is a woodcut of what is unquestionably not a XVIIth century ship, but a full-rigged ship (a frigate or a large clipper) of the first half of the XIXth century.

Can it be said where the original pamphlet is to be found, and what the woodcut, if any, upon it represented?—H. S. V.