

NOTES.

PURCHASE IN THE NAVY.

I have to thank Sir Cyprian Bridge for his kind words concerning myself. He will not be surprised if I still adhere to my opinion that there was an element of purchase in the transactions between Mr. Berkeley and Mr. Woods, Mr. Blakeway and Mr. Walker. Woods and Walker retired in favour of two men who were not lieutenants, and who gained notably by stepping into their places. Berkeley and Blakeway would require the confirmation of the Admiralty before they became permanently commissioned officers. But in the meantime they would receive the pay and allowances of a lieutenant, would share in prize money as lieutenants, and in the case of Mathews' squadron, would share in the interloping trade which he carried on audaciously. Whether they were confirmed, I do not know. A good deal would depend on the influence Mathews could exercise on their behalf. As he was fined by the company for infringing its charter on his return, and was cast in damages, he was no doubt under a cloud, and if I am not in error, he remained under it till he was drawn out in an unhappy hour to be appointed commander-in-chief and Minister-Plenipotentiary in the Mediterranean. They gained immediate advantages and a claim on the Admiralty. There was no question here of exchange. Two men retired to make way for two others. The payment to Mr. Woods is described as an act of generosity and charity on the part of Mr. Berkeley. But in the Blakeway-Walker case, Downing treats it as a matter of bargain. I may point out, too, that when Sir Cyprian tells us that he was asked to pay £100 for an exchange of ships and stations, he confirms my belief that the germs of a system of purchase did exist in the Navy. There was no question of "honesty and justice" when men exchanged equal things. Each would step into the enjoyment to the others contribution to mess expenses. If a payment was asked for, the reason must have been that one man was parting with something saleable and the

other was paying for something he wished to enjoy, a better climate, a chance of distinction, the company of friends, or what not.—DAVID HANNAY.

"CAPTAIN J. BLAKEWAY, R.N."

The MARINER'S MIRROR frequently comes to my assistance in matters nautical, but I have recently had an experience of its value in a somewhat unexpected manner, which I think may possibly be of interest.

An ancestor of a friend of mine married the daughter of a man described as Captain James Blakeway, R.N. The marriage articles merely mention that she had considerable personal estate. Some years ago my friend asked me if I would help him by trying to identify this Captain Blakeway. The Admiralty and the Record Office were unable to find any reference to a naval officer of that name from the scant information I was able to supply. The MARINER'S MIRROR has come to my aid.

Mr. David Hannay, in his article, "Purchase in the Navy," p. 105, Vol. II., No. 4, mentions a Mr. Blakeway as having paid £100 to a Mr. Walker for his expenses home. Working on this clue I was able to find out from the Record Office that the Mr. Blakeway who sailed in Commodore Mathews's squadron was the officer referred to in this article, and his Christian name was James. The Record Office kindly supplied me with the date of his entry into the service, copy of his passing certificate for lieutenant, and dates of service in his various ships, also the date of his death, which occurred at sea, the following being an extract from the ship's log the day after his death: "18th December, 1735, at 6 p.m., brought too and fired 3 volleys of small arms at the burial of Lieutenant James Blakeway."

Although it will be seen that Lieut. Blakeway never attained the rank of captain, it is, I believe, more than likely that he is the man whose daughter married my friend's ancestor, and we hope that a further search will prove his identity.—C. C. G.

VICE-ADMIRAL OF ENGLAND.

In the interesting article on Naval Executive Ranks, by Rear-Admiral Sir R. Massie Blomfield, which appeared in the *MARINER'S MIRROR* for April, it is stated that no successor was appointed to the Earl of Sandwich as Vice-Admiral of England during the reigns of Charles II. and James II.

There is, in the Pepysian Library at Magdalene College, Cambridge, a copy of the King's letters patent appointing Henry, Duke of Grafton, "to the office and place, offices and places of Vice-Admiral and Lieutenant of the Admiralty of England and of the Lieutenancies of the Navies and Seas of this our Kingdom of England." The document, dated January 13th, 1682-3, is noted in the *Catalogue of Naval MSS. in the Pepysian Library*, published by the Navy Records Society (Vol. xxvi., p. 65), and the fact that the Duke of Grafton was Vice-Admiral is recorded in the article on him in the *Dictionary of National Biography*, although the date of the appointment is not there given.—J. R. TANNER.

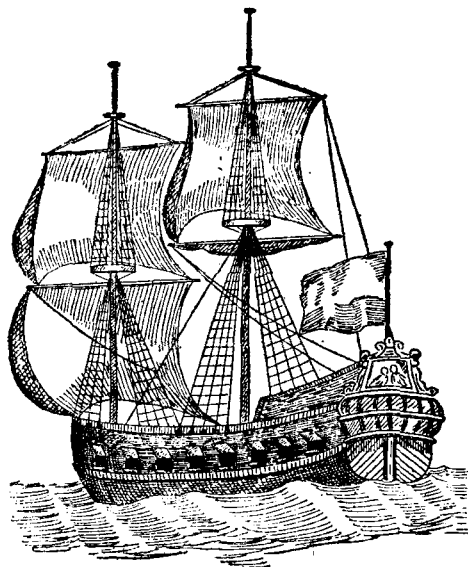
At p. 110, Sir R. Massie Blomfield mentions that during the reign of Elizabeth no Vice-Admiral of England was appointed by patent. It was probably in great measure to this omission that the quarrel between Drake and Borough, in 1587, was due. At this time, and since 1585, Charles Lord Howard of Effingham was Lord High Admiral; and in 1587 Borough was by appointment, as he himself put it in his well-known letter of protest to Drake, "Vice-Admiral at the sea unto the now Lord Admiral of England" [see N.R.S., "Spanish War," pp. 124 to 126.] Drake was "Admiral at the Sea to the Queen." Translated into more modern phraseology, it would seem that Drake held himself to be Admiral of the Fleet, while Borough was, in his own opinion, Vice-Admiral of England. Borough, therefore, regarded himself as Drake's colleague in command, rather than as his subordinate, and resented Drake's autocratic proceedings. In other words, it would seem that the trouble which resulted was owing to the lack of standardisation of naval ranks, and of the definition of authority.—G. B.

THE SNOW.

In the appendix to Veselago's "Sketch

of Russian Naval History" (1875) is a series of drawings from contemporary pictures of Russian ships of the period 1700-1702.

One of the ships is the *Snow (Snyava) Munker*, built in 1703; and her rig is



in all essentials that of the "missing link" suggested by Mr. Moore. The accompanying sketch is an exact copy of Veselago's picture, giving the rigging just as indicated in the original.—R. C. A.

THE HOWLAND GREAT WET DOCK.

The name seems to have been changed to Greenland Dock before its sale to Messrs. Wells, in 1763. Sir Samuel Standidge writes to Sir Chas. Middleton (April 10th, 1800; *Nav. Chron.*, Vol. III., p. 470), as follows:—"In the year 1755 I bought a French merchant ship, of 450 tons admeasurement; the first thing I did to her in Greenland Dock was to reduce her in the rigging, masts, and sails." And again, "In the year 1758 I bought the *Duke of Dorset*, an East India ship, 600 tons admeasurement and upwards. . . . I took her from Blackwall into Greenland Dock, and very soon took off her balcony and

round house, and shortened her main-yard 14 feet, and all her yards in proportion."—H. S. V.

A COCK-BILL.

This term was always used in my sailing days both for the anchor and for the yards. A favourite threat with old sailors was: "I'll give you a lift under your lee lug which will knock all your head yards a-cock-bill."—W. B. W.

WINTER QUARTERS.

"The True-Born Englishmen," mentioned in the note at p. 155, is by De Foe, and is not a rare book. De Foe was fond of doggerel rhymes. In his book, "The Tempest," a narrative of the same storm as that mentioned in "The True-Born Englishman," he has two sets of verses.—W. B. W.

BRISTOL GALLEYS.

On page 223 of vol. I., W. B. W. asked "What was the exact meaning of galley as applied to sailing vessels of the first years of the eighteenth century?" A tentative answer was put forward on page 254. The matter is dealt with by Robert C. Leslie in his *Life Aboard a British Privateer in the Time of Queen Anne*; London, Chapman and Hall, 1889. This volume tells the story of Woodes Rogers, master mariner, who, in the ships *Duke* and *Duchess* of Bristol, made a cruising voyage round the world, and "not only discovered the original Crusoe, Alexander Selkirk, but after making a 'note of him when found,' upon the island of Juan Fernandez, at once proceeded to make very practical use of him by giving him command of the *Increase*, one of many small prizes taken in the South Seas from the Spaniards."

Leslie's narrative is composed partly of extracts from Woodes Rogers's own journal and partly of degressions when such are needful. On page 5 the author

writes: "Many a modern pleasure yacht would exceed the tonnage of the frigates *Duke* and *Dutchess*, the *Duke* being 320 tons, with 30 guns and 117 men, and the *Dutchess* only 260 tons, with 26 guns, and 108 men. 'Both ships,' says Rogers, 'well furnished with all necessaries on board for a distant undertaking weigh'd from King Road, Bristol, August 2nd, 1708, in company with the *Scipio*, *Peterborough* frigate, *Prince Eugene*, *Bristol Galley*, *Bucher Galley*, *Sherstone Galley*, and *Diamond Sloop*, bound to Cork in Ireland.' These 'galleys' must not be confounded with the lateen rigged vessels of that name in the south of Europe; being simply small, low, straight ships of light draught easily moved by oars or sweeps in calms. In Rogers' time a ship was said to be 'frigate built' when she had a poop and fore-castle rising a few steps above the waist, and 'galley built,' when there was no break in the line of her deck and topsides. But the use of oars was not confined to these Bristol galley-built ships, for Rogers speaks of using them on several occasions in the *Duke* and *Dutchess*. While in old draughts of small vessels of this class, of even a later date, row-ports are often seen."

"Writing of Bristol in 1808, Pinkerton says that 'in the late wars with France they built here a sort of galleys, called runners, which being well armed and manned, and furnished with letters of marque, overtook and mastered several prizes of that nation. Many of these ships were then also carriers for the London merchants, who ordered their goods to be landed here [at Bristol], and sent to Gloucester by water, thence by land to Lechlade, and thence down the Thames to London; the carriage being so reasonable that it was more than paid for by the difference of the insurance and risque between this port and London.'"

G. A. R. C.