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NOTES

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NOTES.

"HALF DECK" OR "AFT DECK."

It is greatly to be hoped that A. M.'s much-needed protest against the replacement of the term "Half Deck" by "Aft Deck" will be received with respectful and general attention. "Half Deck" was a term with a meaning; "Aft Deck" has not, and never had, any meaning at all. The upper deck from the main mast to the stern was really a *half* deck. When there was a poop upon it the space from the fore part of the poop to the main mast became in both name and reality the "Quarter Deck." The latter term was applied in flush decked ships to the part between the main and mizzen masts, and was a correct designation. In ships of the line and frigates, which had main decks, it was the practically invariable custom to speak of the after part of the main deck as "under the half deck."

Perhaps it will not be out of place to observe that in the marking of wash deck gear, to which A. M. refers, the marks designated the "parts of the ship"—not as portions of the hull—but as sections of the Watch Bill. A man asked, "What part of the ship do you belong to?" would say that he was a Foretopman, Maintopman, or as the case might be; and was always referring to the Watch Bill.

The mark "A" on wash deck gear indicated that it belonged to the "Afterguard," a name which, for a highly fanciful reason, was quite unnecessarily altered to "Quarterdeckmen." The marking letter "A" had been in use before the change, and was retained after it.—C. A. G. B.

"HALF DECK" OR "AFT DECK."

In 1874 I joined the *Monarch* with other midshipmen, after having served previously in the *Valorous* and *Hercules*. In both these ships the term "Half deck" was always used, and I remember our astonishment when we heard the Commander, the late Admiral Carr, who was by way of being something of a purist, speak of the "Aft deck." The expression did not catch on, and I never heard it used again by an officer until the late '90's. I suggest that the men's use

of the term probably originated in a dropping of the aspirate. They called it the "Arf deck," and gradually it became "Aft deck."

There is a somewhat curious history about the marking of wash deck gear. It is as follows: Forecastle is marked FX; Foretop, F.T.; Maintop, M.T.; Quarterdeck, AX. Why not F.C. and Q.D.?

Because you can't cut a C, Q or D very easily on a bucket with a purser's dagger (seaman's knife) or any other letter with a curve in it.

But why AX?

Because the Quarterdeckmen used to be called the Afterguard.

Incidentally, it used to be thought rather a disgrace to be in the Afterguard. The threat, "I'll put you in the Afterguard," was often used if a man was not smart aloft. The Afterguard went no higher than the mainyard. The same reproach did not exist with regard to the Forecastlemen, for although they went no higher than the foreyard, they required to be smart to handle the headsails and do the anchor work. So many of the old terms are dying out or being misapplied, it would seem almost worth while to collect them.

An example of misapplication is the use of the expression "Monkey's Island" for the small upper bridge where the Captain and Navigating Officer stand. A Captain of my acquaintance forbids its use: he considers it an expression of disrespect, and that it means that the officers up there are like monkeys.

It should be Monkey Island. Monkey is simple a diminutive. A small or monkey bridge was built above the other. Monkey topsail was a small topsail used for instructional purposes. There were also monkey bitts, monkey gaffs, and monkey booms.

Lately I have seen some extraordinary derivations of the word Jaundy, meaning the Master-at-Arms. Surely it is evident that it is only a corruption of "gendarme." "Shadwell" for the mustering of defaulters is seldom heard now. It originated in the fact that Admiral or Captain Shadwell was the first to introduce regular defaulters' books.

"I'll take you where the boot shines," and "I'll put you in the bowse," are not often heard now. Both mean "I'll put you in the report," but I don't know the origin of the latter: that of the former is obvious.—T. H. M. J.

A MEDITERRANEAN ALBUM.

I am publishing herewith another page of copies from this collection (see July No.). The word *Veneto* should be added to the name of the last vessel.

R. C. ANDERSON.

CAPTAIN BOTELER'S "REMINISCENCES."

On page 153 of our first volume Mr. Greenhill asked if anyone knew of a copy of a book published under this title about 1880. The true title was "Recollections of My Sea Life," by Capt. J. H. Boteler, R.N., and it was published in 1883. A copy was included in the Naval Catalogue of Mr. F. Edwards of 83, High Street, Marylebone, in October, 1907.—R. C. ANDERSON.

THE BOSUN'S PIPE.

I was much interested in Mr. Manwaring's article on "The Whistle as a Naval Instrument." The accompanying sketch is a full-size representation of a whistle in my possession, a copy of one belonging to an old messmate of mine. The original is dated 1720, and is made of silver. It came into my friend's keeping about fifteen years ago, being given to him by a retired Commander R.N., who vouched for the authenticity of the date, etc. This, to my mind, proves that, as Mr. Manwaring says, the bosun's pipe is one of the oldest and most interesting survivals in the sea service. In shape it has evidently remained practically unaltered for the last 200 years.—H. O. HILL.

THE FOUL ANCHOR.

I was much interested in the account of the Early Naval Chest in the August number of the "M. M." by Mr. Laughton, which I take it to be, if associated with our Navy, of departmental origin and probably constructed by foreign workmen. I at first thought that after so many years had elapsed since the publication of my paper on the Admiralty Badges in the *Journal of the R.U.S.I.*, I was going to learn something at last of the origin of the Foul Anchor displayed for the first time in our naval history on the Portico of the Admiralty office in Whitehall, when it was completed in 1726-7 A.D. But, on making a more careful examination of the excellent photograph of the cross-keyed anchor given by Mr. Laughton, I am convinced that it does not display a "foul anchor," recognised as such by our Naval Sea Service and displayed on the Admiralty Portico, which, in my early sailing days in the Navy, more than seventy years ago, was always considered to be due to a negligent officer of the watch. I had hoped that the foul anchor badge was going to be dissociated from the distinguished Admiral, James, 3rd Earl of Berkeley, and his Board and its Secretary, Josiah Burchett; but it seems that this is not yet to be the case.

The cable shown in the photo is only arranged for pictorial effect, and is not wound about the arms or shank of the anchor, but only laid upon them. The Admiralty papers in the Record Office, which should tell us something of a documentary character as to the change of anchor in 1726-7, are still uncalendared as they were when I made my search many years ago, and some important ones of that date are still inaccessible to the public. So the mystery of the date of the change of anchor is as far as ever from being solved from documentary evidence.—R. MASSIE BLOMFIELD.

Barco del Porto di Cadice

Beccassa Francese.

Barcos Cacilleiros

Trabaccolo Triestino.

Leuto Sardo

Sandale Tunesino

Barco de Ericeira Portoghesi

Barco di Transporte

RHA