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QUERIES

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QUERIES.

68 THE "M. M.", VOL. 1.—Young as our Journal is, it seems possible to find bibliographical variations in it already. Looking through my bound copy of Vol. I., I noticed that a note at the head of the "Answers" in the Feb. issue leads one to suppose that the "Queries" in Jan. were un-numbered, but I found them numbered.

On further investigation and comparison with a friend's copy I discovered that Nos. 1 and 2 in my first volume are clearly reprints. Nothing is said about this in the note on the cover of current "M. M's." When did this reprinting take place and why is it ignored?—L. T. K.

69. CAMBUSO.—Decree of [Admiralty Court of Scotland, 14th May, 1779. The cutter *Cruizer*, of Ayr, was wrecked on Fair Isle in July, 1778, and in the Inventory of Materials, etc. saved appears: " . . . Item, two gunns, a cambuso, and " a cambuso stove, Five pounds." . . . and another lot is " . . . Item, a water engine [and] part of the shrouds, sixteen pounds. . . ." What was a cambuso, and was a water engine a usual name for a pump?—R. STUART BRUCE.

70. KANTIT SPAR.—From Court Book of Shetland, 1602-1604, p. 5: "Ane Kantit spar cum in at Culvinsbrughe. . . ." (Cullingsbrough, in the island of Bressay). What sort of spar is this?—R. STUART BRUCE.

71. THE "LOYAL LONDON."—On p. 70 of his book "The Londons of the British Fleet," Mr. Fraser refers to a picture of the *Loyal London*, of 1666/7 at the Hague. Could one of our Dutch members tell us anything of this picture, or, better still, send a photograph of it for reproduction?—R. C. ANDERSON.

72. RIVER TYPES.—In the Wolver-

hampton Art Gallery there is a picture entitled "Summer Afternoon," by Westall (1791-1850). There is a river with several vessels under sail and these are of the type shown roughly in the sketch. What were these vessels and where did they belong?—R. C. ANDERSON.

73. A NAUTICAL ALPHABET.—Can anyone supply the missing letters of the following? It was told me by a merchant service officer during the war:—
A for the anchor which holds the ship fast.
B for the backstays that keep up the mast.
C for the capstan at which we go round.
D for the davits which lower the boats down.

E for the ensign which at our peak flies
F for the foc'sle where the gallant crew
lies.

G for the galley where the dirty cook
stands.

H for the halyards which never shall
strand.

* * * *

J for the jackstays.

* * * *

W for the wheel two hours at a time,
For the other three letters I can't
find a rhyme.

It seems to belong to the nineteenth
(or twentieth) century.—A. M.

74. PRINTS AFTER VANDERVELDE.—
I have just come across six prints in
dull blue stipple, engraved by E. Kirkall,
after Vandervelde. They are about
18 ins. by 15 ins., of course, not counting
the margin. They are evidently very
old, but there is no date on any of them.
They represent :

1. The *Royal Sovereign* (or *Sovereign
of the Seas*). View from port quarter.

2. Ditto, view from broadside (nearly).

3. A Man-of-War in a heavy sea.
Bow view.

4. Fishing boats, with man-of-war
firing salute in background.

5. Sea fight, 1672.

6. Fight with seven Algerines, by
Captain Kempthorne.

With the exception of the two last
there are no names to the pictures, but
a good deal has been cut off the margin,
though apparently the inscription below
in large writing was, "From the collec-
tion of So-and-So," only, as in the case
of 5 and 6 the title was just under the
print. I wonder if any member of the
S. N. R. could give me any further
information as to these curious blue
prints, whether they are a complete
series or only part of a larger one, etc. ?
They were "sold and printed by E.
Kirkall, at Wine Office Court, Fleet
Street."—C. F.

NEW BOOKS.

CONFIDENTIAL CORRESPONDENCE OF GUSTAVUS VASA FOX, ASSISTANT
SECRETARY OF THE NAVY, 1861-1865. Edited by Col. Robert M.
Thompson and R.-Ad. Richard Wainwright, U.S.N. The Naval
History Society, New York, 1918.

In this volume, long over due like those of most other publishing Societies,
the American "Naval History Society" starts with its ninth volume
to publish records of the Civil War. Fox was a man who seems to have
inspired his correspondents to speak their minds, and this makes the letters
he received from officers afloat all the more valuable. The next two
volumes will continue this series of letters. The book is as well produced
as ever, and it will be interesting to see if the Society will be able to keep
up its standard and its output without the increase of subscription that
seems universal in this country.

THE PROGRESS OF WARSHIP ENGINEERING. By C. de Grave Sells,
M.Inst.C.E. Reprinted from the 1914 Edition of FIGHTING SHIPS.
The early part of this pamphlet, which the author has kindly presented to
this Society, is concerned with the first steam warship, Fulton's *Demologos*
built in 1814 at New York. The original plans of the ship are reproduced,
and there is a long official report on her trials as well as many other
interesting details.