This article was downloaded by: [Deakin University Library]
On: 14 March 2015, At: 03:25
Publisher: Routledge
Informa Ltd Registered in England and Wales Registered Number: 1072954
Registered office: Mortimer House, 37-41 Mortimer Street, London W1T 3JH,
UK

The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

NOTES

Douglas Owen & Bertram A. Raves

Published online: 22 Mar 2013.

To cite this article: Douglas Owen & Bertram A. Raves (1912) NOTES, The Mariner's Mirror, 2:4, 120-125, DOI: [10.1080/00253359.1912.10654591](https://doi.org/10.1080/00253359.1912.10654591)

To link to this article: <http://dx.doi.org/10.1080/00253359.1912.10654591>

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>

NOTES.

THE RUSSIAN FLAG.

The accompanying drawings show some of the many variations mentioned by W. G. P. on p. 89. Nos. 1-4 are taken from Elagin's "History of the Russian Fleet—The Azov Period," and Nos. 5-8 from Veselago's "Sketch of Russian Naval History." No. 1 is from a picture of 1699, representing events in 1696 in the Black Sea. It is a light cross on a dark ground, probably white on blue. Nos. 2-4 are from a picture of 1701 giving three views of the new ship *Predestinatsia* 58, also a Black Sea ship. The bow view has No. 2, the modern mercantile flag, the broadside view has No. 3, a combination of the modern mercantile and naval ensigns, while the stern view has No. 4, which consists of three repetitions of No. 2. In each case so far the flag is the same whatever its position in the ship. Nos. 5-8 are from Baltic ships. No. 5 is the jack, and No. 7 the ensign of the *Poltava* 54, of 1712, and Nos. 5, 6 and 8 are found in every position on ships from 1701 to 1722, No. 8 being apparently the latest form. Colours are somewhat uncertain, and it is also very probable that there were red, blue and white ensigns, so that each of these three last may have had a ground work of any of the three colours.

The first warship belonging to Peter the Great was a galley built in Holland, and

launched on the Don in 1694; she probably carried at first a Dutch flag, and this may be the reason for Peter's adoption of those colours.—R. C. A.

THE CENTENARY OF AN ITALIAN NAVAL HISTORIAN.

On February 4th, at Civitavecchia, was celebrated the centenary of the birth of the distinguished naval historian, Padre Alberto Guglielmotti, to whose extensive researches, wide erudition, and many publications knowledge of Italian naval activities of the middle ages is chiefly due. Guglielmotti devoted his attention mostly to the Pontifical Navy, but his enquiries threw a flood of light upon operations in the Tyrrhenian Sea, the Eastern Mediterranean, and the Levant. In the home of his boyhood traditions still lingered of the ravages of the Barbary pirates, and it is probable that to this circumstance may be ascribed the direction and character of his learning. He entered the Dominican order, and as a young priest taught philosophy and mathematics. He was librarian of the Casanatense, and a member of the Accademia della Crusca. The great value of his naval writings is now universally recognised, and the *Rivista Marittima*, to which in former times he contributed many articles, said that the Italians recognised in him the harmonious associa-

THE RUSSIAN FLAG.

tion of the sentiments of religion and patriotism. He revived the study of Italian Naval history, and had an intense love for everything that concerned the sea and navigation, as may be seen more especially in his "Vocabolario," which preserves the heritage of Italian nautical technology and naval art. Father Guglielmotti died at Rome on October 31st, 1893.

The following is a list of his principal works:—

"Le fortificazioni della spiaggia romana"; "Notizia della Marina pontificia nel medio-evo"; "I bastioni di Civitavecchia e i disegni di Antonio Sangallo"; "La rocca d'Ostia e le condizioni dell'architettura militare in Italia prima della calata di Carlo VIII"; "Marcantonio Colonna alla battaglia di Lepanto"; "La storia delle fortificazioni nella spiaggia romana risarcite ed accresciute dal 1560 al 1570"; "Storia della Marina Pontificia"; "La guerra dei pirati e la Marina pontificia dal 1500 al 1560"; "La squadra permanente della Marina romana (1573-1644)"; "La squadra ausiliaria della Marina romana a Candia ed alla Morea (1644-1699)"; "Gli ultimi fatti della squadra romana da Corfù all'Egitto (1700-1707)"; "Le due navi romane scolpite a rilievo nel marmo portuense del principe Torlonia"; "Atlante delle 100 tavole (in cui sono illustrate le fortificazioni marittime e le principali fortificazioni terrestri dello Stato pontificio)"; "Vocabolario marino e militare."—J. L.

EARLY SHIPS AND EARLY LONDON.

I have just been reading Sir Laurence Gomme's interesting and instructive little book, "The Making of London." Its keynote is that it is the river Thames which has made London. Nobody would deny this: undoubtedly the Thames has made the London of to-day, because it puts London on the sea. But to the early, very early, London, it was no advantage to be on the sea. What little foreign traffic there was in those days is more likely to have crossed the sea at its narrowest part. When the Romans invaded England it was the narrow channel which they selected for their crossing, and when eight centuries later, Norman William invaded England he followed Cæsar's example and, pretty nearly, Cæsar's route. And when the Romans had firmly planted themselves, they ran the great high-road from Rome right through to London, not from

Boulogne by water, all the way round, but through Dover or thereabouts, and so on by land. "It was the great river which made the Lundinium of the Romans," writes Sir Laurence; but I wonder if this was so? It is quite true that when the Romans came to London they found it a trading city; but what sort of trade, internal or foreign? And, if foreign, by what route, the well-beaten trade-tracks from the Channel crossing, or by long sea up the Thames? What it would be very interesting to learn from some one who has made a study of this special aspect of London's history, is, When did the city first begin to grow into a port for overseas trade? Is there any evidence either that the Romans or the Normans used the river as a trade highway? We know that the Vikings sailed across the North Sea, but this they did because it was their nearest crossing, and they were free-booters and marauders rather than traders. When did the Thames become a river for foreign trade, and really therefore a great river in the sense in which Sir Laurence Gomme refers to it in connection with the Romans? "All through the ages it is the river which is the central part of London's life." If this statement is correct, it fails to draw the distinction which should, I think, be drawn between the river's relation to strategic position in London's early days, and to trading position at a later date. The natural position of very ancient London made it a high-ground stronghold, with fresh water and fish-food unlimited, at the nearest point to the sea at which the river could be crossed. From Tower Hill to the sea all was marsh and floodland, or else the river was so wide as to be impracticable, and London must, I submit, have sprung into existence because it was at the converging point of all the trade tracks which led to the first practicable river crossing on the east side of the country. The advantages of the site, as such, and the fact of its being (as I imagine) a focus for the inland trade tracks, seem themselves sufficient to account for the selection of the site; and if this be so it was probably many centuries before the river itself carried any considerable volume of trade in ships to and from the city. Is there any evidence whatever that the Romans ever used the Thames as a navigable highway to and from the sea? Sir Laurence Gomme makes mention of the Roman boat

recently discovered in the County Council excavations near Westminster Bridge. "The vessel was about 60 feet long, and was built for sailing," and he suggests that it came over from Gaul. I have not, I regret to say, yet seen this most interesting relic, but my recollections of the pictures of it are of a wide, flat-bottomed, low-sided craft, which would be dangerous in a bit of a sea. Perhaps the Romans and the Normans had to take their chance across the narrow Channel in something similar; but can we fitly regard the vessel in question as possibly a trading vessel for foreign traffic? Are there any records, pictures, or "finds," which will enable us to form a reasonable conclusion as to the date or times when the Thames from being merely a strategic protection to London, became the trade-highway which laid the foundation of a port?—DOUGLAS OWEN.

THE FIRST U.S.A. VESSEL TO ARRIVE IN THE THAMES.

From *The British Magazine and Review*, Vol. II., 1783, p. 148.)

In the report of the proceedings of the House of Commons on February 9th, 1783, occurs the following:—

"Mr. Hamet informed the House that an American ship was at this time in the river, with the *Thirteen Stripes* flying on board. The ship had offered to enter at the custom-house, but the officers knew not how to act. He therefore wished the ministers to take such steps as would secure a free and lawful intercourse between England and the United Colonies: but the ministers made no reply."—E. P. K.

"THE SEMAPHORE TELEGRAPH."

A short article on this subject will be found in "Chambers's Encyclopædia" (s.v. Semaphore), in which it is stated that the last Semaphore message between the Admiralty and Portsmouth was sent on December 31st, 1847. It is also stated that the 1 p.m. Time Signal could be sent from London to Portsmouth, and its acknowledgment received in London, *within three-quarters of a minute*. (See also the same work, s.v. Signalling).—C. S. H.

BANIAN DAYS.

"Burton's Anatomy of Melancholy" (Part III., Sec. 4).—"with immoderate fastings, as the *Banians* about Surat, they of China, that for superstition's sake never eat flesh nor fish all their lives,

never marry, but live in deserts and by-places, and some to pray to their idols twenty-four hours together without any intermission, biting off their tongues when they have done, for devotion's sake."—H. L. N.

["As the Banians . . . were restrained by the principles of their religion from eating meat, or drinking strong liquors, they lived upon fruits and a few plain dishes. They never departed from this frugality, except upon the settlement of their children. . . . Even their women had a taste for this simplicity of manners; and all their ambition consisted in making themselves agreeable to their husbands." Raynal, "East and West Indies," Vol. II., p. 27, of Justamond's translation. Raynal also describes the Banians as wealthy traders, and it will be noticed that he and Burton agree only on the one point which illustrates the phrase, "banian day." Raynal wrote his book about 1780, while Burton's was published in 1621, at a time when English knowledge of Indian manners and customs was not extensive.—ED.]

A-COCK-BILL.

With reference to the use of this term as applied to the yards of a ship, the Atlantic Fleet and Second Cruiser Squadron, lying at Lagos, cock-billed their yards on the day of the funeral of the late Dom Carlos, King of Portugal, in accordance with the Portuguese custom, which I have previously seen at Macao. I believe this is the latest instance of the observance of this practice by British ships. It would be interesting to learn when it ceased to be part of our own routine at funerals, etc. I remember that the *Orontes* cock-billed her yards when the body of the Prince Imperial was brought home.—H. S. V.

NAVY LISTS.

I have in my possession a book which I picked up at a sale in an out-of-the-way place; and, as I have never seen it quoted from or referred to, a notice of it may perhaps be of interest. It is:—

"THE NAVAL REPOSITORY, or Young Seaman's Best Instructor, containing a most accurate description of a ship of war . . . with Variety of Anecdotes relative to the same. By an Officer in the Navy. London, Printed for Messrs. Wilson and Fell, Booksellers in Paternoster Row, 1762." It measures 8 by 5in.

After a description of a ship of war, of the duties of the different officers, and of ceremonies, &c., a list is given of the ships of the Royal Navy, with the captain of each ship, and the list of officers from admirals to lieutenants, with the dates of their first commissions. It seems, therefore, to deserve mention in a history of the Navy Lists.—A. O. C.

[There is no copy of this book in the Libraries of the Admiralty, of the British Museum, or of the R. United Service Institution.—ED.]

BROAD ARROW.

I enclose a tracing of (A) The Heraldic Broad Arrow; (B) The present-day Government Broad Arrow; (C) The Heraldic Pheon. It will be noticed that A and C both show that the centre stem is a socket to hold the shaft of the arrow; also that the inner edges of the barbs of the Pheon are serrated; while the Government Broad Arrow (B) has all the ends cut straight and square.—C. H. S.

[The N.E.D., s.v. Arrow, says the Broad Arrow in Heraldry = "Pheon, which is properly a broad arrow with the inner edge of the barbs indented." No instance of the broad arrow as the royal mark is given for an earlier date than has already been quoted in *M.M.* With regard to the report that the broad arrow was adopted from the mark used by Henry, Visct. Sydney, when Master-General of the Ordnance (1693-1702), *i.e.*, at a date when it is known to have been already many years in use as a Government mark, it is pertinent to notice that the Sydney arms are, "Or, a Pheon azure."—ED.]

POPULAR NAUTICAL LANGUAGE.

All the phrases cited by J. L. are undoubtedly in common use ashore, and

only one of them, which happens to be distinctly a favourite, seems to call for comment. "Three sheets in the wind," as applied to a man, admits of no doubt; but can anyone quote any instance in which, in that form, it has been applied to a ship? I take it to mean "right up in the wind, shaking all three sheets," a state of affairs which would naturally cause doubt as to the condition of the helmsman; but I have never met with it used in this, which is presumably its literal sense.

There are, no doubt, many other similar expressions in general use, and in nearly every case the literal meaning needs no explanation. But there are also a few phrases, now used metaphorically, of which the original nautical meaning is clean forgotten. Such are "To come to close quarters with" anyone; referring, I suppose, to the "close quarters" or "close fights" which were the defensive positions on board ship. "To be at loggerheads with" a neighbour is a suggestive phrase, for the loggerhead of olden times was a round shot on the end of an iron bar, the sort of thing that would be a forcible argument in a discussion between decks. "Cut and run" is variously interpreted as referring to cutting the cable in order to get under way in a hurry, and to "cutting sail" as was done in the 16th century, when sails were furled under the yards with old yarns, &c., and were let fall merely by cutting the yarns. Perhaps the latter explanation is the more probable.

Two very common phrases, "aloof" and "boom," are almost certainly nautical in their origin. The loof of a ship was the bow, that part which lay before the chess tree; and a ship that was on the loof, or "aloof," of another was directly to windward of her, and out

THE BROAD ARROW.

of reach. As early as 1600, a ship which went directly before the wind, with all possible sail set, was said to "go booming," because it was only then that booms were used at that date to help in spreading the sails. The phrase "booming along," seems to have been not uncommon, and to have been transferred from the sea to commerce. There used to be, and perhaps still is, an advertisement whereby somebody's candles or soaps are recommended by the picture of a ship before the wind with stunsails drawing alow and aloft. The ship certainly was booming, but whether the candles (or soap) boomed accordingly is unknown to—S. G.

I remember well, 50 years ago, accompanying a lady to the village school in Essex, she with a model ship to show the children. "I expect you never saw a ship before," said she kindly. "Yes, I have!" said a boy. Asked where, he explained that he had "seen 'em along the road." To him a sheep was a ship, and this with the model ship before him.—D. O.

THE PETT FAMILY.

In the Dictionary of National Biography, it is mentioned that Peter Pett, who died in 1589, is described in Le Neve's Pedigrees of the Knights as the great-grandson of Thomas Pett, of Skipton, in Cumberland (or Yorkshire), but the writer in the Dictionary does not entirely accept this, and thinks that he more probably belonged to a family of the name of Pett, in Kent.

My suggestion is that the Thomas Pett was of Hopton, in Suffolk, and that Hopton was fudged into Skipton by the Tudor Heralds, in the grant of arms to Peter Pett, perhaps in the way described in Round's Peerage and Pedigree, Vol. I., page 40. Petts about or near to Hopton at the time were yeomen or husbandmen, as, for instance, John Pett, of Hepworth (will in Norwich Registry, proved 1571), Robert Pett, of Wattisfield (will at Bury St. Edmunds, proved 1598). The pedigree may, therefore, have seemed to need treatment. In the article, "The Builders of the Navy," in the tenth volume of "The Ancestor," p. 152, are particulars of the second marriage of Phineas Pett's mother, her husband being the incumbent of Weston, and she being buried in the church there in 1597. Hopton and Weston are adjoining parishes, and the churches

only a few minutes' walk apart. Her husband was apparently a local man, having an uncle at Wortham, another neighbouring village.

I have not been able to find any proof of the Hopton origin of the Petts, but the date of Thomas Pett is somewhat early, and a successful search might require a more extensive knowledge of records than I possess. In the will of Robert Pett, of Wattisfield, above mentioned, proved October 26th, 1598, one of the witnesses is a Thomas Pett, of Harling, a village about four miles from Hopton. The 22nd October, 1798, is the date of a letter from Peter Pett, of Limehouse, to Sir Basingbourn Gawdry, of Harling, printed in the Gawdry Papers (Hist. MSS., Commission, 1885, p. 63), and it would appear from this letter that Peter Pett was an occasional visitor at Harling.

The Pett family of Wattisfield, a village two or three miles from Weston and Hopton, belonged to the neighbourhood from the 14th century, and perhaps earlier, at times owning property both in Hopton and Weston, as well as in neighbouring places, one member of the family being Ellis Pett, of Walsham-le-Willows, mentioned at pp. 96 and 103; Vol. II., of Muskett's "Suffolk Manorial Families."

I think the last of the name in the neighbourhood was a "Bob" Pett, son of a surgeon in Wattisfield, and who died very old and very poor, perhaps about 1875, I think at Redgrave. He was a ship's carpenter, an unlikely occupation for the native of an inland village, and this points to a possibility that knowledge of a family connection with shipbuilding had been handed down.

I have for some time hoped that I might find a clear proof of the Hopton origin of the Petts, and trust, meanwhile, that the suggestion may not seem uninteresting.—BERTRAM A. RAVES (Major).

THE RED FLAG.

I submit the extract which follows on the Red Flag for what it is worth: in case it may interest some readers. I copied it *literatim* from the MS. diary of the Revd. Robert Knopwood, in which it occurs as a note or memo at the end. This diary is preserved in the library of the Royal Society of Tasmania, in the Museum building at Hobart, where I read it. Knopwood was a naval chap-

lain at the close of the XVIIIth century, and elected to remain at "Hobart Town," under the ægis of Lieut.-Governor Collins, after a voyage from England with convicts. He seems to have been fond of after-dinner port and other jovialities of his period, and generally more profane than reverend, if one may judge him by his diary. He died at "Hobart Town"—about 1811, I think.—B. G. C.

[Extract].

"An idea has been long entertain'd that the Red Flag has been taken or stolen from the mast of the Admiral's ship, and that the Dutch obtained that trophy in the Downs, in one of the battles between Blake and Van Tromp. The Red Flag has never been taken or sur-

rendered to the enemy. The last officer that wore such flag was Sir George Rooke, when he was Admiral of the Fleet and Commander-in-Chief of the combined force of England and Holland in the Mediterranean in 1703; and that upon the Union of England and Scotland the Red Flag was discontinued to be worn, and the Union Jack became the distinguishd flag of the Admiral of the Fleet: thus the red flag at the Main was superceded by the use of the Union Jack in its stead."

[The prevalence of this quaint but false belief had probably a good deal to do with the creation of "Admirals of the Red" in 1805. The passage in question will be found in the *Nav. Chron.* xiv. 376 (1805), whence probably Knopwood copied it.—ED.]

PUBLICATIONS RECEIVED.

Cronica Oficial de las Fiestas del Primer Centenario de la Independencia de Mexico: publicada bajo la Direccion de Genaro Garcia. Illustrated.

Déviations des Compas. By Pierre Engel, Enseigne de Vaisseau. Paris, Gauthier-Villars.

An Examination of the chief causes of Disease at Sea in the era of the Tudors and Stewarts, and of the Measures taken against it. A thesis for the degree of M.B. (Cantab.)

by Alan Moore, M.B. Reprinted from St. Bartholomew's Hospital Reports, Vol. xlvii.

Portsmouth Dockyard Museum: additions to the Catalogue, compiled by M. E. P. Frost, Sec. to the Admiral Superintendent.

The Nautical Magazine.

The Yachting Monthly.

The Rudder (New York).

The Marine Magazine.