The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

ANSWERS

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Published online: 22 Mar 2013.

To cite this article: R. C. Anderson , R. C. Anderson & A. Balsen (1922) ANSWERS, The Mariner's Mirror, 8:1, 31-32, DOI: [10.1080/00253359.1922.10655079](https://doi.org/10.1080/00253359.1922.10655079)

To link to this article: <http://dx.doi.org/10.1080/00253359.1922.10655079>

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PRINTS AFTER VAN DE VELDE.

I am sending photographs from two of the blue stipple prints about which I asked a question in 1920. They were very difficult to photograph on account of the blue colours of the printing and the darkness of the paper through age. The titles of both have been cut off, but from the decoration of the stern I imagine one to be the *Royal Sovereign* of 1701. What the other is I cannot say.—C. F.

AN AGE COMPETITION.

The many notes that have appeared in *THE MARINER'S MIRROR* on the subject of long-lived ships all appear very feeble in comparison with a paragraph in *The Morning Post* some two months ago. In that a correspondent mentions the ketch *Good Intent*, 25 tons, built at Plymouth in 1780, and sold at Cardiff in 1821. So far there is nothing improbable, and we might perhaps accept his next statement, that "in 1902 there was no less than 24 vessels afloat

of 100 years or more in age." The difficulty is that he goes on to say: "*perhaps* the oldest of these was the Italian barge *Anita*, built at Genoa in 1548, and modelled on the *Santa Maria* of Columbus. She was broken up at Teneriffe seventeen years ago." This would be 1904, and the ship would have been 356 years old! The italics to the word "*perhaps*" are mine! After this it is no surprise to find that this writer accepts "the legend of the "*Betsy Cains*" in spite of its exposure in these pages. It would be interesting to know why the year 1902 was selected; it sounds like a quotation from some other list prepared in that year.

If it is possible to unearth (or reclaim) the real facts about the *Anita* it seems very desirable that it should be done. Otherwise this statement is likely to be quoted again and again, and thus attain a sort of semi-canonical status which it will be impossible to disturb.

L.T.K.

ANSWERS.

59. (1914). SPRITSAIL - TOPGALLANT-SAIL. — In the Museum at Calais, among an extensive collection of engravings of that town at various dates, there is a print with this title:—"Profil de la Ville de Calais l'un des plus fameux Port (*sic*) de Mer de l'Europe." I could see no date, but should imagine it belongs to the early part of the 17th century. One big ship is shown with a very definite spritsail topgallant yard.—R. C. ANDERSON.

20. (1921). H.M.S. "HERO."—There were two 74's of this name, either of which might be the original of A.M.'s model. The first was built in 1759, at Plymouth, and was 166ft. 8ins., long on the gun-deck and 46ft. 6ins., broad. Her keel length was 135ft. 10½ins., and her depth in hold 19ft. 9ins., She measured 1574 tons. This ship was broken up in 1798 on the Medway, but is given in Schomburg's list of 1783-4 as "to repair." She had been in two actions in Indian waters

in 1783. The other was built on the Thames by Perry & Co., and launched in 1802. Her dimensions were, 175 ft. 47 in., 6 ins., 144 ft. 2 ins., 20 ft., and 1730 tons. These are Charnock's figures, and being the same as those for two other ships are probably what was intended rather than what was actually carried out. No doubt there are lists at the Admiralty which give the exact figures. This *Hero* was in Calder's and Strachan's actions, and was wrecked near the Texel in 1811. Probably this is the ship represented.—F. K. I.

26. (1921). SWEDISH GUNBOATS.—A list of the Swedish fleet on the Stockholm station in 1841 includes both gun-sloops and gun-yawls "*Kanon-slupar*" and "*Kanonjollar*." The former dated mainly from 1789-90 and 1808-9, the latter from 1808-9 and 1828-36. Gun-sloops carried two carriage guns and 4 swivels, gun-yawls, 1 carriage gun and 2 swivels; the former had their main armament pointing forward, the latter

over the flat, cut-down stern; they had respectively 26-30 and 20 oars. Both types were two-masters. The gun-sloops were rigged with dipping lugs, the gun-yawls had standing lugs. There are models of the corresponding Danish types in the dockyard museum in Copenhagen, but in this case the rig consists of a jib, two standing lugs and a sprit mizzen. As late as 1882 there were 31 gun-yawls on the Stockholm station, though they are not credited with any armament.—R. C. ANDERSON.

43. (1921). LA PANNE FISHING LUGGERS.—I have several plans of La Panne boats. The oldest dates from 1832 and the latest is about ten years old. In the old plans the mizzen is a lug and I have seen these boats so rigged; but for a crew of only two men and a boy the yard was awkward; so, when the sail got old or the yard was broken a jib-headed sail took its place. Now all the La Panne luggers are so rigged. The mast and boom are a foot or two longer than before.—A. BALSSEN.

QUERIES.

1. JEAN BART'S SHIPS AND PRIZES.—In Norman's "The Corsairs of France," we are told on pp. 45-6 that his first command was a "chasse-maree," and his second a "brigantine." His first two prizes (in 1674) are given as a Dutch "brigantine" and a Dutch "brig," laden respectively with coal and wine. Are not these very early instances of the names "brig" and "brigantine" in Northern waters! Can anyone inform me whence these statements were derived? L. T. K.

2. ORDERS FOR H.M.S. SUPERB.—Information is requested on the following expressions:—1. (Article 24). Quick Work. 2. (Article 37). The Ventilator. 3. (Article 77). The Day Mate. In this last case, what were his duties and when was this title first used?—J. N. BENBOW.

3. SEVENTEENTH CENTURY FLAGS.—I should be much obliged for some information with regard to two seventeenth century naval pictures belonging to the Earl of Berkeley painted by Van de Velde the elder. One shows H.M.S. *Tiger* commanded by Charles, Lord Berkeley who died in this ship in 1682. She carries about 46 guns and flies at the main a flag or standard in black and red squares with the Royal Arms in the different quarters including the fluer-de-lys. Does this mean that some Royal Personage was aboard?

Another shows a smaller vessel of about 32 guns with Berkeley arms on the stern below the Royal Arms and the letters C. R. in a shield above. She flies at the main a plain St. George's cross

on a white ground which I take to be the flag of a Vice Admiral of the White (although Berkeley died as a Captain). At the stern is a large ensign, red and white stripes with a border chequered red and white and St. George's cross in the canton next the flagstaff. What would this flag be?

What guns were carried by the *Tiger* and *Swiftsure*? The latter was the flagship of Admiral Sir William Berkeley, a brother of Charles, and it seems possible that the pictures have been wrongly labelled.—J. F. C. MORDAUNT.

(The *Tiger* was a 44-48 gun ship. The *Swiftsure*, taken by the Dutch in 1566, a 66. The smaller ship seems most likely to be the *Charles Galley*, 32, commanded by Lord John Berkeley in 1686.—ED.)

4. SARAH LANE.—The other day I was in the shop here in Whalsay, and my attention being attracted by the large stock of tinned corned beef on the shelves. I made a passing remark to the manager:—He asked if I knew the sea name for this beef, and I said I did not. He gave the information that in his younger days he had often heard merchant seamen and also a few navy men, call the beef "Sarah Lane." This was new to me, and I further gleaned that a woman of this name was said to have been murdered—down Wapping way—the manager thought—and the body made into "tinned beef."

Is anything more definite—and perhaps more reliable—known of the origin of this curious name?—R. STUART BRUCE.