



The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

NOTES

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Published online: 22 Mar 2013.

To cite this article: G. E. Manwaring , J. R. Tanner , H. O. Hill , R. Stuart Bruce & R. Stuart Bruce (1922) NOTES, *The Mariner's Mirror*, 8:7, 216-219, DOI: [10.1080/00253359.1922.10655126](https://doi.org/10.1080/00253359.1922.10655126)

To link to this article: <http://dx.doi.org/10.1080/00253359.1922.10655126>

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Gunroom Extra bills, and the limit of wire bills. *Routines*: What differences were made when steam came in—remembering that in the second year of the Crimea there was no purely sailing ship of the Line—all had steam propulsion.

Lieutenant Commander J. N. Benbow, in supporting the motion, urged that the Society should publish a catalogue of objects likely to interest country members when visiting London, and London members when visiting the Provinces.

It was agreed that these suggestions, all of which seemed very valuable, should be referred to Council for the necessary action; and, after a cordial vote of thanks to Admiral of the Fleet Sir Doveton Sturdee had been carried by acclamation, proceedings terminated.

Many members, however, lingered behind discussing the topics raised during the afternoon, and all agreed that the Society had not hitherto experienced a more memorable or successful Conference.

NOTES.

THE "VICTORY."

I have read with the greatest interest Mr. Anderson's note on "The *Victory*" in the May number of the "M.M.," and I have recently come across the following account of her appearance in July, 1807, written by a Danish seaman who fought against us at Copenhagen. It throws a little light on the debated question of the *Victory's* figurehead. "Her stern is very elegant, and built in a style of great simplicity, being totally divested of that carved work which in former times encumbered large ships; her head is likewise extremely light; it displays his Majesty's arms tastefully emblazoned and supported by angels. She was at that time painted in checker." ("A Dane's Excursions in Britain," by J. A. Andersen, pp. 67-8).—G. E. MANWARING.

DOUBLE TOPSAIL YARDS.

I served in the *Prince Consort* from May, 1864, to September, 1866. When I joined she was barque rigged and fitted with double topsail yards and stump topgallant masts, as were all the early ironclads except *Warrior* and *Black Prince*. It was a rig well adapted, from a seaman's point of view, to these ships; in fresh and strong breezes the *Prince Consort* could work under sail, because it enabled a good press of canvas to be carried.

The reversion to single topsail yards

and fidded topgallant masts in all these ships was carried out in 1865 in deference to the opinion of the the older school, that seamanship would deteriorate if it were no longer possible to have competitive drills in reefing topsails and exercises with upper masts and yards; a part of the resistance to the expulsion of sails by steam which was then and for some years afterwards so strongly exhibited. The change really had a contrary effect to that intended, for all these ships became more dependent on their steam power.

Cunningham's patent self-reefing topsails were fitted in all troopships of this period, and remained until troop service was given up by the Admiralty.—W. H. H.

SPECIAL FLAGS.

In view of the references to flags in the last number of the "M.M." the following minute from the "Admiralty Journal," dated 15th December, 1677, may be of interest:—

"A bill brought of £100 for a couple of silk flags provided as an expedient for the service of the Prince and Princess of Orange designing to go over to Holland in several (*i.e.*, separate) yachts, the same consisting (by advice of Sir William Dugdale, Garter King-at-Arms) of the arms of Orange and England, with a title and labels impaled, supported with a lion of Orange of one side and the English on the other side, and dis-

tinguished by the Prince's being drawn with a garter, and her Highness's without, and the whole calculated to prevent the precedent of having the flags ordinarily used by his Majesty's fleets applied to any other use than what they are ordained for, or more Union-flags than one (which Sir John Holmes now bears in the Mountagu) borne at once together. *Resolved*: That the said bill be referred to Sir William Dugdale to give his opinion touching the reasonableness thereof, the same being not made in the manner used in the Navy, but painted upon crimson silk with the metals of gold and silver laid improper."

On 17th January, 1677-8, another minute is entered:—

"Flags approved of, and ordered to be paid for, for the use of the two yachts employed in the transporting for Holland the Prince of Orange upon one and the Princess upon the other, being peculiar flags devised by Sir William Dugdale, King-at-Arms,"—J. R. TANNER.

BRIG, BRIGANTINE, Etc.

In the Admiralty "Manual of Seamanship for Boys' Training Ships," 1891, there is at the beginning of the book a plate of woodcuts of types of sailing ships. The Brig is of the usual type, square rigged on both masts and a main course and trysail. Next comes a Brigantine; this vessel is square-rigged on the fore and has three square sails on the main, no main course but a large trysail, considerably bigger than the brig's, while the three square sails are smaller. The Hemaphrodite Brig is what we should now call a brigantine, fore and aft rig only, on the main. Unfortunately, my copy of this book has no description of these rigs, as the first page is missing, on which I think the descriptions must have been.

Taking the illustration in "The Manual of Seamanship," and the description given in "Sailing Vessels: How to distinguish their different rigs" together, we seem to have got what, during the transition period of about 30-40 years ago, really was the Brigantine and Hemaphrodite Brig. In passing, I, too, have a copy of "Sailing Vessels. How to distinguish their different rigs," purchased only about a year ago, and the illustration of the Brigantine and description is the same as in Mr. Anderson's copy.—H. O. HILL.

A FRENCH FLEET OFF SHETLAND.

During a search through some of the old records of the County of Zetland, I came across the following, which, although not of old date, yet has a certain amount of interest:—

At Lerwick in Shetland the seventh day of August One thousand seven hundred and eighty six years. In Presence of the Vice Admiral Depute of Shetland. Compeared Robert Thomson, Tacksman upon part of the Estate of Sumburgh. Who Being Examined respecting a French Fleet which had been seen hovering on this Coast. Depones That on the morning of the fourth Instant He the Deponent saw a number of very Large Ships coming from the South-east standing towards Sumburgh Head the South end of Shetland. Whereupon & supposing them to be the Homeward Bound Dutch east India Fleet He manned three Boats and went off to meet them carrying with him some Poultry Greens, etc., which he thought they would need.

That upon his coming up with the Headmost vessel which was a Ship of Seventy-four Guns he attempted to get along side, but was prevented by her bearing away so as he could not Board her, which she did upon seeing the Boat approach. At the same time hauling in All the Guns upon the Lower and Upper Deck and Letting Down the Gun ports. That He Immediately set forward to get onboard the next Ship in the Line which proved to be La Felicitie as appeared by that name on her Stern.

That he was allowed to come onboard that Ship and to come upon the Quarter Deck but not to go on the Main Deck. nor to have any communication with the Seamen.

That he sold the most part of the Articles he had carried off onboard this Ship and was paid for them in French Crowns or Six Lion pieces.

That He inquired at one of the officers on the Quarter Deck where they were Bound for and was Answered in a very Angry tone, "What is that to you? We are bound to the sea."

That finding from their Behaviour they wish'd him to be gone. He accordingly went over the Gangway to get into his Boat, but observing a Gun Port open under the Main Chains he got in thro' it upon the Lower Deck where to his Surprize He saw a Crowd of Soldiers & Sailors which he knew to be Frenchmen

as well from their Dress as That they mostly Had Rings in their Ears Such as are used by the Frenchmen that he had occasion to see.

That during his short Stay betwixt Decks he fell in with a Sailor who he supposed to be an Englishman as he spoke the English language pretty Distinctly and Told him the Deponent that he wished to have two small fish that was in the Boat for a French General onboard who he pointed out on the Quarter Deck.

That He saw & observed that Gentleman on the Quarter Deck from the Discription given, viz^t.: A Tall Stout made Man Above Six feet deeply marked with the Small Pox with what is called A large Roman Noze & a very daring Look. To Appearance not above Fifty Years Old.

That while he was onboard he asked from one of the Officers Some Biscuit for his people which they agreed to give, but After some whispering (which he the Deponent overhead & was "The fellow would Probably know the French 'Bisket.')" they gave his people in the Boat some Soft Bread & some gin to Drink Offering himself wine.

That During his stay on board the iFelicitie he used every Endeavour n his power to Learn the Destination of the Voyage without Success, & therefore left that Ship & went on board one of the Brigs called La Maline where he sold the Remainder of the Small Articles he had carried off.

That while he was onboard this Last Vessell one of the Scamen told him he had been often in Shetland a fisherman from Dunkirk but would tell nothing else.

That the Fleet as near as he could count their Guns consisted of one Seventy four, one fifty six, one forty four, Three from Thirty six to forty guns, four from twenty to Thirty two Guns, and three very Deep laden Armed Brigs from fourteen to sixteen Guns.

That three Ships in the Fleet Appeared to be heavy Laden besides the Brigs.

That while he continued among the Fleet none of them show'd Any Colours, but Immediately After his leaving the La Maline, A Signal was made from the Leading Ship for the Fleet to Bear away which they Did Standing about a North-west & by West Course.

And all this He Declares to be Truth as he shall Answer to God.

Sworn before John Bruce,
Vice Admiral Depute of Shetland.
(Signed) ROBERT THOMSON.

Thomson seems to have been an observant fellow. One would like to fathom the identity of the French general with the "very daring Look!"—R. STUART BRUCE.

THE BOATSWAIN.

In the accounts kept by Alexander Bikenor, clerk, in the 31st year of Edward I., there is some evidence about the mediæval boatswain which has not, I think, been published hitherto. Two items from the dozens available in his accounts will suffice.

I. *Herwiz*. Simoni Milde magistro navis que vocatur la Joanette i Constabulario xxii sociis suis nautis predicte navis et i Botsweyn capientibus ut supra (*i.e.*, the same rates as detailed in II.) pro vadiis suis per xv dies iiii li. xixs. iiiiid. ob.—Exch. Accts. K.R. 11/2.

II. *Wynchelse*. Johanni Prest magistro navis que vocatur Cog Peter de Wynchelse et x sociis suis nautis eiusdem navis pro vadiis suis et unius pagii qui dicitur botesweyn a ix die Junii usque viii. diem Julii utroque computato per xxx. dies magistro per diem vid. cuilibet naute per diem iiii. et pagio per diem id. ob.—iiii li. xiiis. ix. d.—Exch. Accts. K.R. 10/30.

The first of these is a vessel hired to convey certain magnates and military stores from Ireland; the second is a smaller craft employed in the Scotch War. The first has 22 nautæ and a constable, the second 10 nautæ and no constable; this fits in with the remark Bartholomew Burghersh made some 35 years later (see my note in "M. M." Vol. III. p. 153.)

But both ships carry a "Botesweyn" which, I venture to suggest, is something against Commander Robinson's proposition that constables and boatswains were very much the same (*vide* "The British Fleet") unless I have misread him, while in the chapter on "Civil History of 1154 to 1399," Laird Clowes (Vol. I., p. 147) states baldly, "There was no boatswain," and Nicholas begs the question of the mediæval boatswain altogether.

Furthermore, be it noted that these Botesweyns get only half the pay of the sailor and a quarter that of the constable. Again, the phrase, "unius pagii qui vocatur Botesweyn" merits attention.

Is it not possible at this early period Botesweyn, Pagius, Gromettus, and Garcio were synonymous? I do not think I can be accused of "over-intelligent induction" if I say that Pagius and Gromettus are obviously the same. In this connection I cannot allow Captain Bosanquet's interpretation of Grommet as "grown mate" to pass unchallenged ("M. M.," Vol. VIII., p. 103). Personally I prefer to rely upon Du Cange for the meaning of a word of such frequent (I had nearly said household or stable) use, both ashore and afloat, in mediæval and later times.—I. M. V.

LICENCING WAR SHIPS.

Register of the Privy Council of Scotland," Vol. I., p. 104 :—

"Edinburgh, 6th July, 1550 :—

"The quhilk day, the Lordis of Secreit Counsale, considerand the gret enormiteis dalie done to our Soverane Ladyis legis, als well within hir awin watteris and firthis as in uthair places, be schippis of Holand, Flussing, and uthiris the Lawlandis of Flandaris, subjectis to the Empriour; hes thoct expedient to licence the weir schippis of this realme, sa many as ar now in ordiner, to pas furth in weirfar for stanching thair of; providing alwayis that befor thair deperting that the maisteris, awneris, and capitanis of ilk schip comper befor Thecaurar Clark, and ressave sey borrow, and find sufficient caution that tha sall pass na uthair way bot upoun the cost and throw the watteris of Scotland, quhill tha have owthir takyn or chasit the saidis piratis furth of the boundis forsaidis, and that tha sall do na hurt, harm, nor violence to na uthair of our Soverane Ladyis Freindis, allys, and confideraris, and speciale to the Franchmen, Inglismen, Denismen, Swadynmen, Emdein, Danskinmen, Ham-burch, nor nane of the stedis, nor to na uthair natioun bot to Holland, Flussing and Lawlandis of Flanderis, subjects to the Empriour alenerlie.—R. STUART BRUCE.

UNIFORM OF DOCKYARD VOLUNTEERS.

Apropos of uniform and my note in the April number of the "M. M.," the following petition may be of interest, though it cannot properly be said to refer to naval

uniform. None the less it raises a subject worthy of investigation, and about which I hope some member will give us an article.—H.R.H.V.

Public Record Office. Ad. Sec. Inletters. 5126. Petitions. To the Right Honble. the Earl of St. Vincent.

May it Please your Lordship.

The Humble Petition of the Plymouth Dockyard Volunteers.

Most Humbly Sheweth.

That your Lordship's Petitioners do with one Heart and Mind turn out Voluntarily to serve his Majesty as Volunteers against the Common Enemy, and heartily wishing that old England may come off Victorious should the enemy attempt to make a Landing, your Petitioners beg leave to Acquaint Your Lordship that they were informed what Uniform Dress was to be worn by them, the said Volunteers, upon which your Lordship's Petitioners wrote a Letter to the Colonell desiring the Favor of a little alteration in the said dress if Possible from that Proposed from the Right Honorable Board of Admiralty, your Petitioners Request in the said Letter was this (viz.) The Blue Vest Coat to have a small Skirt, and instead of the gater Trousers to have Pantaloons with half Gaters, and instead of a Round Hat to be indulg'd likewise with a Cap and Feather as is worn by those in the Army, the said Letter the Colonell said he would send to the Board, but hearing nothing about it since, your Petitioners is apprehensive that it never came to Hand, and which is the Reason of us Troubling your Lordship on the said occasion, Humbly begging the favor of your Lordship to be Pleased to grant us our above Request, the same as we Requested of our said Colonell, your Petitioners hope your Lordship will not be Offended in Requesting this favor; and heartily wishing this may meet with a favourable reception, and as in Duty bound your Petitioners will ever most Humbly Pray for your Lordship's Health, Wealth and Prosperity.

THE PLYMOUTH DOCK YARD

VOLUNTEERS.

Plymouth Dock.

April 7th, 1804.

Endorsed 10th April. "Direct Commissioner Fanshawe to comply with their request unless he sees reasonable objection thereto."