This article was downloaded by: [New York University]

On: 15 May 2015, At: 04:01

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>

QUERIES

H. S. Vaughan , L. O'Malley & L. Mcc-G.

Published online: 22 Mar 2013.

To cite this article: H. S. Vaughan , L. O'Malley & L. Mcc-G. (1911) QUERIES, The Mariner's Mirror, 1:4, 125-128, DOI: [10.1080/00253359.1911.10654494](https://doi.org/10.1080/00253359.1911.10654494)

To link to this article: <http://dx.doi.org/10.1080/00253359.1911.10654494>

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>

QUERIES.

56. ARMED LUGGERS.—In a book of plates, published in London in 1827, entitled "A Book of Shipping of various classes from the cutter to the first rate, etched by R. W. Smart," are two pictures of a three-masted "armed lugger." What were the usual dimensions and armament of these craft, and upon what particular service were they employed in the Navy?—W.S.

59. POST CAPTAINS, R.N.—Murray's English Dictionary states that, about the year 1731, the Admiralty issued an order establishing the rank of Post Captain, and it is further stated that in 1842 the Admiralty issued a further order abolishing that title and substituting for it the title of Captain. Information as to the accuracy of these statements is desired.

60. YARD ARM.—In the "Daily Chronicle" of February 6th, in a note upon the standard yard, I find the following:—"And the yard-arm of the ship merely remembers that the yard was measured by the arm of King Henry I. of England." Is this so?—O. W.

61. LORD ANSON.—Can any reader state why Admiral Anson, on elevation to the peerage, was given the title of "Soberton"? Did he own any property there, and if so, what was the name of it?—E.E.B.

62. TYMINOGUY.—A rope, one end nailed to the outside of the stock of an anchor, stowed at the bow, and the other fastened or belayed to the ship's sides on the fore-castle; its use is for preventing the fore-sheets (when getting under sail) dropping down between the anchor stock and ship's side. The above is from Blackley's "Naval Expositor." What is this word? How long was it in use, and where does it come from?—R. M. N.

63. POLACCA.—Can anyone send a good picture of a Bideford Bay "polacca"? The rig is now extinct, since about 1870 I believe; although some of the old "pole hackers" are still afloat as ketches.—R. M. N.

64. POSABERGA.—In an inventory of the Spanish galleon *Nuestra Señora de Loretta*, 1614-21, is the entry "Dos Posabergas de respecto que pueden servir cada una de masteleo mayor."

Jal in his "Glossaire Nautique" explains the "posaberga" as a piece of wood placed before a lower mast on to the head of which the lower yard was lowered thus saving the tyes. This spar was cylindrical and served as a spare top-mast.

Can another instance be found, supposing the above to be correct, of a spar being used in place of slings?—R. M. N.

65. FIFTY YEARS AGO.—"On Wednesday the whole ship's company of the *Sans-pareil* and tenders, including marines and boys, were landed at Queenstown for a march into the country, with drums beating and colours flying. A field piece accompanied the party, with blank cartridge. When ready the band struck up 'St. Patrick's Day in the Morning,' and the order for marching was given, which was very well done. During the march crowds of people of both sexes followed, and the scene on the bridge can scarcely be described. Jack singled out his partner from among old Erin's beauties, and a jolly dance commenced. The boys belonging to the *Ferret* also struck up a song. The embarkation took place in the greatest order, and was quickly done, without the slightest accident or *contretemps*. Landings of this description cannot be too strongly encouraged, as they are highly useful to the men in a Service point of view, and promote amongst them an *esprit de corps* which is so necessary for the well-being of the Navy."

From the *Army and Navy Gazette* of 23rd February, 1861. It would be interesting to know whether this festive landing had an ulterior motive, to wit, recruiting; and whether any other picnics of the kind took place at about the same time.

66. J. PERRIMAN.—A friend of mine has a small drawing in Indian ink brushwork of an ancient three-decker, with the three lanterns over the stern. Figure-head, a crowned female figure. The drawing is of a model on skids, with stumps of lower masts. It is a fine piece of drawing, with remarkable attention to detail; signed "J. Perriman." Is there any record of a naval constructor or designer of this name?—D. O.

67. RUNNING-GEAR BELOW DECK.—Wanted, information concerning running-gear made fast and attended below the upper deck, both in men-of-war and in merchantmen.—**DRYNG.**

68. LATEEN.—What is the earliest certain representation or record of a lateen sail?—**MISNE.**

69. A COCK BILL.—Is the expression a cock bill used of the anchor when hanging from the cathead still in use anywhere, or has it been used within the memory of readers of the *MARINER'S MIRROR*?—**DESTRELLE.**

70. LADY OF THE GUN-ROOM.—In a book entitled "Observations and Instructions for Officers of the Royal Navy" by "Captain in the Royal Navy" published 1804, the rating of "Lady of the Gun-room" is mentioned under the head of "Idlers." It appears as a rating in 1st, 2nd, 3rd, and 4th rates but not in 5th or 6th rates. What was this rating and what were his or "her" duties?—**A.H.T.**
 ["She" was in no way related to the "gunner's daughter." Smyth, 1867, describes "her" as "a gunner's mate, who takes charge of the after-scuttle, where gunners' stores are kept."]

71. HALF PORTS.—When were half ports, fitting round the gun, first fitted?—**G. W. C.**

[Certainly before 1834, for they are referred to by Marryat in "Jacob Faithful," published in that year. See also Liardet, "Professional Recollections," p. 162.]

72. MILLER.—In a MS. list of the Navy 1831, all, or nearly all, the 68 pdr. guns are noted as "Miller," and some 24 pdr. as "Congreve." Presumably, these are the names of the makers. What were the firms' full titles, and where were the foundries? Any information would oblige.—**SAPOR.**

73. H.M.S. MOSQUITO.—Could any reader tell me whether the name *Mosquito* has been previously given to any ship in H.M. Service? If so, is there any battle, blockade, or other important event in which she has been engaged?—**F. M. K.**
 [There have been several *Mosquitos* in the Royal Navy from 1777 onwards, all of them being small craft. The present T.b.d. *Mosquito* is the eleventh ship to bear the name in the Royal Navy. The most important services of former *Mosquitos* are: Coast of France and W. Indies, 1795-99; capture of Hamburg, 1809; Navarino, 1827; while the last *Mosquito* served in the Zambesi, 1890-93.]

74. ROYAL STUDDING SAILS.—When were these sails last carried, and when

did they originate? So far as the Royal Navy is concerned, I believe they were last used in the *Satellite*, corvette, about 1871-72, probably as a "Captain's fancy." They were shown, with particulars of price and materials, in the official rate-book of Naval Stores as late as the "eighties." On the other hand, I find no mention of them in the Rigging Warrants for the early years of last century, a period when they were undoubtedly being used. Admiral Smyth mentions them as having been carried in the *Dwarf*, cutter, and he also alludes to them under "Flying Kites" in the *Sailor's Word Book*.

There is more evidence as to the Merchant Service, royal stuns'ls having been carried by the clippers occasionally up to the end of the "sixties." There are some old sailormen still living who were shipmates with them, and these sails are depicted in contemporary prints, lithographs, and paintings, among them the beautiful picture of the China tea clippers *Ariel* and *Taeeping* racing up channel in 1866, and the lithograph of the *Challenge*, a famous New York clipper, bunt in 1851, carrying fore and main royal stuns'ls. Pritchett, in his well known and very accurate "Sketches of Shipping and Craft," has a drawing of a clipper under royal stuns'ls. It is hoped that some of those who were shipmates with these sails, both in the Royal Navy and the Merchant Service, will contribute their recollections. — **H. S. VAUGHAN.**

[In Captain W. B. Whall's "Ships, Sea Songs and Shanties," 1910, portraits of *Flying Cloud* (1851), of *Old England* (1778), and of a tea-clipper show these sails set. It may perhaps be doubted whether they were in use as early as 1778, at a time when royals themselves were but newly introduced. It is certain, however, that they were used not very long afterwards, for the frigate *Unicorn* when she chased and captured the French frigate *Tribune* on 8th June, 1796, carried her "supernumerary flying sails, royal steering sails, etc.," (N. R. S. "Letters of Sir T. Byam Martin," I, 262)—**ED.**]

75. RIGGING PLAN.—I am anxious to get hold of a complete sail and rigging plan for an English line of battleship or frigate of the period 1790 to 1800. As far as I know no such plan was published, and I have so far failed to discover one in manuscript.—**C. J. T.**

76. ENGRAVINGS.—I shall be glad if you can inform me whether there are

in existence, either in books or separately, any prints of "The Capture of the Island of Goree, 1758"; of "The Capture of Belle Isle, 1761"; and of "The Capture of the Havana, 1762?" If there are any such prints, I shall be glad to be furnished with the name of the engraver, and of the painter of the picture from which they are taken. I should also be glad to learn what prints there are of Hawke's victory at Queberon Bay, who are the engravers, and who the painter of the picture from whose work the engravings are taken.—L. O'MALLEY.

77. H.M.S. KENT.—I should be very grateful to members for information regarding any ship-models, medals, relics, and paintings and engravings (not of fleet actions) having specially to do with H.M.S. Kent.—L. McC-G.

78. XEBEC.—What was the rig of this type? One sees the name below drawings of three-masters, with lateen on a forward raking foremast, and main and mizen square-rigged or mizen with lateen or settee, this latter being the "barque provençale," such as one may see to-day on the Rhône as far up as Arles. On the other hand, Warrington Smyth in "Mast and Sail," says the xebec was square-rigged on foremast, with settees or latteens on the main and mizzen, of which the "Velocera," of the Italian coasts, was a development surviving into the fifties of last century. Falconer, *Dict. Mar.*, has a page on xebec in which he states that in light or moderate weather with wind aft she replaced her lateens by square sails, though not always on the foremast. I imagine that the felucca may be regarded as the ancestor of both types. If so, xebec and barque provençale represent diverging lines of descent.—H.H.B.

79. BELLS.—What is the earliest notice of bells aboard ship for striking the hours?—W. B. W.

80. HALF HOUR GLASS.—When were the half-hour glass and the half-hour bells first used?—W. B. W.

81. BACK-STRAPPED. — Two correspondents, B. L., and L. P., ask the meaning of this term, and refer to drawings of 1820 and of 1816, each of which shows a frigate "back-strapped" under a high island. Smyth's definition is "As a ship carried round to the back of Gibraltar by a counter current and eddies of wind, the strong currents detaining her there." It will be seen that he merely gives the case of Gibraltar as one instance, implying that the term could be used when a ship got into similar difficulties under any

high land. J. A. Gardner ("Recollections" p. 27), writing of 1782, uses it in the form "black-strapped," showing how completely the meaning of the term had been forgotten. Probably the word was still used until the middle of last century; but it seems to be dead now, killed by steam.

82. SANGRADOR.—It was customary in the Spanish Royal Navy about the middle and later part of the eighteenth century—even in 22 and 26-gun frigates—to carry a phlebotomist or barber-surgeon who was rated on the ship's books as *sangrador* (blood letter). This was in addition to the surgeon and surgeon's mates; and he appears to have ranked next after the sail maker and before the ship's (seamen's) cook. He drew pay at the rate of 300 pesos (annually) with 68 pesos table allowance, which was about equal to half that of the master's mate. Was there a similar functionary in our own ships ever? And if so, under what designation was he rated?—B. G. C.

83. THAMES WHERRY.—When did this type finally disappear, and why? Was she ever sailed?—Cock.

[The wherry seems to have died a natural death when the Thames, owing to the introduction of steam and to the improvement of land communications, ceased to be the main thoroughfare of London. Folkard, "The Sailing Boat," 1854, says, "Before the introduction of steam-boats on the Thames, wherries were the chief means of conveyance for passengers; but those were of larger size, and some were sailing vessels, and very inferior in shape to the smaller boats of modern days." By "inferior" no doubt he means "heavier," forgetting that the wherry of his day was chiefly a pleasure vessel, while that in which Jacob Faithful and Tom Beasley rowed the master's mate down to Gravesend was built for business.

Wherries were sailed from a very early date. For instance, in 1591, Richard Ferris took a "wherry-boat" from London to Bristol, sailing as much as possible, and published an account of his voyage. So, too, Taylor, "the water poet," made several coasting trips in wherries, sailing whenever he could. The title page of his description of one of these adventures shows a wherry with a small sprit-sail set right forward.

Since the death of the wherry the Thames skiff, formerly only about 16 ft. long, seems to have been developed to fill her place so far as is necessary. It is interesting to notice that there are at

this day two classes of Thames skiff, the waterman's skiff, and the pleasure skiff, corresponding very closely to the two classes of wherries to which Folkard referred. The only considerable difference between the old wherry and the new skiff seems to be that the wherry's long overhanging bow has not been reproduced in the skiff, there being no longer any need for it, owing to the general introduction of landing stages.]

84. HUFFEY.—What manner of craft was a "huffey." When did she exist, and where did the name come from? She is only known to me from the song:

"The cook of the huffey got drunk,
Fell down the fore-ladder
And broke his gin-bladder,
Then lived upon swipes and salt junk."

The well-known Billy Culmer was accused by a messmate of being this identical cook: "Mr. Culmer, you never were a midshipman before you joined the *Barfleur*, and its well authenticated that you were the cook of the celebrated huffey so well known in days of yore." Naturally Billy Culmer was annoyed. It will be seen from this passage that even in 1790, when the *Barfleur* commissioned, the huffey was only a tradition. What was she? As the name does not seem to be in any sea dictionary it was probably a slang term.—G. C.

85. THE STEPNEY FEAST—What was the Stepney Feast, and what its exact purpose? When and by whom was it instituted, and when and why discontinued?