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NOTES

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they had plenty of labour to supply oarsmen for the traffic on the Nile, and the waters of a river are too shallow to develop the deep draught designs required for true sailing and too narrow to furnish an area adequate or suitable for fostering efforts to utilize the wind from any point of the compass, whether fair or foul. Until men had learnt how to do that, regular oceanic navigation was impracticable, although by luck or accident a vessel might on rare occasions arrive on the shores of a previously unknown land. As long as vessels were dependent on oars whenever the wind was not fair, their size was necessarily limited to the small dimensions which are capable of movement by human muscles, and they were not large enough to be safe for ocean voyaging, and too slow as well, because human muscles get fatigued whereas the wind does not. If a ship was built too big to be rowed, she was as helpless as Noah's Ark. The great lighter was a case in point. She was large enough and buoyant enough, and sufficiently stoutly built, without a doubt, to live through an Atlantic gale, but she would have drifted uncontrollably in whatever direction the winds and seas chose to drive her. And so neither she nor any vessel of her day ever crossed the oceans—a feat which was left to ships of not half her tonnage in later ages because the men who navigated them had learnt the great art of making the wind their servant and not their master.

NOTES.

MALTESE PRIVATEERS.

Collingwood, writing to Castlereagh on the 16th August, 1808, mentions a letter "from the Dey of Algiers, complaining of the conduct of the Malta privateers in not respecting his flag and passports." This is noted in the essay on Collingwood by Lieut. Bedale, R.N., published in the August *Journal of the R.U.S. Institution*. It forms an answer to one of the questions asked by Mr. Vaughan in his article on "Midshipman Easy" in the August issue.—L. T. K.

THE LAST GALLEYS.

In his article in the August "M. M.," Mr. Vaughan asks for the date of the

extinction of the galley. There were 23 galleys in the Venetian Navy in 1797 at the time of the French occupation, and 4 in the Maltese in 1798. Three of the Venetian galleys were on the stocks, so the type can hardly have been considered obsolescent then. There were also galleys in the Neapolitan fleet in 1799. According to Guglielmotti, *Vocabulario marino e militare*, art. *galera*, the Papal galleys *Sta. Ferma* and *Sta. Lucia* were in 1807 the last survivors of the type; though four ex-Venetian galleys, after an active life extending to 1802, were still in existence as hulks, at any rate in 1805.—*Lehnert, Geschichte der österreichisch-venetianischen Kriegs Marine, 1797-1802.*—R. C. ANDERSON.

A MEDITERRANEAN ALBUM.

When I wrote my reply to Query 28 on p. 285 of the September "M. M.," I little thought that my attempt to uphold the authority of my "Mediterranean Album" would merely serve to discredit it. When it was just too late to withdraw my Answer, I received Dr. Dingley's article on "Brigantines," and at once saw that my "Brigantino Suedese" was merely another copy from Ozanne. Since then Dr. Dingley has kindly lent me his copy of Ozanne's book, and I have gone carefully through my album with the result that I find 10 ships copied from Ozanne, 7 from Lescallier (2 of these not very closely), and 2 from Rödning; this is out of a total of 109 ships. Possibly some others may prove to be copied from similar sources, but I still think that at least three quarters of the drawings must be original. When opportunity offers I hope to reproduce some more drawings of galleys and such craft where the artist was certainly dealing with subjects before his eyes. I may mention that Mr. H. S. Vaughan was able to identify several of the views of Malta which serve as backgrounds.—R. C. ANDERSON.

THE ORDER OF THE SHIP, 1269.

It is perhaps not generally known that the earliest Naval Order of Merit was that established by Louis IX. of France in 1269. In order to commemorate the hazardous naval expedition that he undertook to assist the Christians against the Turks, he instituted an order known as the Ship and Escallop-Shell or, as it was sometimes styled, the Ship and Double Crescent, and the lords and gentlemen who accompanied him, on this, his last voyage, were encouraged to qualify themselves as Knights of the Order. The collar of the order was composed of double crescents of silver, and double escallops of gold, fastened together with double chains of gold. To the collar was pendant a ship "Frette d'Argent en Champ de Gueulles, a le pointe ondoiee d'Argent, et de synople." The escallop shells were supposed to represent the port of Aigues-Mortes where the expedition embarked, and the Crescents the king's intention of waging war against the Turks. An illustration of the order is given in Favine's "Theater of Honour," 1623, p. 359, but apparently it did not long survive its founder. Attempts were made to found a similar Naval Order of

Merit in England during the last half of the 18th century. Sir John Sinclair advocated the institution of a "Naval Order" or an "Order of the Marine," and suggested "That an humble address be presented to his Majesty, earnestly entreating his Majesty to take into his royal consideration, the propriety of conferring still farther marks of his royal countenance, and favour on the officers of his Navy. . . . That if it should prove his Majesty's most gracious pleasure to institute a Naval Order, to reward the gallant achievements of British sailors, his faithful Commons will cheerfully make good any expense attending such an institution." (Thoughts on the Naval strength of the British Empire, p. 107.) Towards the end of the 18th century the question of instituting a new order of knighthood, to be called the "Naval Order of the Royal Oak" was under consideration, but nothing further is heard of it. ("M. M.," III., p. 383.) Pitt was also in favour of establishing a Naval Order of Merit, and the Naval Chronicle of 1811 again brought forward the idea ("M. M.," pp. 74-5.)—G. E. MANWARING.

MODELS IN THE UNITED STATES.

The cult of the Ship-Model is actively pursued across the Atlantic. The Museum in New Bedford has fine models of war-ships and whalers. The Old State House in Boston has a number of old models, but the best collection in the country is undoubtedly to be found in the Marine Museum of the Peabody Institute in Salem, Mass. At the Portsmouth Athenaeum there is a beautiful bone model, as well as the finest early constructor's model in the country, that of the *America*, laid down in 1706, the first large warship to be built on the North American continent. In New York, the India House Club, established a few years ago "down town," has a large collection, considerable in quantity, but rather miscellaneous in quality. Of private collections there are Mr. Irving Wiles', Mr. Carlton Chapman's, Mr. W. J. Aylward's and Mr. Harrison Cady's, while Capt. A. H. Clark specialises in models of clipper ships.

On May 5th last the first auction sale in the United States of ship-models and naval prints took place in New York. Prices ruled high; a bone frigate 17in. high fetched (at par exchange) £125; a

wooden ship of the line, 40in. high, 18th century, £315; a recent model of the *Constitution*, £120; a wooden model of the U.S. steam frigate *Lancaster*, 45in. high, £85.

The manufacture of models of early ships is extensively carried on.—L. McC. G.

FOUL ANCHORS.

With reference to Mr. Robinson's remarks on decorative anchors in the "M. M." for August, the foulest anchor of all appears to occur on the title page of the King's Regulations of 1734. It is thus arranged.—L. McC. G.

GIFTS OF PLATE TO MASTER-SHIPWRIGHTS.

An article of considerable interest to Members of the Society for Nautical Research occurs in the September issue of the "Burlington Magazine" over the signature of Mr. E. Alfred Jones. After some prefatory remarks, a list is given of presents of silver plate to the Master-Shipwrights of the Royal Navy in the years 1708—1736. The writer of the article states: "The custom of presenting Plate as rewards to the Master-Shipwrights of the Royal Navy is of long standing. Pepys, in his diary, mentions the presentation of a silver flagon by the Duke of York, Lord High Admiral, in the presence of Charles II., to Commissioner Peter Pett, at the launching of the "Royal Catherine," of 82 guns, on 26th

October, 1664. A Silver Porringer and Desk, now in collection of Sir Ernest Cassel, was presented to Jonas Shish, His Majesty's Master-Slipwright, at Deptford, by the Duke of York, at the launching of the "Royal Charles." This Porringer and Dish are illustrated.

Each piece of plate was apparently engraved with some device or inscription. Salvers and Waiters were the commonest form of gift, but some of the objects were of a more interesting nature, e.g. a "Fardingall" (Mr. Jones suggests this may be a silver cup in the form of a woman), a "Furbylow Waiter," a "Tea Table," and a "Bohea Teapot." One recipient was so lucky as to become possessed of £392 worth of plate in the period covered by the list.

The list itself is in six columns and contains particulars of sixty-eight separate presentations in connection with ninety-nine vessels. The first column gives the names of the ships, the second the builders' names, the third the dates of presentation, the fourth the quality and quality weight of the plate, the fifth the rate per ounce, and the last the value of the plate presented. The list is printed in full.

L. McC. G.

OLD BUILDING YARDS.

In November of last year W.S. suggested that an account of any of the forsaken building yards of the Royal Navy would be of interest. I have recently seen a small pamphlet—reprinted from the Proceedings of the Hampshire Field Club—which gives such an account of Buckler's Hard on the Beaulieu River. The year of publication is not mentioned, but probably falls between 1895 and 1905. Many famous ships were built at Buckler's Hard, Nelson's *Agamemnon* among them.

R. U.A.

SOUTH KENSINGTON RIGGING PLANS.

The Rigging Plans of the beginning of the eighteenth century preserved at South Kensington, have been mentioned several times in these pages (I., 217; III., 56, etc.), but one feature seems to have been overlooked. In all three the main braces lead to the foremast just below the top, instead of to the quarter in the ordinary way. I think I am right in saying that this was a very unusual lead, for at the moment I can find no other instance of it.

R. C. ANDERSON.