The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

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

ANSWERS

R. C. Anderson , R. C. Anderson , R. C. Anderson , R. C. Anderson , R. C. Anderson , G. C.E. Crone , H. S. Vaughan & H. S. Vaughan
Published online: 22 Mar 2013.

To cite this article: R. C. Anderson , R. C. Anderson , R. C. Anderson , R. C. Anderson , R. C. Anderson , G. C.E. Crone , H. S. Vaughan & H. S. Vaughan (1920) ANSWERS, *The Mariner's Mirror*, 6:9, 284-287, DOI: [10.1080/00253359.1920.10654950](https://doi.org/10.1080/00253359.1920.10654950)

To link to this article: <http://dx.doi.org/10.1080/00253359.1920.10654950>

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ANSWERS.

139 (1911). CAPITAL SHIPS.—As an addition to my answer on this subject in November, 1919, I may mention another printed list in "The Present State of Europe . . . for the Month of May, 1691. . . ." In this list the English fleet is summarised as "Capital Ships 57. (besides Fire-sh. Frigats, Yatches and Tend.)" and the Dutch—where only ships of 50 guns or more are mentioned—as "Capital Ships 46."—R. C. ANDERSON.

50 (1914). EARLY ROYALS.—In Jal's "Glossaire Nautique," under *Galion*, there is a mention of a large print in the Bibliothèque Nationale, engraved in 1619, and representing the "Armada Venetiana." One ship, the *Galion de S. Marco*, carries fore and main royals, together with a lateen mizzen topsail, and another, that of the "Capitano delle Nave," has a main royal only, though she appears to have cross-trees at the fore top-gallant masthead.

Jal dismisses these royals as "fantasy," but says he would be prepared to believe in them if other details of rigging in this print were not so incorrect. I think he is a little over severe. I have a photograph of the print, and it seems to me very fairly accurate, though various ropes lose their way here and there. Anyhow, in view of the fact that we have now had references in this Journal to three pictorial representations and three written mentions of sails above topgallants, all before 1640, it seems impossible to deny that they must have been found occasionally.—R. C. ANDERSON.

3. STUNSAILS.—Mr. Moore noted in January, 1913, that Battine gives stunsails in his MS. of 1684. They are also included in the official "Establishment" of 1686, that I have quoted more than once. Both the 1670 letters which I mentioned in 1919 (p. 58) give studding sailes, and they occur in inventories of stores at Portsmouth in 1661 and of two ships returning from the West Indies in 1655 (see "M.M.," 1914, 285). All these sources call them "studding sails." Samuel Sturmy, in his "Mariner's Magazine" (1669) uses the form "steering sails," while Deane's MS. of 1670 speaks of "stormesaile boomes," and may perhaps

refer to the same thing. Lord Leconfield's rigging MS. of about 1630 has the following:—"Studing sayles wch ar set on ether side of yor fore and mayne saile in ther utter sides." Mr. Nance has reminded us that they occur as "stoytene salis" in the "Complaint of Scotland" of 1548, and there is a reference in Mr. Oppenheim's "Administration of the R.N." (p. 54) to "eight small masts . . . ymployed . . . for steddying saills" at some time in the reign of Henry VIII. If I were obliged to give an opinion as to the derivation of the word I should suggest that it came from the same root as the Swedish or Danish "stötta," to prop or buttress. The position and shape of a stunsail is very much that of a buttress.—R. C. ANDERSON.

4. GUEST WARP.—I venture, with all respect, to remark that the warp in question was, at least throughout the third quarter of the nineteenth century—and almost certainly much before and much later—called by a name to which no one gave any other pronunciation but "*guess warp*." There were officers and men serving within the period named who had gone to sea in the reign of George III.; some who had been with Lord Cochrane and even with Nelson. I was myself a shipmate of a man who had been an A.B. in the *Imperieuse* with Cochrane, with a man who had been with Nelson, and with several men—one of them a Warrant Officer—who had been at Navarino. It may be stated with confidence that none of them ever pronounced the name otherwise than "*guess warp*." It is reasonable to believe that this would carry back that pronunciation to a respectably remote date.

The warp as known for a long time could not have been used by a boat "in the tow of a ship." It was never longer than the space between the "lower boom" and the entrance gangway ladder—that is, practically the distance from the foremast to the mainmast. It was secured at one end to the lower boom and at the other end to the ladder a little above the surface of the water. It was roughly parallel to the ship's side and a few feet from it. It was not stretched taut; but it was not so slack that any part of it touched the water.—C. A. G. B.

4. GUEST WARP.—A guest rope appears to have been fitted for at any rate all the larger boats. "The Ship-Builder's Assistant," by William Sutherland (1755) mentions as part of the rigging:—

"For the Long Boat.

Boat-rope cabled, as big as the Buoy-ropes and for le. (length) let it be thele. of the ship extream.

Guest-rope, seven-thirteenth's of the Boat Rope and one-third longer.

For the Pinnacle.

Boat-rope cabled, eight-eleventh's of the Long Boat's Rope for Bigness and as long as the Guest-Rope.

Guest-rope, seven-eighth's of the Boat Rope and seven-eighth's of the length.

Painter, five-seventh's of the Guest Rope, one-sixth of the length."

T. H. M. J.

[The same appears in the first edition of 1711.—ED.].

13. A COIN FOR LUCK.—The following passage occurs in the *Calcutta Government Gazette* of January 21st, 1808, quoted from the *Bombay Gazette* of December 30th, 1807:—"Friday next, being New Year's Day, has been fixed upon for the auspicious ceremony of driving the Silver Nail into the union of the stem with the keel of the *Minden*, 74 guns, which will be the first British ship of the line constructed for the Navy in the foreign possessions of Great Britain." Perhaps a connection can be traced between this custom—if it was a custom—and the practice of enclosing a silver coin in the step of a mast, mentioned in the January number of the "M.M." (p. 31).—B. G. C.

19. THE LEADLINE.—Sir Henry Manwayring's "Seaman's Dictionary," under *Sounding-line*, describes the lead-line as

it is to-day. This is in the 1670 edition; I expect the 1644 edition and the MS. have the same description.—L. T. K.

28. YARMOUTH BRIG.—In my "Mediterranean Album," there are two sketches of vessels very similar to the "Yarmouth Brig" of this query. One is entitled "Brigantino Suedese," the other "Bastimento Inglese del Nord." Mr. Nance has thrown some doubts on the trustworthiness of the album as regards craft "beyond the draughtsman's range of observation." (February, 1920, p. 56). I must acknowledge that some of the drawings are evidently based on the published work of others; still in most cases the Maltese artist managed to improve on his model. This is particularly the case with regard to the Cadiz "barcaza," where he has avoided Lescallier's mistakes in one case, and in the other has introduced a feature that can be seen to this day in Spanish craft, the combined fender and washboard of reeds bound together. As for the "barco di trasporto"; I should like to know more of Ozanne and his date, and to see the rest of his drawings, before I go any further with the argument. I am glad to think that the two drawings I reproduce will have some independent confirmation from Gwyn's "Yarmouth Brig."—R. C. ANDERSON.

35. AGE COMPETITION.—H.M.S. *Bustard* which was employed on the Belgian coast, dated from 1871. The Turkish *Messudieh*, sunk in 1914, was launched in 1874. I do not know whether the Russians used the *Pety Veliki* (1872), but should think it very probable. It may be possible to find a ship dating from the '60's, but I doubt it.—R. C. ANDERSON.

Bastimento Inglese del Nord.

Brigantino Suedese.

41. JACKSTAYS.—It is doubtful if it will ever be possible to fix the date of the adoption of Jackstays—the contrivance with which square sails were secured to the yards. Before jackstays were adopted it is almost certain that the sails were secured to the yards by means of a lacing. In vessels of primitive design, such as existed down to a date well within living memory—for example, the *Lodjas* of the White Sea, the single square sail of each mast was secured to its yard by a lacing. Until the very last, the fore-and-aft sails of British men-of-war, like the spanker, were secured to the gaff (which answered to the yard), by being laced to it.

About the middle of the nineteenth century, or a little earlier, a new and additional use for the jackstay was introduced into the French navy. In that service reef-points of topsails were done away with. Two lines—one on the fore-side and one on the after side of the canvass—were carried, in and out, through the holes formerly utilised for the "points" across the topsail from leech-rope to leech-rope. Sennit becketts, each with a small wooden toggle at its upper end, were attached to the jackstay on the topsail yard, the free end of the becket being passed through a bight formed by the above-mentioned ropes and then taken up to the yard, where an eye in the becket was slipped over the toggle. The canvass of the reef hung in a belly under the yard. The British navy was slow in taking over this method of reefing a top-sail. At first we adopted it for only the first and second reefs. It was not until some years later that it became a "service fitting" for all four reefs., C. A. G. B.

55. HOUSE AT EDAM.—The house at Edam consists of a ground floor, first floor and a top floor; it was built in the first half of the 16th century and has a Renaissance gable. It is still in its original state and well preserved.

The house is said to have been built by the captain of a whaler, who wanted to make the interior represent that of a ship. Considering that whale fishing was not started from Holland till after 1600, either this captain was not a whaler, or if a whaler, he only lived in it later.

There is no need to investigate this question, as the house cannot claim real resemblance to the interior of a ship,

the rooms being of ordinary shape and size. Only one small room in the middle of the ground floor, thus overlooking the front and back space in the interior, has some resemblance to a cabin, chiefly consisting in a steep ladder leading to the entrance, a berth with small doors in the panelled wall and a sea captain's writing table and chest. In these surroundings and looking through the narrow windows, the old seaman could fancy himself sitting in his cabin. The house is used as a Municipal Museum and contains a good collection of objects of local interest.—G. C. E. CRONE.

61. DEAL LUGGERS.—R. C. Leslie, the painter, and author of that fascinating book, "*Old Sea Wings, Ways and Words*," had an intimate acquaintance with these luggers in his younger days, and although there is only a slight reference to them in the work referred to, I think Mr. Ogilvie will find something on the subject in the same author's "*Sea Painter's Log*"—also in that bible of the old-fashioned single-handed sailor, McMullen's "*Down Channel*." I speak from memory, as my copies of both works are in England.

While mentioning Deal, may I ask if the Galley Punt is still in use? Leslie has a drawing of one, p. 21, "*Old Sea Wings*," and they were flourishing at that time (1890). The last time I saw one was in 1908 at Plymouth, to which port she was brought round for use as a pleasure boat, a somewhat unsuitable craft for the west country. I frequently passed her in the Sound, but never saw the bowline in use. The mast was well amidships, and the hull was kept "bright." She was kept near the Barbican, and after one season she disappeared.

The reason the Deal luggers were limited to the region between Pegwell Bay and the S. Foreland was apparently that the work for which they existed was chiefly that of tending ships in the Downs, running off anchors, cables, and other supplies. Deal beach lies within the shelter of the Goodwins, whereas Dover is further away and in a much more exposed position. A satisfactory history of the Downs from the sea-going point of view has, I believe, yet to be written, and a more attractive subject it would be hard to find; could not some member of S.N.R., with local knowledge, under-

take it? The importance of these famous Roads up to 40 or 50 years ago can hardly be appreciated by this generation. I have stood as a boy on the S. Foreland and seen more than 200 Sail leave the Downs for the westward with a favouring shift of wind. Most of these vessels had lain off Deal for several weeks, and the traffic involved in tending such a congregation must have been very great, to say nothing of the trade arriving from the westward during the same time with a fair wind.—H. S. VAUGHAN.

63. WATER COURTS.—In the *Historical MSS. Commission's Eleventh Report, Appendix III.*, on p. 119, is a mention that in 1580 the Mayor and other officers of Southampton, "according to ther auntiant custome tyme out of mynd used came to kave hauen (Keyhaven) to the full stae marke there to kepe the admarall corte. . . ." There are also mentions on pp. 143 and 144 of Admiralty Court papers.—A. B. WOOD. [See also *Saturday Review* for August 28th.—ED.]

63. OLD MESS PLATE.—The plate must have been part of the "mess traps" of No. 39 Mess in a line-of-battle ship, as in frigates, however large, the number of Lower Deck messes rarely if ever exceeded 30. It was certainly purchased by the seamen themselves, there being at all naval ports shops in which articles of the kind, properly numbered, were kept in stock. Till near 1860, or even later, seamen and marines afloat had to provide at their own expense almost the whole of their "mess traps." The Government supplied a deal table, which could be hung at one end to the ship's side with suitable hooks, and at the other end could be suspended from the overhead beams. There were also two stout deal benches or "mess stools," one for each side of the table, supplied by the Government. The latter also supplied to each mess a bread barge—a tub in the shape of a truncated cone, high enough to be used as a seat at the end of the table, and meant to hold the daily issue of biscuit; a small barrel or "barricoe," to hold vinegar; and an oval wooden tub, called a "kit," about 13 or 14 inches by 8 or 9, to carry, by means of a bow-shaped handle, the allowance of soup or cocoa from the ship's galley to the mess table. Within my experience it was never used for any purpose. Every other article, without

exception, the men had to buy and pay for themselves. There were basins for cocoa, grog, soup, tea, etc., numbered like the plates; table spoons of rather rough metal; a couple of so-called kettles—of peculiar shape, like a perpendicular-sided bucket of rectangular section with rounded corners, to carry soup, tea, cocoa, grog, etc.; a tin baking dish in which "skewero," the small pieces of fresh meat left over after cutting the day's allowance to exact weight, could be cooked. "Skewero," which was highly prized, was given to the messes in strict rotation. The men also had to buy their table-cloths—usually of stout oil-cloth. In proportion to the men's pay the expense of providing "mess traps" was really enormous. It is only comparatively lately that an A.B. received as much as 1s. 4d. a day; and few Petty Officers received as much as 2s. 2d. The breakage of the crockery articles, owing to rough weather in days when ships were much at sea, and to gun practice was enormous; and the cost of replenishment at frequent intervals constituted a most onerous tax on people not too well furnished with means to meet it.

It may be mentioned that not until very much later was there any allowance made to the bluejackets towards the cost of their clothing, and the "bedding allowance" also is of recent date. Each man was allowed the use of two hammocks—one to sleep in, the other to be scrubbed, usually once a fortnight. He was given a pair of hammock clews and a hammock lashing on first joining his ship; but he had, when they were worn out, to replace them himself, making them as a rule from the waste spunyarn or "nettle stuff," after a refit of the ship's rigging.—C. A. G. B.

66. ARTIST'S NAME.—I have just seen in the collection of a Maltese gentleman two etchings, which may perhaps afford a clue. They are signed G. Manglard, and dated 1753, but the types of vessels are a little nearer the beginning of the century. One is a galley and the other a square-rigged ship, apparently French.

In any case it would be interesting to know who Manglard was, and what work he did, for, judging by the specimens I have seen, he was a master of the etched line, while his knowledge of ships in detail apparently equalled that of Van de Velde.—H. S. VAUGHAN.