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THE IDENTIFICATION OF MODELS MEN-OF-WAR

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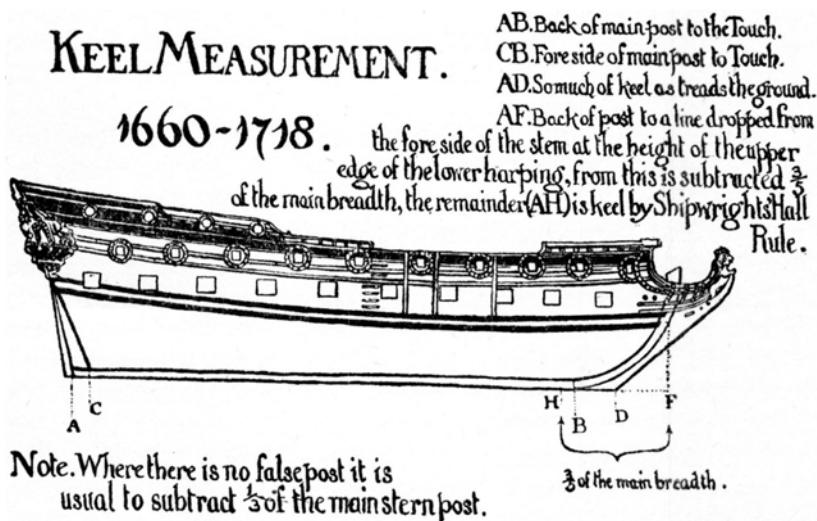
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THE IDENTIFICATION OF MODELS OF MEN-OF-WAR.

BY GREGORY ROBINSON AND R. C. ANDERSON.

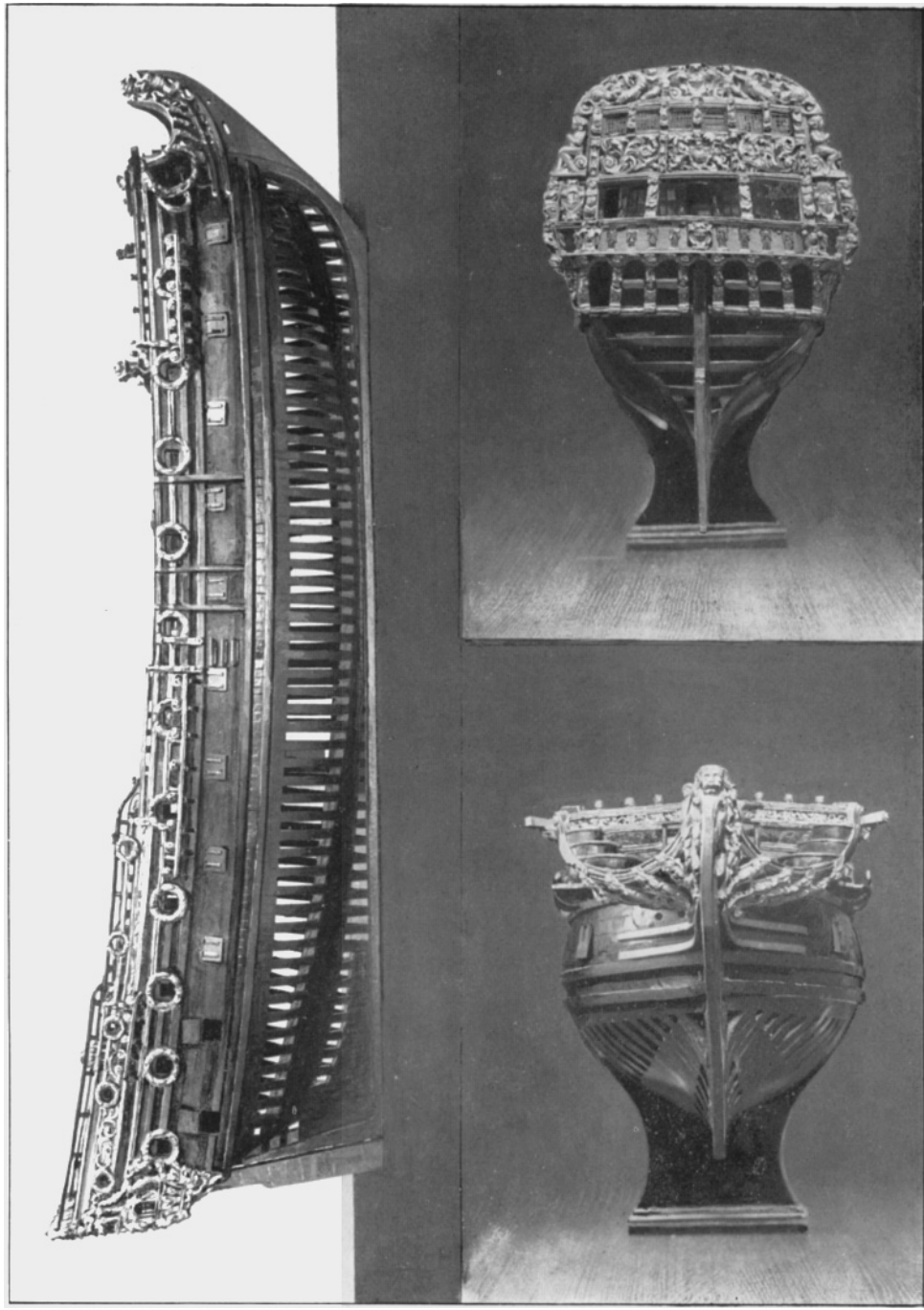
II.

The line drawing which follows illustrates the methods of keel measurement described in the May issue at pp. 142-145.



THE model shown in the accompanying photographs is one of those in the museum of the T.S. *Mercury*, and is, in fact, "Model No. 1" in the note on p. 116 of *THE MARINER'S MIRROR* for 1911. The coat-of-arms mentioned as being found at the break of the poop is that of the Mordaunt family, a chevron between three estoiles, and as the dimensions of the model correspond exactly with those of the *Mordaunt* 46, there can be no reasonable doubt of the model's identity.

The extreme beam of the model is 8.4 in., and the wales project .15 in., so that the beam outside the planking is 8.1 in. The beam of the *Mordaunt* was 32 ft. $4\frac{1}{2}$ in., or 32.4 ft., and the scale judged from the beam is therefore $\frac{1}{40}$, or 4 ft. = 1 in. The question of the keel-length is simple, for in the model the "touch"



H.M.S. "MORDAUNT."

is marked and coincides with the point found by the "harping method," as explained in the previous article, giving in each case a keel-length of 25.4 in. after subtracting .3 in. for $\frac{1}{4}$ of the post. This gives on the $\frac{1}{4}$ scale a result of 101.6 ft., whereas the *Mordaunt's* keel-length was 101 ft. 9 in., a result which must be considered as quite satisfactory if allowance be made for the possibilities of error in workmanship or observation.

The model has 22 broadside ports on the lower deck, 24 on the upper deck, and 10 on the quarter deck. It may, perhaps seem remarkable that a model with 56 broadside ports should be identified with a ship of only 46 guns, but a careful examination of the model certainly points to the conclusion that at least two of the upper-deck and two of the quarter-deck ports could never have admitted of the firing of a gun from them. The *Mordaunt*, though called by Pepys a 46, carried, according to the Battine MSS. of 1688 and 1689, 48 guns, 22 on the lower deck, 20 on the upper deck, and 6 on the quarter-deck, so that there is nothing here to disturb the conclusion (based on the coat-of-arms and on dimensions) that the model represents H.M.S. *Mordaunt*, a ship built by Castle, at Deptford, in 1681, for Lord Mordaunt, afterwards Earl of Peterborough, and bought for the Royal Navy in 1683.

The various Navy Lists give no indication of the circumstances under which the *Mordaunt* was acquired by the Crown; they were, however, of some interest.* She was built for a syndicate in which Lord Mordaunt was the principal shareholder and, on the failure of his associates to fulfil their obligation, he became sole owner. Suspicion was aroused that so powerful a ship could hardly be intended for mere trading purposes, and the Spanish Ambassador complained that he had reason to believe that she was to have a commission from the Elector of Brandenburg, who was then employing his new fleet in an attempt to collect a disputed debt from Spain by forcible means.

On June 30th, 1681, a warrant was issued for the arrest of the ship, and in July, Lord Mordaunt came up for examination. The Admiralty Marshal stated that the *Mordaunt* "is built frigot fashion, and is as good a ship as H.M. ship the *Tyger*" (a 48 gun ship of 1681); but he had to admit that two or three somewhat bigger ships were being built on similar lines for merchant ships. Lord Mordaunt's answer was that the ship was intended to be independent of convoy by men-of-war, and that he was ready to fix her armament and crew at any figure

* We are indebted to Mr. R. J. Marsden for the substance of this account.

agreeable to the court. He was, however, obliged in the end to give bail for her good behaviour.

This was not the only legal difficulty associated with the ship; she was again arrested on account of the non-payment of her crew's wages. At the same time the question of her purchase for the Royal Navy came up, and on May 23rd, 1683, there were issued simultaneously a decree for the seamen's wages against Lord Mordaunt, and a warrant to receive the ship into the Navy. Four months later, the wages were said to have been paid, and the court gave an order for the release of the ship to Lord Mordaunt; but this was apparently an error, for in January, 1683-4, her seamen complained that owing to the purchase of the *Mordaunt* by the King, they had been unable to get their wages. Whether they ever did so is uncertain; at any rate, the ship remained in the Navy till her loss off Cuba with all hands, on November 21st, 1693.

MEDIÆVAL SHIPS.

NO. VI.—REEFING GEAR (Pt. ii.).

BY H. H. BRINDLEY.

(iii) Bodleian MS. misc. 264, contains the well-known miniature representing Marco Polo embarking at Venice (fol. 218), which is English work, and was executed probably between 1410 and 1420. I am indebted to the late Mr. E. W. B. Nicholson, Bodley's Librarian, for permission to have the photograph made which is reproduced on Fig. 8, which shows the portion of the miniature containing ships. Both those at anchor and those under way have several features of interest besides the reef-points on the sails of the latter, and it is hoped to say something more of these vessels in a future article. Mr. Morton Nance, to whom I am indebted for calling my attention to this miniature as an instance of mediæval reef-points and for kind assistance in the reproduction of the photograph, has pointed out to me that the lowest ship under way is evidently intended for a galley, and the representation suggests that the artist has never seen one. As the artist was an Englishman this seems very likely. All three ships have reef-points, the sails of the upper right-hand one having two rows, the left-hand one three, and the "galley"