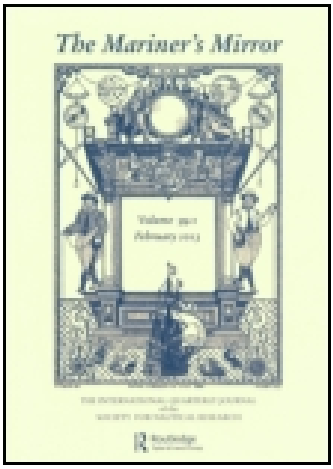

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MAN-OF-WAR BOATS.—II.

By Rear-Admiral Sir R. Massie Blomfield.

The Pinnace.

AS the barge was the Admiral's boat so the "pinnace" was the Captain's. As I have already shown, it was in common use as a man of war's boat in the beginning of the reign of Charles I. M. Jal derives the name from the Spanish *Pinaza*, and this, again, from the pinewood of which it was built for lightness and celerity. At pa. 23 of his Journal of the Voyage of the *Sweepstakes* to the Streights of Magellan, Captain John Narborough says: "On Thursday, February 24th, 1669, I went in my *pinnace* along the shore to the northward, whilst the ship sailed in the offing." Blanckley (1750) says: "All ships are allowed one for the use of the Commander." Falconer (Ed. 1769) says, "they exactly resemble barges, only that they are somewhat smaller and never row more than 8 oars, whereas a barge properly never rows less than 10"; (but according to Blanckley (1750), 12 oars). As it appears in the Survey of 1627, A.D., it is strange that Boteler does not mention the pinnace, but, possibly, in those days, being only 27 ft. long by 7 ft. beam, it may have been hoisted outside the ship at davits.

The Gig and Galley.

The clincher-built "gig," as a substitute for the pinnace as the Captain's boat, came in with the nineteenth century. The 1815 edition of Falconer calls it "A long, narrow boat, used for expedition, generally rowed with six or eight oars, and is mostly the *private property* of the Captain or Commander." The one-horse two-wheeled vehicle called by the same name was introduced only a few years earlier, and the two land and sea terms may have the same etymology. Elisha Coles (1692, A.D.) and Bailey (1724-1790) in their dictionaries give, as the *only* meaning of the word "gig," a "wanton woman!" but "gigmanity" in a man of war has always been as much a guarantee of "respectability" afloat as Carlyle assures us it was

ashore. The term " galley," now so universal for the long six-oared " gig " of the Captain of a Man-of-War, is not older on board ship than the middle of the nineteenth century, and at the date of the Crimean war was exclusively applied to the boat of the Captain of a line of battle ship ; but it has never been officially recognised by the Admiralty. In Crimean days it was an unpardonable offence for an officer of the watch, when the Captain of a line of battle ship ordered his boat, to call away " the 1st gig " instead of the " galley."

The Dingey and Yawl.

The " dingy," the smallest " service " pulling-boat in the R.N.,—mentioned as one of those supplied to H.M.S. *Beagle* in 1831 for her surveying voyage to South America and hoisted at stern davits, appears to have been an introduction from the East India Company's service during the nineteenth century, as it is an Indian word ; the yawl was the smallest ship's boat in 1750 A.D., according to Blanckley ; and of the same form as the " cutter " (according to Falconer, 1769) but only rowing with 6 oars ; this seems to be the " jolly-boat " of Marryat's Novels (1829).

The Launch.

The term Longboat was dropped at the close of the eighteenth century, and " Lance or Launch " (applied in 1750 to a harbour-service mooring boat) was substituted in line of battle sailing ships. Screw line of battle ships in 1853-5 were given two launches instead of one, but of a shallower and rather shorter type, being no longer required to carry, as before, twenty-four butts of water on their floor in " watering ship " from the shore, as condensation of steam from the sea water was substituted ; engines, boilers, and screws began, at this time, to be supplied to launches, and soon afterwards to pinnaces also, which latter soon increased considerably in size.

The Cutter and Quarter-Boat.

The double-banked clincher-built " cutter " pulled with eight, ten, or in very large ships, twelve oars, two of which, suspended at davits on either side of the after part of all Men-of-War are, or were, called " quarter-boats," are not mentioned by Blanckley (1750) and Sir Byam Martin tells us that boats were not carried at davits on the quarter, nor at the stern, until after 1790 ; but they are spoken of in 1804 as so carried on the quarter of H.M.S. *Venerable*, 74, which fixes the introduction of davits and quarter-boats as between the above dates. Falconer (1769) says of them " Cutters of a ship are broader, deeper, and shorter

than the barges and pinnaces," they are fitted for sailing, and " are commonly employed in carrying stores, provisions, passengers, etc., to and from the ship." I have not seen an earlier mention of this boat than in " A voyage to the South Sea in the years 1740-1," by John Bulkeley and John Cummins, late Gunner and Carpenter of H.M.S. *Wager* 28, which vessel was wrecked on the Coast of Chili on May 4th, 1741, when forming part of Commodore Anson's Squadron. " The *Wager* had only one Cutter. On (April) the 12th, 1741, we had very hard gales at West, with the largest Swell I ever saw ; I was Officer of the Watch (tho' I was Gunner of the ship, I had the charge of a Watch during the whole Voyage) ; we had our Larboard Tacks on Board. Between six and seven in the morning, holding by the topsail Halyards to windward, there broke a sea in the ship which carried me over the wheel, bilg'd the *Cutter*, and canted her off the Skeets, bottom up, athwart the Barge. It likewise half filled the Long Bote ; the Boatswain was for heaving the Cutter overboard ; I order'd him to do nothing with her until I had acquainted the Captain who was then very ill in his Cabin ; the Captain desired me to use all means to save the Cutter." When the *Wager* was irretrievably wrecked on May 14th, the Longboat was cut in two and lengthened by 11 ft. 10½ in. by 10th October, and on " Tuesday, 13th October, at 11 a.m., the whole body of people embark'd to the No. of 81 souls ; 59 on board the vessel (now named the *Speedwell* and schooner-rigged) ; 12 on board the Cutter and 10 in the Barge." Amongst the party in the latter was a midshipman—the Hon. John Byron, alias " foulweather Jack," who many years after his return to England in 1746, wrote a " Narrative " of the sufferings of the *Wager's* crew (alluded to by his grandson Lord Byron in Don Juan), published in 1768. Between the Bulkeley-Cummins " Voyage " and Byron's " Narrative " another account was published in 1751 (also called a " Narrative "), as a supplement to the " Voyage " by Isaac Morris, and seven more of the crew of the *Wager* who were amongst the survivors. It will be remembered that the behaviour of some of the officers and crew of the *Wager* after the wreck (who were not in those days subject to Naval Discipline under such conditions, being no longer on pay), was the cause of Lord Anson, then acting as First Lord Commissioner of the Admiralty in the absence of Lord Sandwich, getting the Act, 21 Geo. II., " for continuing the wages of wrecked men-of-war to officers and crews, and rendering them liable to Naval Discipline," passed.