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ANSWERS

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There must be some old historical connection with the name "Gunfleet." The waters near the Eastern end of the Wight are full of strange names. The outstanding part of Bembridge Ledge was, in 1785, known as "Betty's Ledge," which may have been the name of a vessel lost on it, though local tradition seems to know nothing of it; yet again this Betty may be connected with the "Aunt Betty's Buoy" of Poole harbour.

At the same date the Princessa Shoal was also called "The North Offing," which seems a curious name for a shoal lying to the Eastward of the adjoining coast, and only about half a mile therefrom. The "Dicky Dawe" Banks and Gut we know all about, but what can be the origin of that extraordinary name for the grass banks, extending from Seaview towards the Noman Fort, which for over 160 years certainly have borne the name of the "Divnigo Banks"!—E. DU BOULAY.

THREE WATCHES.

I always thought that one of the innovations of the war was the introduction of the "three watch" system, when the hands were organized in three watches called Red, White and Blue, instead of the old system of Port and Starboard watches. Recently, however, I was reading Captain Cook's account of his three years' voyage in 1777 (the date is from memory, as I have not the books with me), and I was interested to find that Capt. Cook kept his hands in three watches whenever possible. He specially mentions this point in his lecture to the Royal Society, and lays stress on the fact that it was one of the chief causes of the absence of sickness.

Unfortunately he does not say what the watches were called. I wonder whether any member can throw more light on the matter?—L. D. I. M.

ANSWERS.

45. CARAMOUSSAL.—I visited Karamousal before the bombardment which I believe it has since suffered, and it gave me the impression of having ancient as well as modern importance. It is an anchorage and, considering the importance of the Ismid district in ancient days, may well be supposed to have named the craft.—H.C.

85. QUEEN HATSHEPSET'S SHIPS.—I regret I have not seen the plate or the book to which H.H.B. refers in his query in the October number of the M.M., and cannot therefore express an opinion; but I will make a note of it and take the first opportunity of doing so. I am personally obliged to him for drawing my attention to it.—G. A. BALLARD.

90. STEAMBOATS.—The first steamboats introduced into the service were the 42ft. launches, converted by fitting longitudinal bearers amidships, on which was keyed a boiler, riveted to each side of which was a vertical double cylinder engine, each driving a screw.

The arrangement was a compact one, as one hoist easily put both boiler and engines into the boat, only a few of the central thwarts having to be unshipped for the purpose. In addition there were a couple of bunkers and some floor plates,

When not in use the boiler was kept on a trolley on the upper deck.

A launch was thus easily convertible for use either under oars, sail or steam, the screws being easily placed or removed when in her crutches or by lifting the stern if in the water. Their speed was 6 to 7 knots. The *Prince Consort* had one of the first supplies of these in 1865, and they gradually came into use for all the ironclads and such wooden battle-ships as remained in commission. My recollection is that the *Edgar* had one. I was not shipmates with a steamboat again till 1878, when the *Garnet*, a composite corvette was supplied with a 28ft. steam cutter.

The *Nelson* in 1881 carried a picket boat, a steam pinnace, a steam cutter and two 2nd class torpedo boats.—W.H.H.

91. WOODEN SHIPS.—From the "Ships Books" and "Dimensions Books" in the Admiralty Library it would appear that the last British wooden warships built were:—*Howe*, 1st Rate, 1860 (now *Impregnable*); *Defiance*, 2nd Rate, 1861 (now Torpedo Schoolship at Devonport); *Columbine*, screw Sloop 2nd class, 1862; *Endymion*, Screw Frigate, 1865; *Repulse*, 2nd Rate (wood cased with iron), 1868; *Tenedos*, Screw Sloop 1st class, 1870; *Diamond*, Corvette, 1874.—H.R.H.V.