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## The Mariner's Mirror

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### QUERIES

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Before 1731 the regulations, &c., existed in the form of instructions to particular officers, or for particular duties, e.g., "Printed General Instructions," to captains, regulations for salutes, &c. In 1731 these separate instructions were collected, edited, and for the first time issued as a bound volume.

As to the particular point raised in the query, it appears from a quick run through the file of K. R. and A. I., that the present Art. 720 first appeared in something approaching its existing form in 1833. Subsequent editions show progressive modifications of it. The corresponding article in the 1731 edition was much shorter, and ran thus:—  
Commanders of H.M. ships are strictly

required to show in themselves a good example of honour and virtue to their officers and men; and next to be very vigilant in inspecting the behaviour of all such as are under them, and to discountenance and suppress all dissolute, immoral, and disorderly practices, and also such as are contrary to the rules of discipline and obedience, and to correct those who are guilty of the same according to the usage of the sea." (p. 44, "Rules of Discipline," Art. I.). This continued unmodified until the general overhaul of the volume in 1806; but, as has already been stated, the form did not closely approach to that of the current article till 1833.—  
L. G. C. L.

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## QUERIES.

43. OLD NAVAL SAYINGS.—Can any reader of THE MARINER'S MIRROR give me any information as to the derivation of the following expressions once in use in the Royal Navy?

1. "A King John's man—four feet nothing."

2. "The *Merrydun*, of Dover, which took seven years in veering and when she did the fly of her ensign swept two flocks of sheep off Beechy Head, while her jib-bocm knocked down the steeple of Calais Church and killed the sexton."

3. To be hanged "in an everlasting jacket."

4. A "Tom Coxe's traverse."

I came across these expressions in the diary of Captain W. F. Hoffman, R.N., who served from about 1794 to 1820, which was published in 1901, under the title of "A Sailor of King George."

He uses the first simile more than once when speaking of an officer of diminutive stature. No. 2 is used in commenting on the long time taken to carry out a piece of work. No. 3 is used in referring to the mutineers of H.M.S. *Hermione*, hanged at Port Royal, Jamaica. I imagine the jacket referred to is a coat of pitch.

No. 4 is used to describe a long, round-about way of doing things. I think I

have come across this saying before but am not sure.—C. F.

44. QUINQUEREMES: TRIREMES.—Is there in existence any coin, medal, relief (or other sculpture), painting, or other representation showing a quinquereme with five rows of oars, or a trireme with three rows? The word "rows" is specially used here, because the word "bank" has been given more than one explanation. The vessels alluded to above might be conveniently limited to those in existence in the period from the battle of Salamis to the battle of Actium.—C. A. G. B.

45. CARAMOUSSAL.—This mediæval Turkish craft has been discussed in the "M. M." II., p. 77. and III., p. 155; but the derivation of the word has not received attention. Can anyone give it? I mention this because I have come across a different suggestion from that quoted by Jal (*Glossaire*, 417) which is "Thomas Hyde, dans ses notes sur le voyage de Peristol, dit que le nom du Caramoussal est composé des deux mots turcs *kara*, et *mursal*, qu'il traduit par noir *emissaire* (*gara*, noir; *mursel*, envoyé). La vitesse du navire lui avait peut-être valu le nom de *Mursel* (les vents sont appelés poétiquement par

les Turcs, *Murselat*) la couleur habituelle de sa peinture lui avait donné son surnom de noir." But in an essay on Mediterranean craft, by a Turkish author written a few years ago, the suggestion is made that the word is derived from the coast town where the vessels were first built or used, and that the town itself was named after one of the early Ottoman champions; who this was he does not say, but I cannot trace *Karamousel*, given by him as the Turkish boat-name, on any map at hand. With either derivation *kara* means "black." Incidentally, the Turkish type *skyrasas* forming the subject of a query in the "M. M.," for February, 1920 (p. 64), is not among the craft dealt with in the essay referred to, in which the author remarks that the Franks, in taking the *caramoussal* into use, have reversed the usual practice, for as a rule Frankish sea terms have been adopted by the Turks. I wonder if this statement is correct?—H. H. B.

46. OLD SONGS.—Can anyone say where the words and music of the following are to be found?

(1). *Loath to Depart*, and

(2). *Mayds where are your Harts?*

referred to in Henry Teonge's Diary.

"Wee hoyst sayle . . . and come to the Boy in the Nore whither many of our Seamen's wives follow their husbands, and sing *Loath to Depart* in punch and brandy . . ." and "our mornefull ladys singing *lacrimæ* or *loath to depart*, whilst our trumpets sound *Mayds where are your Harts, &c.*"

(3). *Joan's placket is torn*;

Said to have been sung or played when the Dutch captured the *Royal Charles* in the Medway, 1667.—H. S. V.

47. THE KING'S HEALTH.—What is the origin of the Navy's privilege of drinking His Majesty's health sitting?—E. G. WALLACE.

48.—NAMES OF SAILS IN AMERICAN CLIPPERS.—When I first came to sea I remember being told that American clippers carried so much sail aloft that new names were introduced for them, *i.e.*, above royals came skysails, moon-rakers, star destroyers, and Almighty's

footstools. I do not mean that one clipper carried all these sails, rather that the name depended on the height of the sail from the water. Having just read A. H. Clarke's book, "The Clipper Ship Era," I notice that he does not mention any of the above names, except skysails.

Has any ship carried the remaining sails?

If these names are only nicknames for royals and skysails, why were they introduced?

The latter query holds good if the names were applied to masts instead of sails.—L. D. I. M.

[Query 121 of 1911 and its answers dealt with the same subject.—ED.]

49. PLATES OF SHIPS.—I have three loose plates, each of which contains two diagrams, a numbered rigging plan, and a longitudinal section of a three-decker. The inscriptions on the first are:—"A Ship of War of the Third Rate, With Rigging, &c., at Anchor," and "Section of a Ship of War, of ye First Rate, shewing ye Inside." The rigging plan in this plate shows a ship of about 1700 with heavy port-wreaths and a spritsail topmast, but with staysails and a bobstay. There are no topgallants and the flagstaffs are described in the key as "stumps." The section shows a whipstaff. In the second the inscriptions are:—"A Ship of War of the First Rate with Rigging, &c., at Anchor," and "The Section of a First Rate Ship." The ship is, I imagine, fairly early Georgian, since she has both "flying jib-boom" and spritsail topmast. There is a whipstaff shown, but it is not connected with the tiller and is drawn as if its purpose was quite unknown to the engraver. The third is evidently taken from an encyclopædia, since it is headed "ship." Its two diagrams are described as "A First Rate Ship of War with Rigging, &c., at Anchor," and "Section from Stern to Stern of a First Rate Ship." This ship has no spritsail topmast and has her chain wales above the upper deck guns. Both the first and the second are inscribed "No. XVII.," while the third corresponds exactly in its numbering with the second. Can anyone tell me the origin of these plates?—R. C. ANDERSON.