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## The Mariner's Mirror

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### NOTES

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Two large Counter pieces each cut with a large Eagle, the Wings extended and worked very rich and clear, standing on contrast scrolls, and holding in the Mouth a Snake twisting round cut very clear and through &c. Each 5 feet 6 inches long, 4 feet 9 inches broad, 1 foot 9 inches thick.

Two pieces from the Bottom finishings each cut with Antick Leather Work Scrolls, and rich Foliage Leaves, turning up, with Cods and Ending with panish Tongues &c. Each 3 feet 6 inches long, 2 feet 4 inches deep, 1 foot 9 inches thick.

Two Canterlevers, to go at the Forepart of the Gallerys each cut with Contrast Leather work Scrolls enriched with double ruffled Husks cut very open and clear with several other Ornaments &c. Each 5 feet 4 inches long, 2 feet 4 inches broad, 1 foot thick.

Two Cats' Faces to go at the Ends of each supporters cut very rich &c. Each 1 foot 7 inches square.

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## NOTES.

### THE BRIGHTON HOG-BOAT.

In the article on "Hookers," by Mr. H. S. Vaughan, in Vol. II. of the "M. M.," the writer, in the course of an allusion to "the old Hoggie or Hog-boat of Brighton," says: "It would be interesting to know when the last of the Hoggies disappeared." I recently asked an old boatman upon Brighton beach when this happened, and he said he thought about thirty years ago. He was undoubtedly well acquainted with the rig and appearance of the Hog-boat, and did not seem to be aware of the existence of a very complete rigged model of one in the Brighton Museum—a source from which I had but just refurbished my own superficial knowledge of the type. He added that he remembered fourteen or fifteen Hog-boats, and the names of some of the owners. To the recollection of this old inhabitant I may perhaps append the following extract from "An Illustrated Handbook of Brighton, With Some Account of the Fishery," published in that town in the year 1850, because the description of the Hog-boat there attempted is written in the present tense, with no suggestion of the type being obsolescent at that date. The exactness of the description is a matter upon

which I offer no comment:—"The Hog-boat is peculiar to Brighton beach, and is rather singular in form. It is very short and bulky, and from eight to twelve tons burthen. The mainmast is placed forward of 'midships, supported by two shrouds and a stay, which extends to an outrigger or prow projecting from the stern. On ordinary occasions the Hog-boat carries a sprit mainsail, a very large foresail, and a sprit mizen; sometimes a jib is added, and in fine weather, but very rarely a topsail. From the flatness of its bottom, the Hog-boat is obliged to use a lee-board, to keep it as near the wind as possible. It is reckoned a good sea boat, and carries a crew of about three men, one of whom is employed in trawling and dredging—the Hog-boat having been superseded by the Lugger in mackerel fishing." *Op. cit.* p. 99. There is a small wood-cut of a Hog-boat which, so far as it goes, accords with the elaborate model in the Museum. The illustration of the lugger, by the way, shows one with three masts. My informant on the beach said he also remembered the three-masted lugger, and as regards the Hog-boats, said they sometimes carried both main and mizen topsails. I gathered

from him and others that the word "prow" means at Brighton a fixed spar in the position of a bowsprit—this latter word being reserved for a *running* bowsprit. The writer of the handbook above quoted calls even a spar projecting astern a "prow." The model's mizen mast is stepped to starboard of the centre line, to enable the main mast to be lowered into a crutch aft; the single lee-board is unshipped and lies in the well of the boat.—W. S.

#### ACTING COMMISSIONS.

As regards the Camelford-Paterson case, the difficulty as to their relative positions may very likely be explained thus. It was quite common for a Commander-in-Chief on a foreign station to give an "Acting Order" to fill a vacancy caused by the absence—from any cause but death—of an officer of higher rank. Sometimes an "Acting Commission" was given. Either document made the recipient temporarily senior to every officer on the station of his (the recipient's) former rank. The "Acting" Order, or Commission, did not, however, qualify a Lieutenant to sit on Courts-Martial. It frequently happened till well after the middle of the 19th century, that a Lieutenant as Acting Commander was temporarily senior to many Lieutenants of higher seniority in the latter rank. "Death Vacancies" could be filled by the Commander-in-Chief with virtually permanent (promotion) commissions.—C. A. G. B.

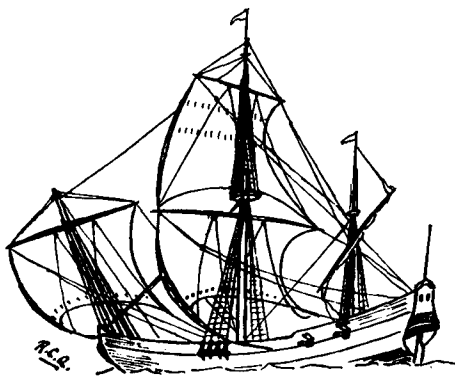
#### THE MARSILIAN.

As long ago as March, 1914, Mr. Nance gave us an article on this Mediterranean type, illustrated by copies of drawings which he considered to represent Marsilians. Two months later Mr. Robinson wrote that Mr. Nance had not "made out an altogether satisfactory case for his Marsilian"—in other words he did not believe in her.

In our first issue after the War I produced what I described as "the only known *named* portrait of a Marsilian." This Mr. Nance accepted as a true portrait "at least in her later form" (Vol. VI. p. 56); but at the same time he showed that several of the drawings in the album from which I took it were merely copies. It is therefore very satisfactory to be able to give another *named* Marsilian, of a date some 80

years earlier, from Gueroult du Pas' "Les differens Batimens de la Mer Mediterranée," 1710. This is described as a "Marsillane pour le Negoce dans le Golphe de Venise et le long des Costes de Dalmatie."

In essentials the two portraits agree. The later ship has less sheer aft, has pole masts, extra topsails and topgallants, and has a gaff mizzen; but the remarkable features of the foremast almost on the stem head, the absence of a bowsprit or a beak, and the round bow, appear in both and the changes are, I think, only what we would expect to have taken place during the course of the eighteenth century.—R. C. ANDERSON.



#### AUCTION SALES IN U.S.A.

An interesting collection of marine paintings, prints and ship models, mainly commemorative of the early American navy and clipper ship era belonging to the Carey collection of Boston, Massachusetts, was sold in New York City on March 29th, 1922.

The collection in detail consisted of 23 prints on steamships, clipper ships and whaling ships, United States navy ships and battles, 19 prints. English and French navies, 11 prints. Marine paintings, 30 items, mostly by American artists such as J. Lufs, J. E. Buttersworth, Wm. P. Stubbs, and others of the 19th century.

Ship models, of which there were 42 in number, though interesting, not of particular importance, with the exception of a bone model catalogued as made by an American prisoner of war at Dartmouth, about 1780, of an English 120 gun ship of the line, 27ins. in length.

Other records of auction sales to follow.  
ANTON RUDERT.

## THE SOCIETY'S TWO LANTERNS.

The two Ship's Stern Lanterns presented to the Society for Nautical Research, by Mr. Frank Allinson, have been duly received at the Royal United Service Institution. They are very interesting and I think the date of them is about 1760. They are in rather a dilapidated condition, but they will be suitably restored before placing them on exhibition in the Museum. I am desired by the Museum Committee to express their thanks to the Society for Nautical Research for having kindly handed them over to this Museum. Mr. Allinson has been written to and thanked also.—ARTHUR LEETHAM.

## "THE BOATSWAIN'S WHISTLE."

May I join with the writer of the Note in the August number in a mild protest against giving to the Boatswain's *Call* the name of *Whistle*? It was never so spoken of by sailors, except in jocular mimicry of the talk of shore-going people.—CYPRIAN A. G. BRIDGE.

## MUSTER BY OPEN LIST.

Till a late period in the third quarter of the nineteenth century a muster of the ship's company was always formally and officially designated as "by Open List."—CYPRIAN A. G. BRIDGE.

## THE WORD "EXTRA."

I must confess that Dr. Tanner has caught me napping, for on further examination of the MS. I see that the words "extra" therein are in some cases followed by a minute dot, and in other cases accompanied by a flourish above the line, so that they are evidently abbreviations for "extraordinary." The perfunctory nature of these contraction marks in a MS. in which the other few abbreviations are properly indicated according to the customary rules, shows that the transition to the shortened word was already in progress in 1676. Indeed, in another order a little later (20th January, 1677), the terms "extra allowance" and "extra necessarie money" occur without any contraction marks whatever.—W. G. P.

## WICKER VESSELS.

I trust Mr. Morton Nance will forgive me if I make one small correction to his article on Wicker Vessels. On p. 203 ("M. M.," Vol. viii.) he says "The sail has been Christianised with a cross of

St. Patrick." As a matter of fact, however, as that Saint was not a martyr he never was, and never will be, entitled to the martyr's emblem, nor, except outside the Roman Obedience, is he ever associated with it.

After reading Mr. Perrin's "British Flags" there does not seem to be any room left for doubt; the cross on the vessel's mainsail must be the Red Saltire of the Geraldines.—H. R. H. V.

## THE "SOBRAON."

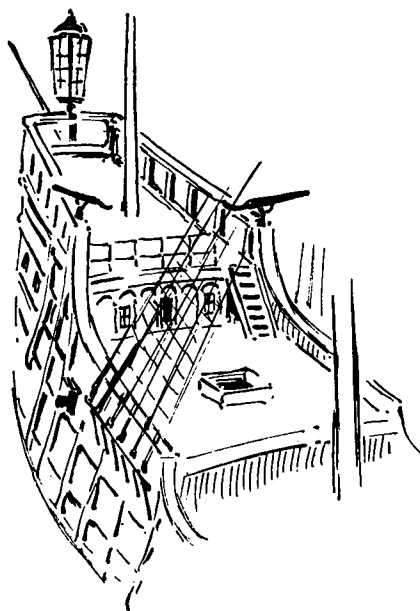
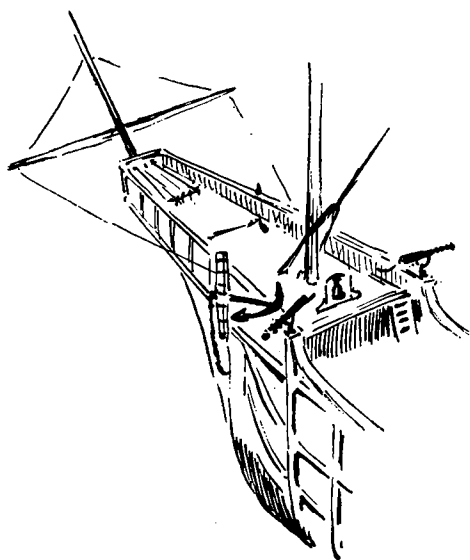
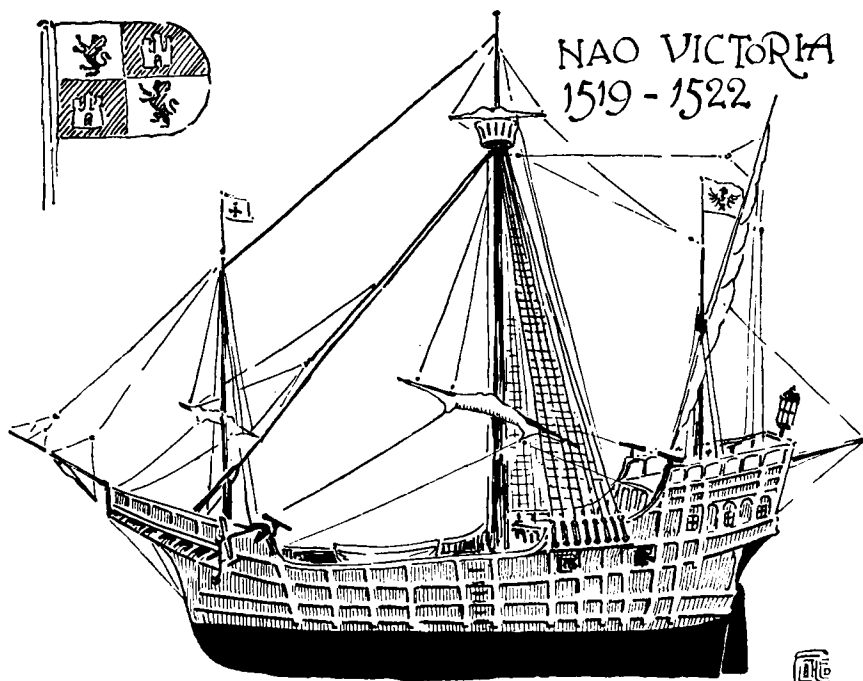
It was suggested in April that the *Sobraon* had a single topsail yard in 1890. I served my apprenticeship in her in the eighties; she then had double topsail yards on fore, main and mizen masts. And so far as I know had always carried double topsail yards. Also, double topgallant yards on fore and main, and single topgallant yards on the mizen and royal yards. Her first rig included skysail yards, but her spars were reduced soon after her first voyage.

About 1890-91 she was bought by the Government of New South Wales, and moored in Sydney Harbour for a training ship for boys. She is still to be seen there, but under another name.—H. E. LAVER.

## SCHOOLMASTER: MASTER AT ARMS.

The date of the introduction of these two ratings is not, as far as I am aware, available in any printed source. Recently, in a wrongly described volume of the Admiralty Records at the P.R.O., I came upon what appears to be the beginning of each of them. The volume is Ad. Sec. 6—427, being one of a short series listed as "Lists of Ships, with succession of officers." It does not give officers in the strict sense of the word, but is ruled to show only Midshipmen extra, Volunteers, and Chaplains. From 1712 Schoolmasters begin to appear. There is no ruled space for them, and they are crowded in where room can be found for them. The earliest I have noticed is in the *Sorlings*, a small ship, appointed 12th September, 1712; in 1713 there are many such appointments.

Similarly Masters at Arms begin with appointments to the *Canterbury* and *Buckingham* on 25th June, 1731, and immediately become numerous. The duties of the Master at Arms were defined in the first collected edition of the K.R. and A.I. (1731). I have not looked for the orders establishing these ratings.



Strictly I should speak of the Master at Arms as a rank, for in 1731 he was appointed by warrant ; but his pay in a 1st rate was only £2 5s. a month as against £4 for the old established warrant officers.—L.G.C.L.

#### THE FIRST CIRCUMNAVIGATION.

The 6th of September of this year is a date of outstanding interest to all who use or consider the sea in any of its aspects.

It is the 400th anniversary of the first Circumnavigation of the Globe by a Spanish Expedition, which set out under the command of Magellan, a Portuguese, with 5 vessels, and returned with a single small ship under the command of Sebastian del Cano, a Basque navigator.

San Sebastian contains a Naval Museum, an establishment enjoying much less support, and much less popularity than the Casino.

In the small collection of very excellent models, is one of del Cano's vessels, the "Nao" *Victoria*. This model was made in 1913 by Don Joaquin Cortez from plans

furnished by Vice-Admiral Don Juan de la Matta. The scale is 3-100. The actual length of the model being rather less than 1 metre, the original ship would have been about 100 ft. over all. The tonnage is recorded as 102.

Learning that the maker of this model, and of others in the same collection, was a boatbuilder of Orio, a fishing port about 6 kilometres to the westward of San Sebastian, I set out to discover him. I found him in his building yard, which was empty and unoccupied, for after-war effects have reacted on Spain.

He told me that he was responsible for no more than the execution of the models, all the details and particulars having been furnished him by Vice-Admiral D. Juan de la Matta, now dead. The Admiral had obtained his information from old books at the Ministry of Marine in Madrid.

The result is at any rate a far more convincing looking vessel than the decorative representations of mediæval manuscripts usually suggest.—C. E. ELDRED.

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### ANSWERS.

**31. SAILS.**—There have been so many answers about main topmast staysails that I hesitate to add to the list ; but the following incidents may be of interest :

In 1881, my ship, the *Inconstant*, was ordered from the Falkland Islands to the Cape of Good Hope, on account of the Boer War.

Among other preparations we "expended" our main topmast staysail for making canvas gaiters for the landing party, such articles not being then supplied for the use of seamen.

As a Fore Top Midshipman I highly approved of this improvisation, as the

stowed sail took up so much room in the top !

In 1887, when the Training Squadron were running before a strong gale homeward bound from Bermuda, the *Active* carried away her maintopmast staysail sheet. It so happened that a "cell prisoner" was being "exercised" in the waist at that time, and the rope whipped the unfortunate man over the lee netting, and he was drowned, being handcuffed.

This led to the issue of an order that cell prisoners were not to be handcuffed at sea.—R. F. P.