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NOTES

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on the other side the seaman can defend himself, calling witness how the captain has struck him ; since the captain ought not to pass the chain." What the "cadena" was, whether a real chain or a particular beam, as Jal suggests, is another question. Clearly it was a very definite boundary beyond which the captain's person lost its sanctity.

With regard to passengers, the 120th Article is interesting :—
 " Lo barquer de la nau deu hauer del pelegri, qui mora : les sabates el coltell e la correa, e lo guardia de la nau deu hauer les calces. E lo barquer e lo guardia ab dos ensemps deuen lo sebolir en terra o en altre loch o gitar en mar."—" The boatman of the ship should have the shoes, the knife and the belt of the passenger who dies and the watchman of the ship should have his breeches. And the boatman and watchman together should bury him on shore or elsewhere or cast him into the sea."

It would be easy to go on quoting almost indefinitely. These laws and those for fighting vessels, which follow them, are full of interesting passages. I may, perhaps, return to them on some future occasion ; for the present the above disjointed notes must suffice.

NOTES.

WITSEN AND PETER THE GREAT.

Jacobus Scheltema in his " Rusland en de Nederlanden " (Amsterdam 1818) part III, states that Witsen's book on shipbuilding was amongst the first books translated into Russian by order of Peter the Great. This is not correct, though Gebhard in his *Life of Witsen* (Vol. I, p. 70) repeats it. The book in question was No. 17 in A. Buichkoff's " Katalog " of books preserved in the Imperial Public Library of St. Petersburg, printed in the modern (non-Slavonic) type first adopted by Peter, and was printed at Moscow in 1709 under the title " Novoe Galanskoe Karabelnoe Stroenie." It is avowedly a translation of the " Nieuw Hollandische Scheepsbouw " of Allard (Amsterdam, 1665 and 1705), afterwards translated

into French as " L'Art de Batir les Vaisseaux " and published by Mortier at Amsterdam in two parts, of which the *second* is dated 1718, the *first* 1719, or so at least in the British Museum copy. The second part consists of plates of the flags of all nations. These were incorporated in the Russian book (pp. 29-82) and gave it the name by which it became known in Russia, " Kniga o Flagakh " (The Book of Flags).

Scheltema also states (*op. cit.*, III, p. 33) that Peter put together in his own handwriting out of Witsen's works a vocabulary of ship-terms and nautical matters, " Scheeps termen en Zeezaken," for the purposes of navigation. Here again Scheltema is wrong. Dr. R. van der Meulen in his " De Hollandsche Zee-

en Scheepstermen in het Russisch" (Amsterdam, 1909) p. 8, writes: "In August 1907 . . . the librarian of the Imperial Academy of Sciences . . . showed me . . . a thin folio MS. of 35 pages, of which 22 were written on. At the top of p. 1 stood the title "Leksikon Vokabulam novym po Alfavitu" (Lexicon of new words in alphabetical order). The work is written in clear type-letters by two different scribes. On the first five pages, however, in various places, words are crossed out or corrected in a running hand, so scrawling as to be almost illegible. A note at the beginning of the MS., opposite page 1, informs us that the corrections were made by Peter the Great's own hand." Dr. van der Meulen tells us that the corrections were really improvements of which he gives examples. The MS. is not, however, a "Sailor's Vocabulary," but merely contains various sea and ship-terms incidentally, as would naturally be the case in the circumstances. Vachtin's "Sea-Lexicon" (2nd edn. St. Petersburg, 1894) also calls this MS. a sailor's vocabulary, but otherwise describes it correctly as having merely been improved by Peter.

Witsen's connection with Peter the Great began, probably, with the dedication to him and his elder brother John of the great map of Tartary (Northern and Middle Asia) in 1687. In 1692 the first edition of the corresponding large folio volume on Tartary was dedicated to Peter, now sole Tsar, and in 1693 and 1694 a considerable correspondence ensued, mainly on the subject of shipbuilding. That Witsen's services were already appreciated is proved by the fact that, in the latter year, Lefort, son of Peter's favourite minister, brought to Holland a portrait of his royal master set with diamonds and valued at 1600 thalers for presentation to Witsen. When Peter first visited Holland in 1697 it was Witsen who took a chief part, at least, in receiving him and in providing for the fulfilment of his desires. Peter, we know, parted from his own embassy at the Dutch frontier and went to Zaandam, where he remained, however, only eight days. Witsen, who was not only Burgomaster of Amsterdam, a position of very great importance, but a Director of the Dutch East India Company, found Peter a lodging on the latter's Wharf, and during the whole of his stay in Holland was at his beck and call, devoting, in particular, each Monday entirely to him and

accompanying him on his visits to the Hague, Utrecht and other towns. Through Witsen's influence the ship on which Peter worked in Amsterdam was presented to him by the City when completed; the Tsar named it in gratitude *Amsterdam*, and held it ever in high honour.

It was Witsen, again, who arranged the meeting between Peter and William III. (9th Nov., 1697) which apparently led to the English visit of January to May in the following year. Peter's second stay in Holland was short; on June 3rd he started for home, preceded and followed by many Dutchmen whom he had engaged in the Russian service in various capacities on Witsen's recommendations. Witsen also found for the Tsar his instructors in navigation and seamanship and in the Dutch language.

The whole subject of the connection between Holland and Russia, dating from the 16th century is full of interest and to a large extent of nautical interest, but I must not overburden the pages of *THE MARINER'S MIRROR*.—JOHN F. BADDELEY.
HERRING FISHING ON THE COAST OF SHETLAND.

The following memorial, written in October, 1718, is taken from the letter-book of Mr. Gifford for that year; and, as it gives a considerable amount of information, I think it is worthy of preservation. It would appear, however, that the scheme fell through, as nothing with regard to this "tryall" appears in any of Mr. Gifford's later letter-books.

I think I have already stated in "M.M." that Mr. Gifford was Chamberlain of Shetland (or Zetland), an Admiral-Depute and probably the largest landowner in the islands, and had a wide knowledge of all things pertaining to his native isles.

Mr. Gifford's proposal is addressed to Mr. Theodore Innes, "Mert in Edr at his lodgings in Lieth," and he says that it is necessary to have: "... a good sailing ship and a skilful master aquented with Helighiland and the river Elve [Elbe] and that she can be here som tim in the month of April..." He then goes on to say that if the ship cannot reach Hillswick in Shetland, by April, "... do not send her at all for all your Scots masters I ever was concerned with have abundance of defcultie to find the Elve..."

The memorial runs thus:
"Memoriall anent a tryall of hering fishing upon the Cost of Zetland.

"That for asmuch as the Dutch bushes upon this Cost cometh every year and taketh and caryeth of vast quantities of herings which, in the last of June and beginning of July, they import into Hambro and other places, and ther sells them att exterordinary prices, by which that hering fishing Companie in Holland is mor inriched then the East India Company ther. Therefor, I think a small tryall might be made wherby we might share somewhat in thos profitts, that seeing thos Dutchmen are by ther own Constitution inhibited from fishing any herings befor the 14th day of June [old style] and that the herings are to be got and are as good any time after the midle of May, as they are in June. Ther, in observing the following method, herings might be caught and exported to the Hambro mercat befor this Dutchmen could get up with thers, and the first herings comonly giving at Hambr. betwext 80 and ane hundreded six dolers a barall ther, a small quantitie might bear all the charge proposed, and seeing our people in Scotland are not acquainted with fishing after the maner of the Dutch, by shooting and hailing ther nets out of the ship without the help of any boat; nether having nor using ships for that purpose, I propose for ane experiment that a good cliver sailing ship of about 30 last burden [i.e. about 60 tons], might be sent over here in the month of April with the nesenary provision under writen, and I should find here 2 or 3 good light fishing boats that could goe into the deep sea wher the Dutchmen comonly fisheth, man'd with people of this contrie who understand that business, they having the ship along with them for ther protection in case of blowing weather, and what herings they could pack them aboard the ship and once a week rune in to ane harbor and have them repackt ready for exportation and the debentors secured. The nesenaries for efectuating this project are, thertie last of hering cask, ten last therof filed with good Spanish salt, drawn and bonded at shipping, 20 hering nets, the twine wherof they are made being a little thiker then that used in Scotland, the nets broader then what they are used in Dunbar and thos places, being no less then six fadoms broad and about 12 or 14 fadoms long when reaped, or barked. Let them all be brought here unreaped, seeing our people knows best how to do that, according to ther own mind; about 890 small kuags [kegs or

casks] for buies [buoys] to the nets, 150 lb. weight of small rope for burops [buoy-ropes] and other necessary uses, a duzen of small knives comonly caled hering gipers^s, a duz. of vaud³ criells or baskets for carying the hering in, a cuper [cooper] and his nesaries for dresing the hering baralls, 20 bolls of meall for provition to the fisher men, what els is needfull may be found here. The ship must be here soon so as all things may be deliberatly put in order again [st] the midle of May, at which time they most begine to fish. The above being but a small charge, if it should faile will be no great loss. If it succeed well, can be a begining of greater adventors, but that it will answer is the opinion of T.G."

NOTES:

1.—Mr. A. W. Johnston, F.S.A. (Scot.) thinks that this may be from the Shetland "rip," to shrink—of cloth—see E.P.D., s.v. "rip," V.7.

2.—Shetland and Yorkshire, "gip" to gut fish.

3.—Shetland "wade," one of the names for the after part of a boat where fish are placed.

How puny seem the requirements of Mr. Gifford, when one thinks of the immense industry created by the modern Shetland herring fishing! In 1905, for instance, 1783 British steam and sailing drifters fished in Shetland waters, and caught no fewer than 1,024,044 barrels of herring. In addition, there were also the herring fleet of Holland, the Belgians, Germans and a few Norwegians. The French and Swedes at that time fished for cod only, off the Shetland Isles.—

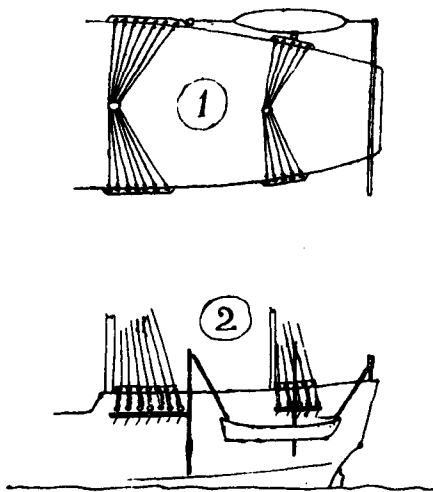
R. STUART BRUCE.

BOAT DAVITS.

In the "M. M." for 1912 (Vo. II., p. 89) it was noticed that the origin of boat davits was obscure. The only kind of which we had any record earlier than 1790 was the horizontal stern davits; and yet we knew that by about 1800 the practice of hoisting boats on the quarters had become common. What and when was the origin of quarter davits?

A very useful indication seems to be afforded by two pictures painted and engraved by Richard Dodd, and published by Boydell in 1789. They are titled "The Greenland Whale Fishery," and the "North Western or Davis Strait Whale Fishery." In each of them all the

whalers have a heavy timber thwartships just inside the taffrail and raised slightly above it. This timber is fitted exactly like the old thwartship ringtail boom, being carried on irons like mitches, one at each rail, which raise it some 5ft. or so above the deck. But it is very noticeable that this is no light spar, as the ringtail boom was, but a regular baulk, about as heavy as the old fish davit which used to lie across the forecastle. As far as can be judged from the pictures it must have been something like 12in. moulded by 8in. sided, and have projected about 8ft. on each side of the stern. At its



outboard end on each side was a boat tackle. There was no corresponding davit further forward; but instead, between the [main and mizzen masts were two straight stanchions, rising about 6ft. above the rail, which from their lightness would appear to have been of iron.

Apparently the method of hoisting was by a tackle from the head of the foremost stanchion, and by that from the davit end. This would bring the boat as high as the rail. Then a tackle could be used from the head of the after stanchion to the after end of the boat, and guys could be led as necessary to the davit and to the main or mizzen rigging. Thus the boat could be got forward and gripped against the two stanchions. This was done seemingly with the boat on her

beam ends, keel outboard. Fig. (1) shows the boat in plan when being hoisted; Fig. (2) shows the same in elevation. When ready to be lowered immediately she was seemingly, righted and lowered to the rail, where she could be held steady.—L. G. C. L.

“MEN-OF-WAR” AND THEIR NAMES.

In the correspondence section of our Journal in May of last year (p.158) an anonymous flag-officer was quoted as saying that the term *man-of-war* “was first applied to ships of the line (the old three deckers) and for years has been misused by the public at large.” As one of this latter category I wish to stand up for myself and to deny most emphatically that *man-of-war* ever had such a restricted meaning. The two references in Capt. Robinson’s letter on the opposite page might in themselves be enough to disprove the statement. In case it is argued that Blake was no seaman it would be easy to produce countless other instances of about the same date, where *man-of-war* is used, not for a three-decker (those afloat could have been counted on the fingers of one hand), but for any ship whose main purpose was fighting as opposed to trading. For instance, Penn writes in his Journal on February 11th, 1651-2: “We all weighed, viz., myself, *Centurion*, *Adventure* and *Assurance*, men-of-war, the *Renown* and *David* belonging to us, and the *Charity* of Amsterdam, taken by the *Phoenix* About six, we, the men-of-war, parted from the prizes At midnight, we spoke with a Holland’s man-of-war, having four convoys with him” To go farther back—the following quotation is from a deposition made at Southampton in 1592 by “William Lawell dwelling in Saltashe in Cornwall, mariner, late master under God in a Carvell” He says:—“After which they met upon the coast of Spaigne with a man of Warr beinge a flyeboat burthen 1x tonns or thereabouts.” Clearly *man-of-war* was used in contrast to merchant-man, East-India-man, Malaga-man and the like. The question is, why *man* rather than *ship*?

Another point that arises is, when did the French begin giving all their ships of the line masculine names and their frigates feminine? We know this was the rule in Napoleonic times, but *La*

Cordelière (1512) and *La Couronne* (1638) are good examples of contrary practice. By the time of the Seven Years War the Napoleonic style seems to have been pretty well established, but a list of 1747 gives us *La Gloire* 46 (a ship of the line in those days) and *Le Rubis* 26. I think it would be safe to go further and say that at the end of the eighteenth century French corvettes had feminine names and brigs masculine. This seems to point to the explanation: as soon as the vessels of a fleet were divided into hard and fast classes, the gender of a ship's name depended on the gender of the name of the class—thus *le vaisseau*, *la frégate*, *la corvette*, *le brick*, etc. Where the name was an adjective it would be the obvious thing for it to agree with the name of the class and with this once established it would be natural in the case of substantives to use those of appropriate gender also.

This makes it a matter of interest to see when and where the practice of using adjectives for the names of warships originated. In some countries it has been common enough, but it has never been universal and was once very rare if not unknown. In England adjectival names seem to be due almost entirely to captures from France. Pepys's list contains none if we ignore the "*Prosperous* horse-boat"; the Sergison list of 1702 has the *Content Prize*, taken from the French in 1685 and one "native," the *Terrible* fireship, built in 1694. Schomberg's list of 1727 includes the *Superb*, a French prize of 1710, and the *Happy*, a sloop. His list of 1741 has the *Superb* only, but that of 1748 includes two more French prizes, the *Invincible* and *Intrepid*. After this, as a result of replacements and further captures such names become common.

The Dutch, Danes, Swedes, Portuguese and Venetians seem to have used only proper names and substantives for their ship names with very few exceptions indeed. In Russia, on the other hand, adjectives were very common for the names of frigates and small craft though less so for big ships; galleys had such names in 1727, frigates from 1763. Spain had her *Glorioso*, *Arrogante* and similar names in the Seven Years War and she had a *Constante* and a *Fuerte* in 1737 (Durovi. 224) the latter having been built in 1728.

France was undoubtedly the home of adjectives as names of ships. At Beachy Head nearly two thirds of the ships in

the French line had adjectival names. Dassié's list of 1671 includes the names, *Invincible*, *Intrepide*, *Braue*, *Fort* and others, but lists of 1636 and 1639 have no such names. If we put the date of their introduction in any large proportion at about 1665 we shall probably not be far wrong.—R. C. ANDERSON.

MUSTER BY OPEN LIST.

According to Article 1564 of the "King's Regulations and Admiralty Instructions" every person on board is to be mustered by the "Ships Books" once every quarter, irrespective of Pay days, and the fact of the muster having taken place is to be noted in the appropriate table of the Ledger.

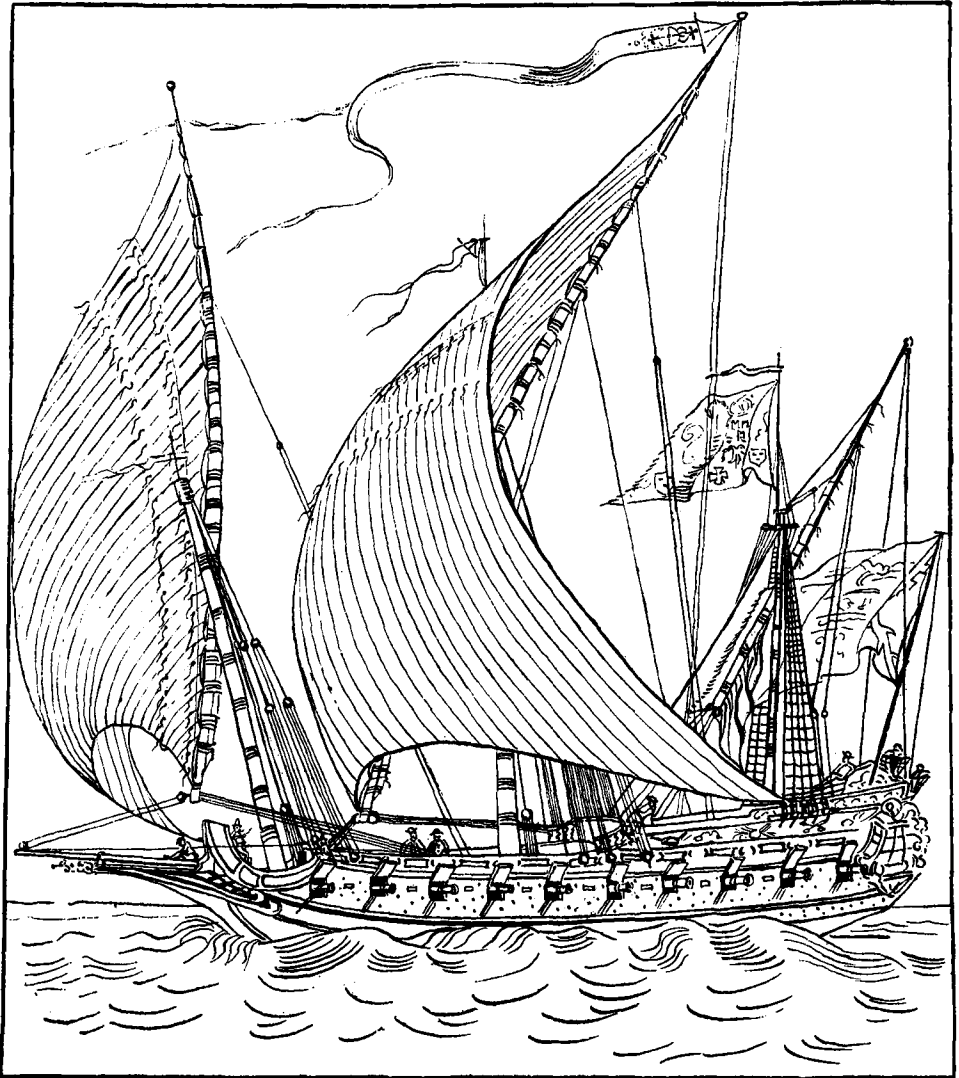
This muster is carried out, as regards the Petty Officers and men, by the "Ledger" and each individual replies by stating his name, number and every "quality" he possesses that entitles him to receive Pay or allowance (e.g. Substantive Rating, Non-substantive Rating, Good Conduct Badges, etc.). Occasionally one hears it referred to as "mustering by the Ledger," but this, I think, is quite a recent introduction, and has only been brought in because the Ledger is used for the muster, although it is true that the terms "Ships Books" (not "Ship's Book," which is quite another thing) and "Ledger" in the present day Navy mean the same thing, yet that is no sufficient reason for inferring that the two are the same in origin. From my own study of the history of the Paying and Victualling of the Navy, I am quite satisfied that they are not. On the other hand, for every one occasion that one hears the muster called "Muster by the Ledger" one is likely to hear it called "Muster by Open List" ninety-nine times. Now, why has this title, which is never employed in official Documents, continued in use so long and with apparently nothing to support it? Of what is it a relic? The present day Ledger is much more of a "Close List" than an "Open List." It has been suggested to me that its origin will be found in the middle of the 19th century. Would some senior officer be good enough to inform me what it was called in his early days? Personally I venture to think it is a relic of the work of the Muster-Master (17th century and early 18th century). The mustering is carried out "by hundreds," and Lieutenants are detailed to take charge of the various

hundreds. The men are mustered in Ledger order, and this may be the reason for dividing the Ship's Company into "hundreds," but against that it must be borne in mind that a "hundred" does not by any means necessarily contain 100 men.

H.R.H.V.

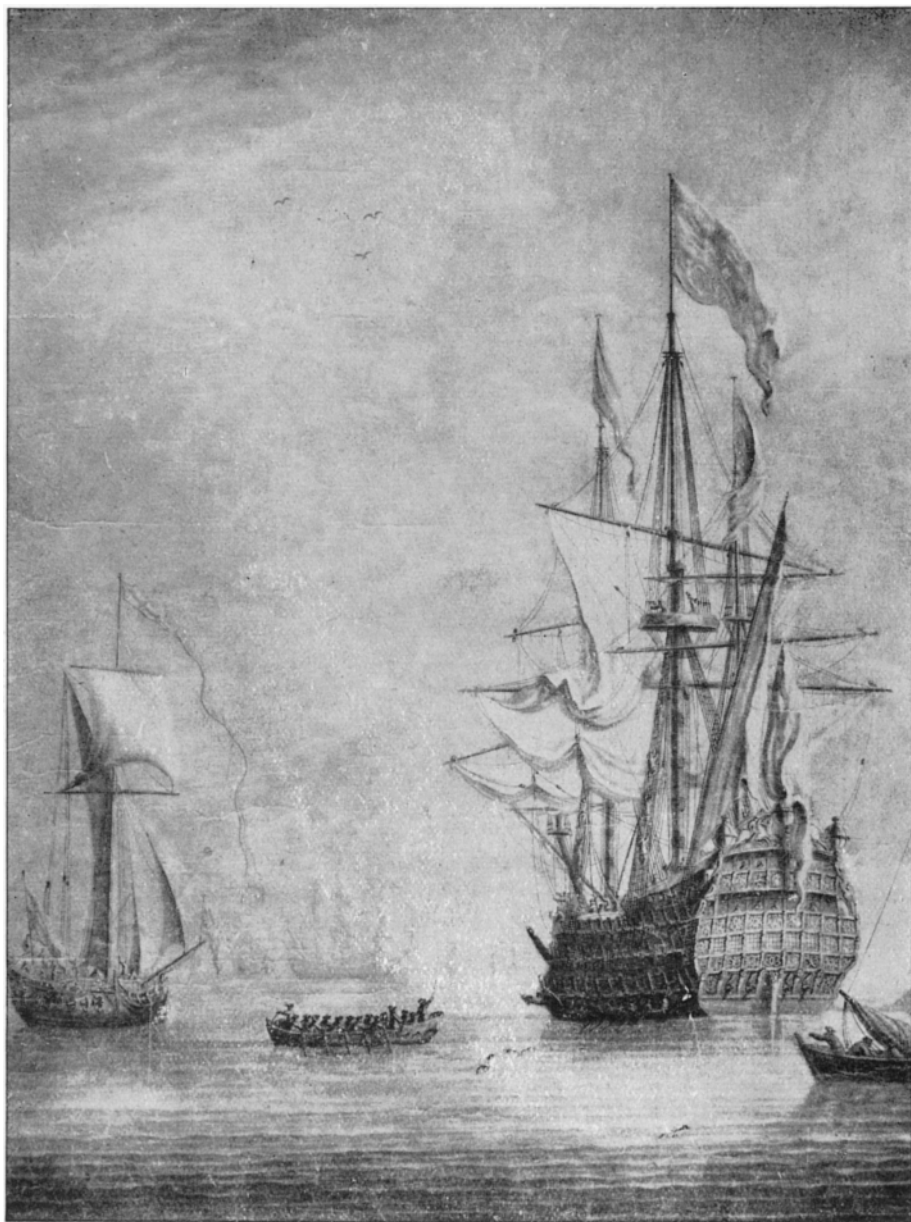
THE XEBEC.

The drawing reproduced herewith has been lent by Mr. W. Senior. It agrees very well with the description quoted in Mr. Glanville Corney's Article in July, 1911.

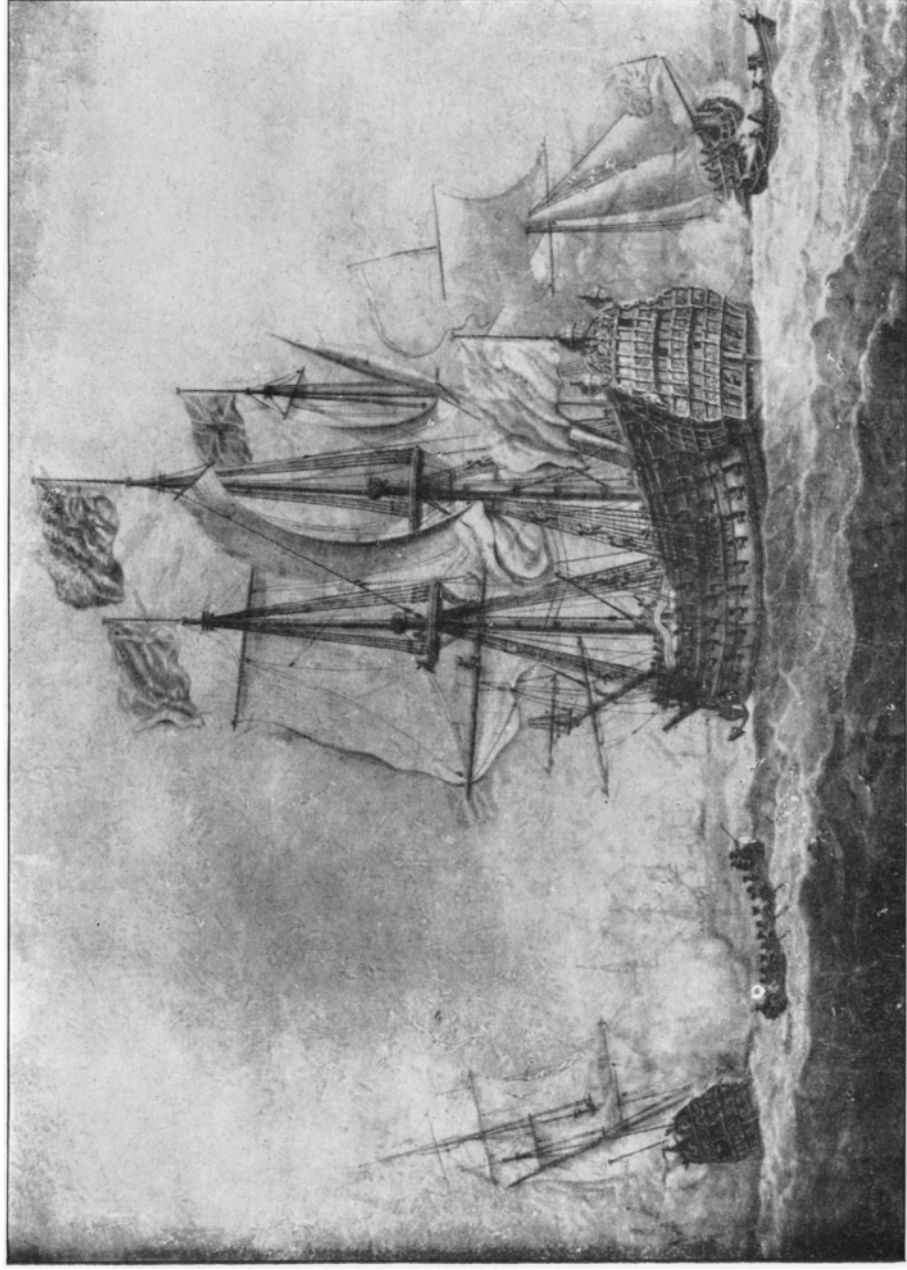


Fuller Feit 1761:0022

A Xebec before the Wind ~~~~~ R



A PRINT AFTER VAN DE VELDE.



A PRINT AFTER VAN DE VELDE.

PRINTS AFTER VAN DE VELDE.

I am sending photographs from two of the blue stipple prints about which I asked a question in 1920. They were very difficult to photograph on account of the blue colours of the printing and the darkness of the paper through age. The titles of both have been cut off, but from the decoration of the stern I imagine one to be the *Royal Sovereign* of 1701. What the other is I cannot say.—C. F.

AN AGE COMPETITION.

The many notes that have appeared in *THE MARINER'S MIRROR* on the subject of long-lived ships all appear very feeble in comparison with a paragraph in *The Morning Post* some two months ago. In that a correspondent mentions the ketch *Good Intent*, 25 tons, built at Plymouth in 1780, and sold at Cardiff in 1821. So far there is nothing improbable, and we might perhaps accept his next statement, that "in 1902 there was no less than 24 vessels afloat

of 100 years or more in age." The difficulty is that he goes on to say: "*perhaps* the oldest of these was the Italian barge *Anita*, built at Genoa in 1548, and modelled on the *Santa Maria* of Columbus. She was broken up at Teneriffe seventeen years ago." This would be 1904, and the ship would have been 356 years old! The italics to the word "*perhaps*" are mine! After this it is no surprise to find that this writer accepts "the legend of the "*Betsy Cains*" in spite of its exposure in these pages. It would be interesting to know why the year 1902 was selected; it sounds like a quotation from some other list prepared in that year.

If it is possible to unearth (or reclaim) the real facts about the *Anita* it seems very desirable that it should be done. Otherwise this statement is likely to be quoted again and again, and thus attain a sort of semi-canonical status which it will be impossible to disturb.

L.T.K.

ANSWERS.

59. (1914). SPRITSAIL - TOPGALLANT-SAIL. — In the Museum at Calais, among an extensive collection of engravings of that town at various dates, there is a print with this title:—"Profil de la Ville de Calais l'un des plus fameux Port (*sic*) de Mer de l'Europe." I could see no date, but should imagine it belongs to the early part of the 17th century. One big ship is shown with a very definite spritsail topgallant yard.—R. C. ANDERSON.

20. (1921). H.M.S. "HERO."—There were two 74's of this name, either of which might be the original of A.M.'s model. The first was built in 1759, at Plymouth, and was 166ft. 8ins., long on the gun-deck and 46ft. 6ins., broad. Her keel length was 135ft. 10½ins., and her depth in hold 19ft. 9ins., She measured 1574 tons. This ship was broken up in 1798 on the Medway, but is given in Schomburg's list of 1783-4 as "to repair." She had been in two actions in Indian waters

in 1783. The other was built on the Thames by Perry & Co., and launched in 1802. Her dimensions were, 175 ft. 47 in., 144 ft. 2 ins., 20 ft., and 1730 tons. These are Charnock's figures, and being the same as those for two other ships are probably what was intended rather than what was actually carried out. No doubt there are lists at the Admiralty which give the exact figures. This *Hero* was in Calder's and Strachan's actions, and was wrecked near the Texel in 1811. Probably this is the ship represented.—F. K. I.

26. (1921). SWEDISH GUNBOATS.—A list of the Swedish fleet on the Stockholm station in 1841 includes both gun-sloops and gun-yawls "*Kanon-slupar*" and "*Kanonjollar*." The former dated mainly from 1789-90 and 1808-9, the latter from 1808-9 and 1828-36. Gun-sloops carried two carriage guns and 4 swivels, gun-yawls, 1 carriage gun and 2 swivels; the former had their main armament pointing forward, the latter