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QUERIES

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Hollar's mannerisms, where an unconvincing hull of about 1655 or so is shown with rigging copied from this "Navire Royale." Perhaps the *London* of Mr. Fraser is another borrowed ship of Hollar's, and more directly copied from the original.

The print, as used by Fournier, and reproduced in the catalogue of the Musée de Marine at the Louvre, was the base for Admiral Paris's reconstruction of the *Couronne*, now exhibited there. This, as might be imagined, is not a successful representation of the *Couronne*, or, indeed, of any ship of any time; it is one of the few failures, amongst many successes, of a worker to whom we as a society owe only less than to his great compatriot, Jal.—R. M. N.

This print seems "to have played many parts." In "L'Armée and Marine," 21st June, 1903, it appears as a half-tone reproduction of a print in the Bibliothèque Nationale, and is stated to be the *Couronne*, built in 1661. How Mr. Fraser can call it the *London* I cannot imagine

(unless she was captured and re-named), as she is covered with Fleurs-de-lis. But I have a book, entitled "Deutsches Seekriegs Geschichte," in which she parades as "De Ruyter's Flagship *Lamm*," with suitable alterations in the flags. But this last-mentioned book is full of errors—I am afraid in many cases intentional ones—since its object is to provide a suitable history and ancestry for the German Navy, in pursuance of which it endeavours to claim an hereditary share in the victories of the Dutch in their 17th century wars with this country. Other rather unaccountable errors are a print of a "galleasse" from Furtenbach, which is described as a "Dutch East Indiaman," a print after Breugel which represents a Dutch ship, but which is here termed a "Hanseatic 'Fredekogge' (1560)," and the ship and row-barge from the picture in Froissart (Harl. M.S. 4,379), representing the Expedition of the Knights of France and England to Africa in 1390, which masquerade as "Ships of William the Conqueror."—C.F.

QUERIES.

55. MANNING YARDS.—It would be interesting to obtain a record of the last occasion on which yards were manned in the British Navy. When at Malta in April, or May, of 1905, I remember the little 3rd class cruiser *Pylades*, 14, 1,420 tons, Commander H. C. C. Da Costa, called in on passage home from Australia, and moored at the end of French Creek, off Senglea Pt. When the Fleet went out, with Sir Compton Donville's flag in the *Bulwark*, the *Pylades* manned yards, to the astonishment of the modern matelot and the delight of some old-timers. There were, no doubt, later instances. Can any member contribute to this record?—H. S. V.

56. BOUNTY HERRING-BUSSES.—In Boswell's "Journal of a Tour to the Hebrides" (Ed. 1786, Lond., p. 151) the following occurs (Dr. Johnson and the

devoted Laird of Auchinleck started for Rasay, on Sept. 8th, 1773, from Corrichatachin in Skye):—

"We had about two miles to ride to the sea-side, and there we expected to get one of the boats belonging to the fleet of *bounty herring-busses* then on the coast, or at least a good country fishing-boat."

Presumably, the term 'bounty' refers to a Government subsidy; was this paid merely for the encouragement of the fisheries, or to provide a volunteer reserve for the Fleet in emergency, or for the performance of any local service such as conveyance of mails and passengers?

Smyth gives the rather vague note (without reference to period): "*Bounty-boats*. Those which fished under the encouragement of a bounty from Government."—H. S. V.

57. THE JOLLY ROGER.—

Oh, better far to live and die
Under the brave black flag I fly,
Than play a sanctimonious part,
With a pirate head and a pirate heart.

Thus sings Sir William Gilbert's *Pirate King*, and singing unfolds [*Stage direction*] a black flag with the skull and cross-bones.

What is the origin of the *Jolly Roger*? And what is its proper device?

Admiral Smyth says "a white skull in a black field." But this was not the flag under which Captain "Bob" Singleton and "William the Quaker" captured the "scoundrelly" Portuguese of forty-six guns with their privateer of eight-and-twenty. For, says Captain Bob, "as they came nearer to us, we let them soon see what we were, for we hoisted a black flag, with two cross daggers in it, on our main-top-mast head, which let them see what they were to expect." [Defoe, *Captain Singleton*, 1720].—G. A. R. C.

[The black flag in a simple form is certainly very old, but evidence for the scull and cross-bones seems to be, to say the least of it, scanty. In 1585 Drake, when he came off Cartagena was "flying black banners and streamers, menacing war to the death." (N.R.S. Monson Tracts I., 130). This statement controverts the often-repeated assertion that the black ensign was first adopted as a sign of mourning and revenge after the death of Charles I. If this was so the inference would be that it was so worn by Rupert's ships, for which I have met with no evidence.

It is certain that corsairs of nearly all descriptions, and of all periods, at any rate after the Middle Ages, used some kind of national flag whenever they could, generally with some sort of more or less irregular commission, but sometimes without one. The use of a "pirate flag" cannot therefore at any time have been common. For instance, on 5th June, 1719, Shelvocke "ordered the Emperor's colours to be hoisted, which, without any reflection, look the most thief-like of any worn by honest men; those of his Imperial Majesty are a black spread-eagle in a yellow field, and those of the pirates a yellow field, and black human skeleton; which at a small distance are not easily distinguished, especially in light gales of wind." It is possible that a search in Exquemeling, or in Johnstone, might disclose other interesting passages. In the "Proceedings of the U.S. Naval

Institute" for December, 1911, there is a careful and interesting paper by Capt. C. G. Calkins, U.S.N., on "The Repression of Piracy in the W. Indies, 1814 to 1825." Several flags are described, but in no case is the "Jolly Roger," or white skull and cross-bones on a black field, mentioned. In general, the pirates had a commission, from Buenos Ayres, Colombia, Venezuela, Mexico, and so on; in one case an adventurer, Gregor MacGregor, founded a "new republic" in Florida, and invented a flag for himself, "the green cross of Florida." Some of these corsairs sailed with as many as four commissions from different rulers. One at least "boarded vessels while flying the French or Venezuelan flag instead of her proper colours," which were Spanish. In a few cases pirate flags were displayed. One schooner "hoisted the red flag—this signal for battle was as often worn by pirates as the black ensign"; another fought with "the red flag at the fore and skull and cross-bones on a white ground at the main."

From which it may be inferred that if the "Jolly Roger" of tradition was ever used by pirates, it was so but rarely and by a few individuals. (Cp. also "M. M.," Vol. I., p. 83.)—ED.]

58. AQUATINTS.—I have lately bought two large aquatints:

1. Published, 1806, by John Thompson, "His Majesty's Ship *Victory*." Under sail from Plymouth to the Downs, with the corpse of the immortal Nelson. Painted and engraved by R. Dodd.

2. Published, 1802, by John Thompson, "A Royal Salute." The squadron saluting His Majesty on board *Southampton*, frigate, at the Naval Review, off Plymouth Sound. Painted and engraved by R. Dodd.

I bought them as a pair. Can any one tell me the date of the occasion of No. 2 and what ships took part in this review?—JOHN H. WALTER.

59. COCKPIT.—When was the term *cockpit* first used? What was its original meaning, and what were the various stages through which it passed before it arrived at its present meaning of a sunken place in the after deck of small yachts, especially of sailing yachts?—J. F. TAMS.

60. PHRASES.—Can any of your readers give a definition of the terms:—

"To passaree the foresail"; "a ding-bat"; "a Euphra,"; "the origin of 'Jackshalloo'?"—H. L. F.

61. FIGUREHEADS.—*Naval Chronicle*, vol. III., July 1800. Plymouth Report, under date June 15th, mentions the arrival of the *Centaur*, 74, with bowsprit carried away after collision with the *Marlborough*, 74. It refers to the *Centaur* as "unquestionably the handsomest and fastest sailing ship in the Service," and says "the *Centaur's* head was descriptive of her name, and justly admired for its simplicity and propriety: it was the last figure carved before the late regulations of the Navy Board took place." What were the regulations referred to? This *Centaur*, the fourth of her name, was built in 1797, at Woolwich, by Sir John Henslow, 1,842 tons, length G.D. 176; K. 144.3; B. 49; she carried 28 32's on the gun-deck, 30 24's on the upper deck, 14 9pdrs. on the quarter deck, and 2 on the forecastle. Two of her predecessors were taken from the French; the first in 1759, by Boscawen, after a desperate fight in which she lost De Sabran Grammont, her captain, and 200 men; the second at Toulon, in 1793.—H. S. V.

62. ANDREW MILLER.—Can any reader explain the origin of the expression 'Andrew Miller' as applied to the Royal Navy? I have heard it frequently in conversation, and have seen it occasionally in print.—H. L. N.

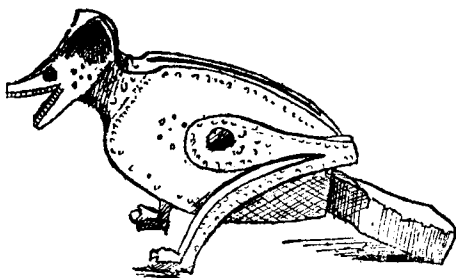
63. PRIVATEERS AND LETTERS OF MARQUE.—Will some reader or contributor give the following particulars with reference to Letters of Marque, and Privateers —

How far did they copy naval methods of discipline, drill, training and general quarters? Did Letters of Marque ever carry midshipmen and lieutenants? [Privateers proper certainly did.] In privateers proper who gave the commissions and warrants; for instance, in Liverpool privateers in the latter part of the XVIII. century?

In later XVIII. century merchant

ships, Letters of Marque, etc., where were the living quarters of the various parts of the crew? Did they ever use hammocks?—ERNEST RICHARDS.

64. A GROTESQUE BLOCK.—Does the enclosed sketch show something out of the common in nautical relics? It is a rusty iron pulley or block: length from tip of snout to tail, about 10 inches; the beast has a long, open mouth, with teeth incised, and two jutting ears; a solid flat tail and two legs bent at the knee and held in position by the pin. The length of "swallow" is about 4 in.; the centre diameter of the sheave about 1½ in. The "sheave" and legs of the animal can still be moved. To provide a semblance of feathers or fur small crescents and circles have been hammered on broadcast. The paws are webbed.



I won't venture to identify the genus and species of this grotesque survival, nor is there any mark to give a clue to its period or ownership. It is reputedly a Spanish Armada relic. Its weight is 6 lb. 10 oz. If it is worth while knowing anything more about it, perhaps members might help through THE MARINER'S MIRROR. For what was it used? Are there any similar objects in the museums?—L. McC. G.

65. RICHARD GWYNNE OF TALIARIS.—A scarce portrait of this gentleman, dated 1747, describes him as "President of the Society of Sea-Serjeants." What was this society? Any particulars concerning it, or Richard Gwynne, would be welcome.—H. P.