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## The Mariner's Mirror

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### QUERIES

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## QUERIES.

87. ANCIENT NAVAL WARFARE.—Can any reader refer me to cases in which the manœuvre called *The Diekplus* was actually used either by the Greeks or Romans in action? What evidence is there to show that the ram was an effective weapon during the Peloponnesian war? and during the Punic wars? Were the Rowers fighting men:—(1) in the Athenian triremes during the Peloponnesian War? (2) in the Persian and Phœnician triremes of the same epoch? (3) in the Roman triremes during the Punic Wars? (4) in the Carthaginian triremes at the same time?—R. N. C.

88. LOCKED SHEETS.—A recently-published work, "Master Mariners," by John R. Spears, "author of 'The American Mercantile Marine,' &c.," which forms one volume of the Home University Library of Modern Knowledge, contains the following passage (page 242): "Writers have talked much about the models of these clippers. They had a peculiar model, but modern yacht builders have demonstrated that it was not the best. The clippers made their records in spite of it. Indeed, Captain Waterman first made fame by driving the full-lined and notably slow coaster *Natchez* from Canton, 13,955 miles, to New York in seventy-eight days, or only one more than his record in the *Water Witch*. Where, then, did the ships get their records for speed? . . . When the wind served the captain remained on deck day and night to keep her going. The sheets and halliards were made of chains, and were locked so that frightened sailors could not let them fly." What authorities are there in support of this last statement?—W. S.

89. SEEKER.—In James Bather's Narrative of the felonious casting away of the brig, *Nightingale*, circa 1754, he gives some details of his previous life and voyages by way of showing what an honest seaman he was, notwithstanding his presence in the brig in question. He

says one of the ships he sailed in "met with two Seekers, the one called the *Thurloe* of Bristol, the other was a prize belonging to his Majesty: her name I have forgot. . . ." What was a seeker?—W. S.

90. EARLY THAMES SHIPPING.—In John Stow's Survey of London he says that Queen Hithe Ward was so called because "of a water-gate, or harbour for boats, lighters and barges; and was of old time for ships, at what time the timber bridge of London was drawn up for the passage of them to the said hithe, or to a principal strand for lading and unlading against the midst and heart of the city." Can any reader say at what date London Bridge ceased to have a draw-up section, and what classes of boats could probably pass through the arches without the bridge being opened?—Q.

91. JAUNDY CABLES.—What exactly is a "Jaundy cable," and what its relationship to "hausers of Jayne?" Both these appear among the stores for the King's ship, *Sovereign*, about 1487, "Accounts and Inventories" (N.R.S., p. 79). It is stated in a foot-note that both "Jaundy" and "Jayne" mean Genoa. Is there any other interpretation? And if the attribution be correct, is it known that Genoa was celebrated for the manufacture of cables, and were such cables usually imported into this country? What also are chains "with dedemeneyne?" Were these deadeyes (dead men's eyes)?—C. D.

92. AN IRREGULAR DUEL.—On the 14th October, 1749, a Court Martial was held on board H.M.S. *Vigilant*, at St. David's, to try Captain Timothy Nucella for killing Lieutenant Long, of the Marines, in a duel. They met without seconds, and had apparently arranged between themselves to fight it out with all weapons. They fired at one another with pistols, but neither was disabled. Long

then drew his sword and rushed to close with Nucella; but that provident and thoughtful officer (who, by the way, was a sea officer, not a Marine) had another pistol in his pocket. He drew it, and shot Long before the Marine could close with him. Nucella was acquitted on the ground that he was acting in self-defence.

I shall be greatly obliged to any correspondent of the *MARINER'S MIRROR* who can give me a reference to this story. Nucella does not look like an English name—but it is never safe to assume that the most foreign-looking name was not inherited by "a true born Englishman." He was certainly a naval officer. The duel was a horribly irregular affair, according to the fully developed code of duelling. But I gather from this, and other instances, that naval officers who went ashore to have it out, were very indifferent to the pomp and circumstances of the full dress duel. I compress the story from the minutes of the Court Martial in Secretary's In-Letters 5293.—**DAVID HANNAY.**

**93. LIGHT HORSEMAN.**—In "A brief and true report of the Honorable Voyage into Cadiz, 1596," etc., printed in *Purchas*, Vol. XX., it is written at page 8 that they "attempted with all expedition to land some certaine Companies of their men at the West side of the Towne by certaine long Boats, light horsemen, Pinnaces and Barges." What were light horsemen?—**W. S.**

[Smyth says "Light-horseman: an old name for the light boat, since called a gig." Only one other reference to it (from the period of the first Dutch War) is at present on file, and, like the passage quoted above, points to a roomy boat suitable for carrying a number of men. As the word is in neither *Falconer* nor in *Bescallier*, it may be supposed to have become obsolete at latest by the middle of

the eighteenth century. Other instances of its use are wanted.—**ED.]**

**94. REGISTRY: BRITISH OWNERSHIP.**—Did the existing elaborate system of registration originate with the Merchant Shipping Act, or was there a system of some sort at an earlier period? If so, what was it, and where can particulars of it be found? If there was no legalised system of registration before the M.S. Act, what papers were exhibited by a master to prove his nationality? Were they the Pass, Pass-Port or Sea-License? I should be glad to know where copies of these papers can be seen, as there seems to be no little vagueness as to what each was and as to the difference between them. Also, was no certificate of competency or qualification required to be obtained by master or officers prior to the M.S. Act?—**D. O.**

**95.—HALF AND QUARTER POINTS OF THE COMPASS.**—How long has the method of counting the half and quarter points of the compass as taught in the R.N. at the present time been the custom, and does the Merchant Service abide by the same rules? viz., to count from both sides of each cardinal point and half cardinal point, not to count from points which begin and end with the same letter, and to count from one side of "by" and intermediate points if not disqualified by the foregoing. Thus, in boxing the compass from N to E you go with the sun as far as NE by N, after which you read NE  $\frac{1}{4}$  N and so on to NE, when you go with the sun again as far as ENE, which is followed by E by N  $\frac{1}{4}$  N, and so back to E by N, and thence still backwards, E  $\frac{1}{4}$  N &c. to E.

The writer recently saw in a book of mathematical tables a half or quarter point following ENE. Is there any latitude in the matter, and is there an old and a modern way?—**H.**