

SIX
DIALOGUES
ABOUT
Sea-Services.

BETWEEN
An High-Admiral and a Captain at Sea.

CONCERNING
The Commanders in Chief, in Dialogue the First.
The common Mariner, in Dialogue the Second.
The Victualling out of Ships, in Dialogue the Third.
The Names of all the Parts of a Ship, in Dialogue the Fourth.
The choice of the best Ships of War, in Dialogue the Fifth.
The Sailing, Signals, Chases and Fights, in Dialogue the Sixth.

By **NATHANIEL BOTELER** Esq;
lately a Commander and a Captain in one of
His Majesties Royal Ships of War.

L O N D O N,
Printed for *Moses Pitt* at the Angel in *St. Paul's*
Church-yard, 1685.

Dialogue the Second.

About the Common Mariner.

Admiral.

WELL met again Captain. As our first days discourse pointed upon Sea Commanders in Chief, and their subordinate Officers; so let our second be concerning the common and ordinary Sea-man, and about some particulars, that in that way do most reflect on the present Times.

Captain. I shall attend your Lordships Commands and Demands.

Adm. Let us then begin with that Loathness, if not Loathing, which of late days hath so possessed these People against all Services in His Majesties Ships and Fleets. What do you conceive to be the main and true motives hereof?

Capt.

Capt. I apprehend they may be chiefly these three. 1. Some Procraftinations and Delays of their Pays, at their returns Home. 2. A stoln Trade, and Profit that way, which they find in Merchant Voyages, over and above their Wages and Hire. 3. The extravagant Hopes that they flatter themselves withal, when they serve in private men of War, where they go upon their Thirds. And 4ly. The loose Liberty and untrouled Life that they lead, when they are entertained in any of these Courses; and especially in that of private Men of War.

Adm. These are indeed likely ways all of them, to work upon this kind of Men. But what Courses can you propound for their Recovery?

Capt. Since your Lordship is pleased herein to demand and hear my mean Opinion, I shall not fear to speak freely.

First then, touching the first of these. The which, since I apprehend it might be occasioned by those mighty Disbursements, the which, a long
Dis-

Disuse did put upon the Exchequer, in the fitting up of His Majesties Ships, and the victualling of them out, together with the Failings of such Supplies, as upon just grounds might well be relied upon, and were expected would be continued ; there is no doubt, but that for the future, the Wisdom of the State will find it fit, either to be sufficiently furnished aforehand, and have in possession these Nerves of all great Actions, and especially Military ones ; or will forbear over vast Designs, until it be found that there is Fulness and Growth enough to grapple with them. And then I doubt not, but that one only Voyage and Employment, bringing with it a full and quick Discharge of all Pays and Arrears of this nature, will help well, to rectifie all former Misconceits, and recover all that Affection which hath been lost by the contrary Courses.

Adm. This is not improbable. But what say you to the second motive that you mentioned, as leading to this dislike, which was the Overplus of their

their gain by their secret Trading in Merchant Voyages.

Capt. This hath in some good part, been already ballanced by his Majesties late Augmentation of Sea-mens Pay in general, which hath been improved almost half in half. For there is no Prince, or State in the World, that alloweth larger Wages to Sea-men, than his Majesty now doth to his: And that late Addition also, of providing some convenient Cloaths for them beforehand, hath bin very well thought upon. For these People, when they are left to themselves, are generally found, to make more of their Bellies than their Backs; and yet are in nothing more disabled in their Services, nor more discontented abroad then by the miss of Shift, and Sence of Cold, by the want of sufficient Cloathing: So that, if with these provent Cloaths, some small Some small
improvid
nis allow-
able. part of their Pay, might be imparted unto them, also aforehand, by way of some Spending Money) I assure my self, they would be well wrought upon, as well to a willingness to serve, as a constancy to stay where they shall find them-

themselves so pleasingly supplied from Day to Day.

Adm. And I conceive that this might be done, without any inconvenience any way; and especially when his Majesties Coffers are full; and that care be had, that these imprest Monies, be not farther entrusted, then at the most, from Week to Week.

Proceed to your third Observation, about the Extravagancy of their Hopes, in point of Pillage, when they are employed abroad, in private Men of War.

Capt. As for this business of Pillage, (which is with them, a going upon their thirds; and that is, when they have the third part shared amongst them, of whatsoever shall be gotten) it is sure enough, that there is nothing, that bewitcheth so much; nor any thing wherein they promise to themselves so loudly, and delight in so greatly; in-somuch, that I have known some of them, who though they might look for a hanging from their own Commanders at their return, for their irregular going out; and adventured the
the

the cutting of their Throats, by the Enemy, in their going out; yet stuck not to rove into an Enemies Quarter, two or three Miles, in hope only to pillage some rotten house-hold Stuff: And I saw one of these returning with a Feather-bed on his back, all that way, in an Extremity of hot weather, that was not worth ten Shillings when he had it at home. A Voyage and an Adventure, that all the Commands and Compulsions in the World, nor (as I think) ought else, save this (for these Ladds know but little of any other Terms of Honour, and Reputation) should ever have brought them unto. And by this your Lordship may know their Nature; the which in this kind and by this means, may be made use of.

Adm. It seemes by this, that you would infer, that these good Fellows (as part of a cure of their unwillingness to Services of the State) should have some allowance of Pillage granted unto them whilst they are in His Majesties Services.

Some Pillage to be allowed.

About the Common Mariner.

Capt. I would so indeed; for sure I am, that it would not only whet their Stomachs to the Service, but to the Fighting that belongs to the Service.

Adm. But how can this be done, without much damage and loss to His Majesty, whose sole charge it is to Furnish out all His Ships and Fleets, and who payeth the Company largely and fully at the end of the action, whether the Voyage be successful or not.

Capt. But the Pillage, the which I wish might be allowed, being only that which shall be found betwixt the Decks (and of this we have a President from our thriving and thrifty Neighbours the *Netherlanders*) is not of any such considerable Value, as to extend to any notorious loss to His Majesty by their pillaging of it, and yet the very only heartay of an allowance, shall not only (as aforesaid) entice and recover them to a forward employing of themselves in these Services, but withal make them adventurous and stout in Fights, when they are brought
unto

unto them; whereas at the present, not finding any other Taſt or Feeling this way, or by this means than danger and knocks, and that it is all one with them, whether they take any Prizes, or take them not, they propound it, as the ſafeſt of their ways, to receive their pays in a whole Skin.

Adm. I muſt confeſs, that you have ſatisfied me in this particular alſo; But what ſay you to that fourth motive you mentioned, which was that of Liberty?

Capt. Surely Experience hath taught, that thoſe ſo ſtrict reſtraints, which ſo frequently have been urged of late, and wherein, the Captains have received ſo peremptory Commands againſt ſufferance of their common Men to go on ſhore, whiſt they lay in Harbour, in His Majesties Ships, which hath been ſometimes, three and four Months together, inſtead of preventing a going away, and running from the Service (which was aimed at) have produced the quite contrary effects; for theſe prohibitions being not in poſſibility to be made good to any purpoſe,

Mariners not over rigorouſly to be kept on Ship-board, when they are in Harbour.

About the Common Mariner.

by reason of the many Shore-boats, that haunted the Ships continually, and stole aboard them in the night time; wherein the Mariners got to the Shore, in spite of all care to the contrary: They being thus gotten on Shore, and having there spent their little money, they became (as they grew sober) to be so galled from a return to their Ships, for fear of the punishment due unto the breach of the restraint, as that as many of them as could (and some of these Officers) conveyed themselves quite away, and utterly forsook the Service; the which but for fear of this punishment, in all likelihood they would not have done; and yet would rather adventure upon any hazard, then to be so imprisoned and strictly held on Ship-board, within smell and sight of the Shore, as their Captains were compelled to keep them.

Adm. This may well be; and besides, I conceive that another mischief might hereupon also ensue, in that the long and continual Tying of these Men to the Salt-Fare and Feeding upon Sea Victual, before they came to
any

any Service or Action, could not but be one main means of the much Sickness, and Infection, that hath of late been every where found amongst them, whereby they became utterly disabled in the Service when they came unto it.

Capt. Your Lordship judgeth rightly; and in these respects, I must confess, that for mine own part, it is mine opinion, that our Sea-men are not to be farther restrained from going to the Shore, whilst the Ships lye in Harbour, then only that they are to acquaint the Captain, or in his absence, his Lieutenant, or the Master, with their going, and to ask their Licences; the which may be left to their discretions either to grant or deny, as they shall find cause and occasion,

Adm. Well Captain, you have spoken sufficiently to the four particulars, which you delivered as Causes and motives of the present distastes that the ordinary Sea-man hath fallen into of late, against all Sea Services, in His Majesties Ships of War; and I approve also of the remedies you have prescribed, to be very probable.

But you know withal, that the Insolencies of these People, are at the present, so overgrown, as that upon the slightest occasions, these Lads have been found with nothing more ready in their Mouths, then that mutinous Sea-cry, *One and All*; and you have seen them affronting Justice even in the High Streets of the City, and at the very Court it self, and Seats of Justice they have been heard in Tumults and Out-cries; so that it may be doubted that these Lenitive Potions you have prescribed, will not work to any perfect and thorough Cure, upon such Surly-natured Patients, whose Diseases may be feared to be inveterate and deeply over-spread.

An over Indulgency to be shunn'd.

Capt. Indeed (my Lord) these times have produced new examples, and unusual Distempers in these kinds; and they have rather been fuelled then allayed by an over Indulgency; in that these Men have found their Tumultuous Clamours and demands contented and satisfied, by this Rude and Boystrous, (not to say rebellious, Course of seeking them; a president that
may

may be feared of worse Consequence then (thanks be to God) hath yet been felt; unless it shall be thoroughly and seasonably looked unto, if ever any the like occasion should be offered hereafter: For it is Certain, that no due or right whatsoever, is either to be given or gotten the wrong way.

Adm. You hold right; so that perhaps, this Cure will scarce be perfected without some Corrosives.

Capt. Due and fit experiments being first made, by these gentle and winning prescriptions formerly propounded, as ways of perparation; if they prove or work not, there may and must be added unto them, severe penal Prohibitions against their serving abroad with any Forraign State unless particularly Licenced, and due Executions of some such warranted Inflictions, as have anciently been practised upon all such, who having been impressed into the Princes Services, and received his imprest Monies, shall dare either to run away or hide themselves from these employments, after they have been Mustered; or shall not pun-

*Run-aways
to be severely
punished.*

Qually and orderly present themselves at their appointed times and places of Rendezvous, after they are impressed. In all which particulars, it is more then time, that some pickt and choice Examples had been offered to the World and Age; and that not only in the Persons of the Refractory Run-aways, but upon all such likewise, whether Natives or Strangers, as shall dare and presume to entertain them, much less entice and hide them away, after they have been commanded into any of his Majesties Services.

And for the more thorough Execution hereof, it is the opinion of some Men, that it were fit that some of the most Ancient Sea-Captains that have Commanded in his Majesties Ships Royal, should be always commissioned, for the ordering of Delinquents of this nature, and to have Authority in themselves, and power to call in unto their Assistance any such of his Majesties Officers, (as Costablers, Justices of the Peace and the like) as may best and fittest be had in all Places, where the Offenders shall be found, that so due punishments may
be

be inflicted upon all Seamen, and others, as shall be any way, or in any place, in any of these kinds found in their Insolencies and Disorders; and that these Captains, thus commissioned, (that they may be the better known) should be distinguished, by some Ribbon about their Necks, or Truncheons in their Hands, or both; the which they (and none but they should be suffered to wear and carry.

Adm. I differ not from you in any of these particulars; and touching this last, I assure my self, that as it would work much to a due respect of these Captains among Sea-men in general, so it would either reduce these Libertines of our Age, unto their old (Queen Elizabeth) Obedience and Discipline, or leave them to the sufferance of deserved punishment, without all Excuse or Pity; for there are no ways of Government either just or prevalent, but *Præmio et Pæna.*

—But Captain, before I can dismiss you, from this Days meeting, in regard that I have heard it said and lamented, that there is, at the present, an unwonted

*A general
want of
Sea-men.*

wonted want of Sea-men in general within his Majesties Dominions, and that as well in respect of number as sufficiency, I would entreat you to offer and present some such Ways and Courses, for the better breeding and multiplying of these so necessary Hands, as either in your Apprehension, Experience, or both, you do conceive to be most proper and probable.

Capt. Having your Lordships Command for it, and having adventured thus far already, under your Lordships protection, and with I hope some approbation, I shall readily and briefly deliver my poor Opinion in this particular also.

It is not to be denied (my Lord) but that all Tradings upon the Water, and every Employment in that kind of Life, may be allowed and accounted in their several Degrees, as ways tending to the encrease and breed of Seamen; for who knoweth not, but that the continual rowing in our Wherries, between *London-bridge* and *Westminster*, maketh expert Oar-men; and this is one step (though the low-

lowest) towards the Attainment of this Art, and Occupation; and therefore I hold it good Prudence (by way of farther improvement) that in all Sea-services whereinto any Men are impressed, some numbers of these Fresh-water Sea-folk, be found out and employed abroad; and that even the Merchants themselves, be admonished to use some of them aboard their Ships, in their shorter Voyages; provided that they be no where relied upon at the first dash, for any farther piece of the Ships sufficient Manning, than only to row in the Boats, and for a while also in fair Weather only; for otherwise it is to be confest, that there may be a want and danger.

*Water-men,
and Fishermen,
to be
bred Mariners.*

Adm. You say well; for there are many of these Water-men, stout and able; and besides their daily Practice at the Oar, the only Air of the Water, and the motion there, must needs make them sooner Seamen, then such others, as are not at all, or but seldom used unto it, though considered but in the particulars, of Sea-leggs and Sea-stomachs,

Capt,

Capt. The second growth which I find in our Nursery of Sea-men, is amongst the small Fisher-Boats, used in our Rivers, Creeks, and close by the Shoars; and those of these growth may be admitted unto the second Form in our Sea-school; for besides the Sea-leggs, and Sea-stomachs, that they have very good and perfect, they have some few Ropes and Sayls to handle and mannage also; some Grapnels to employ and look unto, and are passing well fore-sighted about sudden Gusts, Storms, and change of Weather; and therefore I could wish, that of these also, some were always had aboard and carried out to Sea, that so they might be inured to live out of sight of Land, to learn new Ropes and more Sayls, to get an encrease of Sea-language, and to know and Steer by the Compass; the which they would nimbly do, and one Degree sooner, than your former fresh Water-men; and therefore it is pity, but that they should be preserved in all their Rights, and by all means and favourable usage, be encouraged to grow and multiply.

Adm.

About the Common Mariner.

61

Adm. It is indeed pity that these poor Men should be any way disheartned; for a good many of these petty Fisher-men there are, that in a short time might be made good Sea-men.

*Sea Fisher-
men some
made perfect
Mariners.*

Capt. A third Rank and Order of Sea-scholars, are tutored among those bolder Fisher-men of ours, who not only dare lay the Shore, and Fish out of sight of it, or Sayl as far as *Ireland* for their Herrings, but adventure upon the Coasts of *America*, and fish at *New-found land*, and upon the *Bank*; and these as they are bolder Men, so they have bigger Vessels, fitted and rigged with all the Ropes, Sayls, Masts and Yards that belong to a good Ship, and become hereby throughly acquainted with every Inch of them, and can readily mannage and order them with sufficient Dexterity; and can also take their turns at the Helm; so that with a little larger experience, they soon grow up to be very stout and active Men, for any Service and Employment that they shall be put unto. These therefore are carefully to be cherished in their ordinary Courses: The which may be done

done by Courses of Provision, for the convenient Venting and Sale of their Fish, when they bring it Home; and hereunto his Majesties Proclamation, touching the due and thorough observation of Fasting-days throughout all his Dominions, doth providently tend: And whensoever our wonted Fishing with Busses shall be reestablished, it will questionless be a main mean to work to an Increase among them, and to incourage and breed a Seminary of good Saylers this way.

Adm. I am confident with you in this, and were there nothing else in it but this Busse-fishing, were a work of regard, and no doubt but may both require and requite the noblest Adventurers.

The Coal-ships breed Sea-men.

Capt. A fourth way of breeding of Saylers with us, is found with our *New-Castle* Colliers; the which though they are but Coasters, yet by their employing of many Ships, and many of them good ones; and by finding occasions enough in our Northern Seas, and especially in their Winter Passages to put them to, them to the best of Skill and

and practice, they do not only take up and employ many men, but make many good Sea-men likewise, who in a short time, by a few enlarged Voyages, do attain to be accomplisht Navigators, and send out from among themselves, some such Officers, as may take charge in the most of Merchant-Voyages : So that this Coal-carrying Course, is not only to be well protected from Enemies in time of War, and Pirates in time of Peace, for Fewel and good Fire sake ; but also for the maintenance of good Shipping, and the multiplication of Mariners.

Adm. No doubt but it that worketh well both ways ; only it were to be wished that they would be won to Man their good Ships better than (for Lucre sake) they usually do ; for I believe that many of them are Yearly lost by this means to a loss to the Common-Wealth, as well as to themselves.

Capt. Questionless (my Lord) the over slack manning out of Ships procureth the loss of many an one of them ; and therefore I hold it a dangerous thing and chiefly in long Voyages of Mer-

Merchant-men, and at all times of Action, in Men of War, where there are so many occasions to use many Hands: And I see not but that the biggest and best of Ships, especially if this great Ship be any way open built (of which we shall have occasion to speak more hereafter) may, in a Fight be wronged and taken to, by an Enemy not half so great nor good as her self, that shall over-top her with Men; for what can hinder the smaller Ship from laying of the greater aboard, whensoever she hath the better of the Wind; and being once Board and Board with her, how can it be helped (unless she be very extraordinarily fitted with close Fight? which but few of the greatest Ships of *England* are) but that being more numerous and stronger in Men, she shall enter as many of them, as she list, in some one part or other of her Enemy, in spite of all disadvantage of Ship, and all opposition; and so by oppressing her with Multitude clear her Decks, and take the Ship: and this I say may well be expected, and as easily effected, whensoever a great Ship

*Ships of
War to be
well man-
ned.*

Ship much under-manned, is thus assaulted by a small (and otherwise weak) Ship, that hath many more Men than her self; unless (as before said) this great Ship be throughly contrived and armed with Decks, Bulk-heads and the like, proper for a defensive Fight; and such as shall hereafter be prescribed, when we come to treat of the best Ships of War.

Adm. I find no ground for Contradiction here. But Captain, since we are fallen upon the point of Manning of Ships, I desire to know (before we go on in the particular touching the breeding of Mariners) whether you have, or whether there may be any Rules of Proportion for the due and sufficient manning of Ships in general.

Capt. I have heard (my Lord) of some Propositions of this Nature; and some would have the Proportion to be taken after the number and quality of the great Guns that the Ship doth carry, with an answerable allowance of some spare Hands for the handling of the Sails. Others con-

66 *About the Common Mariner.*

*of Rules
for Man-
ning of
Ships.*

ceive that this Rule of Proportion will hold truer, with a respect to the Ships Burthen; and then they will have it, that in all Ships, from forty Tuns of Burthen to four hundred, there be an Allowance of one Man to every four Tuns, and so a Ship of four hundred Tuns in Burthen, is to be manned with one hundred men, and so ratably downwards; and from four hundred Tuns upwards, they will have an Allowance of one Man to every three Tuns; and then a Ship of six hundred Tuns in Burthen, shall be manned with two hundred men, and so accordingly upwards. But for mine own part, I cannot find how this Computation can be brought within the compass of a Certainty, but must be varied and regulated according to the length or shortness of the several Voyages that Ships are appointed out for, and with a respect to the Services and Occasions that they are to be employed in; for who knows not, but that for a short Voyage, a shorter number of Men may be sufficient, than for a longer; where
it

About the Common Mariner. 67

it may with all reason be expected, that the length of Time, and often mutation of Climates, will cause some Mortality, even among Merchantmen; and so likewise in Employments in Men of War, when an Enemy is looked for, and where Blows are to be given and taken, there is in all discretion, a larger number of Men to be maintained aboard, than when there is nothing but a peaceable Voyage expected.

Adm. Surely Reason compels a full Consent to you in this, in mine Opinion: And therefore I pray now return to your Sea-Seminaries again, of which, you have already particularized four.

Capt. A fifth way of breeding of Seamen amongst us, is in our Merchants Voyages, and this is a great and an important Seminary of Ships also, as well as of Sea-men; and herein also (though they are seldom and scarcely bred up perfect Sea-Soldiers) yet may they grow to be accomplished both Mariners and Navigators, and be very sufficiently enabled for all Services in

Perfect Mariners, but not Sea-Soldiers bred in Merchants Voyages.

this kind ; and therefore (though it were but for this alone) are these Courses in all reason to be protected and cherished, and especially such of them as overreach not in point of distance ; and such are those Voyages and Tradings into the bottom of the *Streights* one way, and into the *Sound* and those East-Countries another way ; for, as for that tedious Travel, which requires a double doubling of the great Cape, I must make it a due and requisite *Quære*, whether it make or mar Mariners most ? that is, whether there be not as many good Mariners lost by the length of the way, and the often alteration of Air and Climates, as gotten by that Practice and Experience.

Adm. And I promise you, that for my self, I shall demur with you upon this also, and therefore go on in your way.

*The best
Sea-Soldi-
ers bred in
His Maje-
sties Em-
ployments.*

Capt. The sixth and last way of making of Mariners with us, is by the Service in His Majesties Fleets and Ships Royal, and that especially in the time of a War ; for herein they may not

not only attain to whatsoever can be taught in any of the former ways, but to an addition of being as well Sea-Soldiers as Sea-men: Here may be learned Discipline and Obedience, the use of their Arms, and chiefly of their fiery Weapons, and the Sea-Gunners Art; the most opportune Courses to be held in the sailings out of Fleets, for Comeliness, Convenience and keeping of Company; the best and most proper parts for all Rendezvous and meetings again upon any Separation; The Advantages that may be lost and gained in all manner of Chases; the best ways and helps in all Sea-fights; the safest and fittest Forms to be practised upon all occasions in all Sea fights and Battels upon the Sea; the surest and most probable ways for any Fleet, either to offend another, or secure it self, being put unto it, in any Rode or Harbour, with other the like Dependencies.

But because it is neither to be hoped nor wish for, that a War should be immortal (though hereby the Spanish Monarchy, and the States obtain

70 *About the Common Mariner.*

tain an Advancement of Sea-Strength, as well as Land, beyond all others in the Christian World:) It is therefore a fit Common-wealths Act, that every one of these six several Nurseries formerly noted, should be well fenced, watered, and manured in their several kinds, that so they may altogether and joyntly produce such Fruit and Encrease, as may be pleasing to all true English Hearts, and profitable to the whole English Empire in general.

Adm. I wish it be so, And with Thanks bid you farewel until to morrow.

Dialogue

Dialogue the Third.

About the Victualling of Ships.

Admiral.—

GOOD morrow Captain. Let the Subject of this days Discourse be about the Victualling out of Ships and Fleets; and in the first place I would be satisfied by you (for you must needs know if there hath been any such matter, having been a Commander in all our late Actions abroad) whether that so fierce and general cry, as well against the Quantity as Quality of the Victuals, hath been just and deservedly, yea or no?

Capt. I must needs say (my Lord) that I have only not heard this, but have had my share of the Trouble and Ill of it; for the common Seaman, finding himself never so little aggrieved

grieved this way, and missing the Victualler to be revenged of (who is far enough out of his reach, when these kinds of Tryals and Complaints come upon the pinch and are in agitation) he takes his next way, either to the Purser, Master, or Captain himself, (if he appear first in sight) and vents his clamour and Spleen amongst them, and many times against them, as if either they were in the fault, or could redress it, when there is a fault.

Adm. But how comes there to be any fault; for as touching the quantity of Victuals, I have heard it generally and confidently spoken, that there is no Prince nor State, that, by a good deal, maketh so large an allowance of Victuals to Sea-men, as His Majesty doth; whence is it then, that there have been so many complaints of late of this nature?

Capt. It is indeed true, that as well in ways as Victual, our *English* proportions, are very transcendent, and in the particular of Victual (especially of Bread) it is indeed more than can be eaten; But the Original and ground
of

The English allowance of Sea-Victual transcendent.

of complaint, in this particular, hath been, in that the Marriner hath conceited himself, to be shortned and defrauded in that Quantity, which they well know to be allowed unto them by the State

Adm. And upon examination and proof have you found this to be true at any time?

Capt. I must needs confess, that in our late, and especially latest Voyages, I have more than once found twenty or thirty of the common Sea-men of the Ship, waiting at my Cabbin door at a Dinner time, with sometimes their Beef, sometimes their Pork in their hands, to shew me how small the Pieces were, and how much under the quantity and weight proportioned unto them for their dues: And this indeed I evidently found to be so, but could not redress the wrong, nor right them, by reason that every Cask and Hog-head, being to contain a certainty of so many pieces of Beef or Pork, and every Piece to be of such a weight, if I should have made up the full of the weight, that was to have been for the quantity

74 *About the Victualling of Ships.*

quantity of their allowed Meals, to every particular Person, by an addition of some more Pieces, it would of necessity have followed, that the general proportion in gross, which was to serve so many Men for so many Months, must have failed long before the limited time of Service abroad would have expired; the which might have hazarded a general starving of all the Ships Company.

Adm. It may seem by this, that the due and full quantity of Victuals in these kinds allowed by the State, for the Ships Company, and expected to have been in the Ships Hold, for the prefixed Time of Service abroad, was not laid into the Ship; for though there were the full number of Pieces of Beef and Pork, yet there was a want in weight and quantity; so that there were so many Pieces indeed as there ought to have been, but not so much in Substance and Flesh; the which, if it were so, was a foul Couzenage, and a desperate Abuse, and might (as you say) have occasioned not only a general Mutiny, but a general Ruin.

Capt.

About the Victualling of Ships. 75

Capt. It might so, and yet the abuse proceed from some inferior Officers, as <sup>Under-Vi-
ctuallers</sup> and such to be suspected. from the Butchers and Cutters out of the Flesh, or from some other particular under Victuallers, or perhaps from the ill choice of the Beasts, as being Lean and Old, which might cause the Flesh to shrink in the seething, rather than from the prime and general Victualler, who, I perswade my self, did take a great deal of care to the contrary.

Adm. Be it from whomsoever, or wheresoever, most necessary it is, that a thorough Redress should be found, for the future. - But what say you Captain concerning the general quality of the Victual in point and condition of goodness and badness.

Capt. Truly in this also I must needs say, that there hath been found and felt very ill dealing, and that not only in the provisions of Flesh (which perhaps may be somewhat excused, by the unsuitness of the Time of the Year, that of necessity they were to be made in, which was in the very Heat of the Summer when Flesh will not take Salt) but

*Iron bound
Cask very
necessary.*

but in the Rottenness of the Cheese, vile-
ness of the Butter, and badness of the
Fish; the which sorts of provisions
cannot allow any the like excuses: And
as for our Beer in general, it was not
only very ill conditioned, but a great
part of it lost, by a new device of pet-
ty saving, in not affording some Iron
bound Cask for the lower Tirc of Beer,
so that (for mine own particular, and
I assure my self, that I suffered not
single in this way) in that Ship of His
Majesties, wherein I commanded in
the last Voyage for *Rochell*, when we
thought to make use of that Beer which
(for our last Refuge.) had been lodged
in our Ballast, we found Seventeen
Tuns of it, to be leaked out end for
end, and this only thorough the want
of a few Iron Hoops; so that we were
all of us put to the Drinking of Stink-
ing infectious Water for Fourteen days
space; the which, had it but continu-
ed with us, as long again, as in all like-
lyhood it might have done double the
time, it could not but have occasioned
so main an infection, and Death a-
mongst our Men, as might have en-
dangered

About the Victualling of Ships. 77

dangered both Ship, Men and all.

Adm. Surely these kinds of good Husbandry, as they may fall within the compass of any common capacity, so they are to be accounted but common Counsel.

But Captain, what Cure and preferatives could you propound against this dangerous, bad, and short Victualling out of our Fleets for the future?

Capt. Your Lordship commanding me to speak, to a point that is so fit to be spoken of, I shall not fear to do it freely; And I say, that if this great and general Victualling out of our Fleets, be a work over vast (as many think it is) to pass under the Care and managment of one only Victualler (be he never so diligent, sufficient, and well credited) who of necessity must entrust divers and different Deputies in sundry Ports and Parts, being Creatures for the most part, that are no farther interested nor true, then to their own ends, why may it not be believed a surer and more proper way that (as The Captains are Victuallers abroad. the manner of other Countries) the Captain, with the Purser and Master
of

78 *About the Victualling of Ships.*

of every particular Ship, having the same allowance from the State, that the Victualler now hath, should have committed unto their care and charge, the Victualling out of their own Ships and Companies, in which and with whom themselves also are to go and share, and that to such a quantity, and in such a quality, and by such a time, as they are to stand answerable for upon their Perils.

Adm. For mine own part, I find no reasonable exception against this, unless it may be pretended that it will intrench too far upon the Office of the Royal Victualler.

Capt. If it shall be thought so (my Lord) and that this Office in respect of the Royalty of it, is not to be touched nor altered, it will follow then of necessity, that out of this Office there must be providently and timely furnished, sufficient Magazins of all sorts of provisions, in all such several Ports as lye most convenient and proper; and that sufficient means be provided, and warning given for the doing of this Work; that so all such Vessels as are
to

to make up the Main Body of any Fleet at any time, for any occasion, may thereafter be ordered and appointed to receive and take in their Victuals and provisions from several places, and from thence to make their repair to the general Rendezvous of the whole Fleet at the due appointed Time.

Adm. This particular deserves to be thoroughly taken into consideration, for it may be feared, that unless there be an application of some good means of Cure, by this or some other the like way, that these disorders and abuses will work to some farther ill and prejudice at one time or other, and truly we have already misfed it very narrowly: For as it is certain that many of our best Ships, in the last *Cales* action, were in eminent danger of perishing at Sea, and of never harbouring of themselves again any where, through the want of hands to mannage their Sails, so great and general was the infection and Death of our Mariners, in that so short a Voyage: So this Infection was thought to proceed mainly, from the unwholsomness of their Victual in general.

Bad Victuals cause Infectious Diseases.

Capt.

80 *About the Victualling of Ships.*

Capt. Our badness of Victual might well be one main original cause hereof, I confess, but nevertheless two other ills there were besides, which concurred at that time to enlarge and set it forward; which were, that the Ships in general were extraordinarily pestered with Land Soldiers; and that there were no Hospital Ships appointed in the Fleet (or at the least but a few, and those at the latest) that so the Sick and infected might have been separated from the Sound.

Adm. As for the pestring of the Ships, that you speak of, I cannot see, how it could be helped, considering that there were so many Land-men to be transported in so few Ships.

Capt. It is true, that a Land Army of any Strength cannot be transported in any long Voyage, but either at an excessive charge by a very numerous Fleet, or with an extream danger of loss of Men, by Infection and Sickness, when the Ships are over pestered; for Land-men (unused to the Sea,) by reason of their Sea-sicknesses, their Nastiness, and Laziness, beget at Sea,

a thousand Diseases, as well to others as themselves; so that whensoever a Fleet is found in this condition, an especial care and strickt Course is to be taken, that the Ships be not only kept clean, and washed every day, and that (if it may be) with Vinegar, by the Swabbers, and have some fumes of Tar, Pitch, and the like often burned below where the Soldiers Sleep; but that the Boat-Swains and Quarter-masters be enjoyned to cause the Soldiers to keep above the Decks, and in the Air, all fair weather, in the day time; and when it is foul and rainy that they be held below, that so they may keep their Cloaths dry; for there is nothing more unwholsom at Sea, than to Sleep in wet Cloathes; the which being once wet, these Soldiers must needs do, who seldom have any shift or change.

And to the end that the Soldiers may upon all occasions, be the better ruled and ordered by the Sea Officers, whilst their own Commanders being as sick as themselves (and perhaps some of them as unruly) cannot do it, it were to be wished that the Sea Cap-

82 *About the Victualling of Ships.*

*Landmen to
be com-
manded by
the Sea Of-
ficers at
Sea.*

tains (for the time of the Landmens being aboard their Ships) might have as full a Command over them as their own Commanders when they are on the Shore, or at the least, that both Commanders be so equally commissioned, that their Commands may go joyntly together; for the Land-Officers being generally more Subject to Sicknes, and disabilities that way, then (at Sea) the other are: If it should fall out, that by their Sicknes or Death their Soldiers should be left without a Commander, there must needs be expected many disorders and much danger; and especially when the Landmen do much overtop the Seamen; It being withal manifestly known, that Land-Soldiers, are not only ignorant of Sea-sufferances, but withal very impatient, and given to Mutinies and Actions of that Nature, upon the least sence of Hardship in any of those ways.

Adm. I confes that this Course seemeth unto me necessary enough, nor need it be taken in ill part by the Land-Commanders, for (if they be temperate men) they will rather wish
for

for an Assistant (especially at such a Time and in such a place, where themselves may expect to be disabled by Sickness or otherwise) than any way grudge or be repugnant unto it. But Captain, what do you farther say about those Hospital Ships, that you spake of even now?

Capt. I say (my Lord) that most necessary it is in all fleets (especially ordained for the transportation of a Land Army) that a main care be taken, that every Squadron of that Fleet, be sufficiently furnished with these Hospital Ships, and that these Ships be appointed and known before the Fleet do put out to Sea; and that they be fitted with convenient Cabbins for the receipt of Sick People; and that each of them have an able Chyrugion with his Mate, residently aboard, with their Chests and Instruments; and that as any, either common Man, or common Officer shall fall Sick, especially of a Sickness known or suspected to be contagious, in any Ship of any Squadron, that he be with the first opportunity removed and received into that Hospital Ship,

*Hospital
Ships most
necessary.*

84 *About the Victualling of Ships.*

which is set out for that Squadron, that so the Sick may not only be separated from the Sound, but be also the better looked unto, and provided for.

Adm. This is a provision both pious and provident. But let us now return to our Victuals, wherein there is one point more that I desire to be satisfied in; and that is, whether it were not more beneficial and preservative for the Health and Strength of our Men, that the main of our Victualling, were in the kinds thereof, altered, and nearer fitted to the manner of foreign parts; rather than as at the present with us, to consist so much, of Salt and Powdred Meats, in Beef, Pork and Salt-Fish?

*Our Salt
Victual too
much in use
at Sea.*

Capt. Without doubt (my Lord) our much, and indeed excessive Feeding upon these Salt Meats at Sea, cannot but procure much unhealthiness and Infection, and is questionless one main Cause, that our *English* are so subject to Calentures, Scarbotes, and the like contagious Diseases, above all other Nations; so that it were to be wished, that we did more conform our selves,
if

About the Victualling of Ships. 85

if not to the *Spanish* and *Italian* Nations, who live most upon Rice Meal, Oat Meal, Biscake, Figs, Olives, Oyl, and the like; yet at the least to our Neighbours the *Dutch*, who content themselves, with a far less proportion of Flesh and Fish than we do; and in stead thereof, do make it up with Pease, Beans, Wheat, Flower, Butter, Cheese, and those white Meats (as they are called.)

Adm. It were well indeed if we could bring our selves to this provident and wholsom kinds of Sea-fare; but the difficulty consisteth, in that the common Sea-men with us, are so besotted on their Beef and Pork, as they had rather adventure on all the Calentures, and Scarbots in the World, than to be weaned from their Customary Diet, or so much as to lose the least Bit of it; so that it may be doubted, that it would set them upon a loathing, and running away, as much as any other thing whatsoever.

Capt. I confess, that it is no easie matter by any new reason, to take of these Lads from an old Custom; and

86 *About the Victualling of Ships.*

yet would they but patiently consider of the well and lusty subsistence of the *Italian, Spanish and Dutch* Nations, who hereby live far more healthfully at Sea than they do; or but of our Colony People in *St. Christophers, the Barbados, Virginia, and the Bermudas*, who for the most part live, and thrive well with their Husked-homeny, and Lob-lolly (as they tearm it) which they may make of the *West-Indian* Corn called Maiz, it would perhaps work them to some willing conformity in this particular; or if not, it is fit that they should be used like little Children, or peevish Patients and made to keep a good Diet whether they will or no.

*Maiz, an
excellent
Sea Food.*

But howsoever, sure I am, that this Maiz, is a most excellent Sea-food, and most proper for long Sea-Voyages; for (as it may be easily ordered) it will keep extraordinarily, and withal is very nourishing and healthful.

Adm. But I see not of what use it can be with us, since it groweth not in these parts, nor is here any where to be had.

Capt.

Capt. I know well (my Lord) that these Northern Climates produce not these kinds of Grain; for neither the Heats of our Summers, nor the Strength of our Soil will bear or mature it; I do not therefore propound it as a Provision for our Ships outward Bound, but only to intimate, that whensoever we shall have Occasion, and Leave to look once again towards the *West-Indies*, that then this kind of Food may be found most useful for a Supply of Victual to all such of our Ships as are bound that way, and that, either whilst they are there, or when they are to return.

To which end, it will then be necessary, that all our Southern Colonies be instructed to employ themselves (rather than as at the present upon smoaky Tobacco) in planting, and storing up so necessary and useful a Commodity, that so an abundance thereof may be ready for all such Fleets and Ships of ours, as shall be employed that way; the which is to be taken off from the Colonies at

About the Common Mariner.

reasonable and honest Prices, with such needful Merchandise, as is requireable for their Use; that so it may become their staple Commodity, and a surer means of Subsistence, than Tobacco is likely to be.

The Bermudæes of especial use and consideration.

And as for the Islands of the *Bermudæes* or *Summer-Islands*, give me leave to assure your Lordship (as one that well knoweth them, and shall be ready to demonstrate it evidently, whensoever I shall be called unto it) that (in regard of their natural Strength, the safety of their Harbours, their most opportune Situation, their Salubrity, and their wonderful Production) they are the most advantageous Piece, not only within His Majesties Dominions, but of all those Parts, for to make use of, in all those Western Services, and especially Sea-Employments upon any of those Coasts; and in that regard, do well deserve, both to be cherished and well looked unto.

Adm. Well Captain; I will trouble you no longer at this time, but shall take these your Informations concerning

About the Common Mariner.

89

ing Victualling and Victuallers into
farther Consideration, for I find it a
matter of much Moment and Conse-
quence.

Dialogue,
