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Publisher: Routledge

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The Mariner's Mirror

Publication details, including instructions for authors and subscription information:

<http://www.tandfonline.com/loi/rmir20>

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Published online: 22 Mar 2013.

To cite this article: R. Morton Nance (1921) BRIGANTINES, *The Mariner's Mirror*, 7:1, 22-24, DOI: [10.1080/00253359.1921.10654982](https://doi.org/10.1080/00253359.1921.10654982)

To link to this article: <http://dx.doi.org/10.1080/00253359.1921.10654982>

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BRIGANTINES

BY R. MORTON NANCE.

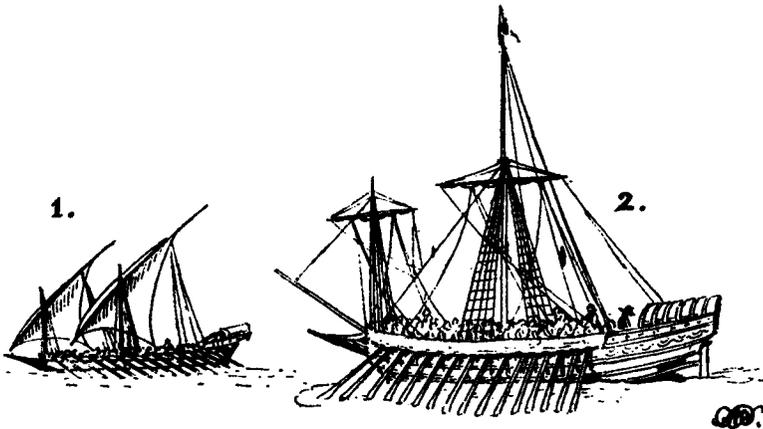
IN his article on "Brigantines" ("M.M.," Vol. VI., p. 292), Dr. Dingley has adopted without question Jal's explanation of the curious transference of the name of a long, light, galley-built vessel to a vessel so completely different in build, rig and method of propulsion, even, as is the modern brigantine: and the quotation as given by him after Jal certainly seems to make Villebon directly responsible for this transference. Jal, however, when we turn up this reference, proves to have ignored the question of oars and merely to have assumed that the rig of Villebon's newly designed vessels was the same as that of the brigantines drawn by Gueroult de Pas. Immediately before the lines quoted by Dr. Dingley from the *Glossaire Nautique* we find others that may be translated "his 1,600 men were taken to Jersey in the four galleys, in the brigantines and other vessels with oars, and in the other vessels that went with them on this expedition;" so that nothing could be clearer than that the brigantines of the Jersey raid were oared vessels. They would, as is stated, have been something like the "sloop," but not the sloop of Jal's time: the "sloop" that they resembled would be the shallop, a large open boat with two masts and sails (either square or, later, fore-and-aft), that relied partly upon oars for its propulsion. If there were any difference between such brigantines and the oared vessels, "barques longues," "frigates" and "corvettes," of the earlier 17th century it must have been chiefly one of size—all were large boats with oars and yet quite different from the oared vessels of the Mediterranean in build and having northern sails in place of lateens. The common rig for such vessels was that from which the lugger derives, square mainsail and foresail, and there can be little doubt that Blanckley's description of the brigantine—"not now used, but were built light for rowing or sailing, and had two masts and square sails"—is quite correct, whatever we may think of his illustration (Fig. 11 of Dr. Dingley's article) which was obviously, unless copied from an old picture, a fancy one. He leaves out the *brigantin* (gaff-sail) which is according to other evidence the only particular feature in this oared vessel that distinguished her from several other two-masted, square-rigged vessels; but this we must not take too seriously. Van de

Meulen (see Vol. V., pp. 4 and 5) whose date is but very few years later than the Jersey raid of 1696, at all events takes a gaff-sail to be the essential feature of a *barkenteyn*, as he spells the name ; but whether he has in mind an oared vessel is extremely doubtful, as he merely compares the rig of a certain "English flight" to that of the brigantine, of which he has not left a picture.

Although Van de Meulen's *barkenteyn* does not necessarily take us back beyond Villebon, a quotation given in the *New English Dictionary* of the same word in an English form as "barkenteen" certainly does, for this is of 1693—three years earlier. We are left thus with an idea none too definite, yet not altogether vague, that there was already in 1696 a type of rig to which in England (and there apparently in imitation of Holland) a name that was merely a distortion of "brigantine" was applied (cf. Ozanne's use of *barque* in describing his brigs, which looks like a distortion of *brique*, although this is less certain).

Possibly a thorough examination of the thousands of paintings, drawings and engravings of Dutch shipping that were made with so much skill during the latter half of the 17th century would bring to light just such a vessel—square-rigged, with, or perhaps without, topsails, and at the end of this period possessed of a gaff-mainsail like that of the characteristic Dutch yacht or hoy. If such a vessel should be found to have oars also and to have been built long and light, so as to be unsuitable for commerce, we should have an explanation of her comparative rarity ; for she would have been of little use except in warfare and in protected waters. Whatever may have been at this period, such vessels were very much in demand in earlier times. During the wars with Spain the Netherlanders had large fleets of vessels of small size and light draught, most of which, to judge by pictures, seem to have been barges converted to warlike uses ; but occasionally we find them with oars, and their rig is sufficiently diverse to show that influence from the gallies used on the Spanish side was at work amongst them. It seems, to me at least, fair to assume that "galiot," as applied to a Dutch hoy, has come from one of these hybrids that in some way approximated to the galiot of the Mediterranean, which was simply a smaller version of the galley. In the case of the galiot the oars have disappeared leaving nothing else to suggest that the two vessels of the same name had ever anything in common, and my suggestion is that, the history of the brigantine had been very similar. In a Dutch print of 1600, or possibly even a few years later, I find just such a vessel as we need as our original Northern Brigantine : as my sketch shows,

Fig. 2, she is like the Mediterranean brigantine, Fig. 1, in having oars and beak; she even has a canopied poop that imitates those of the galley school of marine architecture. She is, however, no galley in her high freeboard and general dumpiness of build, and when we come to her rig we find square sails, ratlines on the shrouds, and even a topmast and a bowsprit—just the rig that Guillet and du Pas, in fact, give to the *barque longue* and the *corvette* of nearly a century later.



NOTES.

FIJIAN CANOES.

I have to thank B. G. C. (M.M.," Nov., 1920, p. 346) for correcting my two errors. The first (speaking of the canoe coming into Suva in April, 1920, as a "double canoe") was an unnoticed slip, for the photograph clearly shows the outrigger, and of course the boat is *camakau* type. Moreover, the friend who sent me the photograph has now returned from Fiji and confirms this. As regards the kite sail being set "apex downwards in fair weather fashion" (an error on my part for Fiji), can B. G. C. kindly say if this set is ever employed for the kite sails of Port Moresby, etc., New

Guinea canoes? There are various photographs of these, with the tack made fast to the foot of the mast; but perhaps this is done only at anchor in calm weather, and is for getting the sail out of the way forward. In his description of the Fijian *drua*, Williams in "Fiji and the Fijians," 1860, Vol. I., speaks of the tack being made fast to a strop or bracket or "belaying pole." Would B. G. C. explain how the last is fitted and also what Williams means by *cama*, a term he does not appear to define? The context suggests that it is the "outrigger" hull to windward. I suppose it is part of the word *camakau*.—H. H. B.