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slums of Vittoriosa, the oldest and poorest part of Malta, hem it closely in. It would be interesting to know exactly what locality Marryat had in his mind.

There was evidently no "J. O. C." in those days, so Jack and his chum seem to have divided their time between patronising the Governor's table and taking French leave on a voyage to Sicily in a *Speronare*, both equally unthinkable in these days; one wonders what the rest of the gun room had to say about it! The *Speronare*, padron and all, still sails the seas as of yore, but I don't think she gets many snotties as passengers, even though in these degenerate days she sometimes boasts auxiliary motor power.

A BARGE OF EDWARD III.

BY ALAN MOORE.

MR. G. E. MANWARING recently called my attention to the inventory of a barge of the latter half of the fourteenth century, translated in *Memorials of London and London Life in the XIIIth, XIVth, and XVth Centuries*, by Henry Thomas Riley, M.A., London, 1868.

Mr. Riley gives the technical terms in their original forms, or nearly, and supplies explanations of most of the difficult words. Since, however, his book is probably not familiar to many members of the S.N.R. it is worth printing the technical part of the document again. I have compared it carefully with Mr. Riley's version. In what follows quotations in italics are from the original MS. at the Guildhall (Letter-Book G. fol. ccciv.) and quotations in ordinary type are from Mr. Riley's translation, the present writer's notes are within brackets. As is usual, modern type can only partly represent the abbreviations and contractions of the fourteenth century. In this document they are not very numerous or important. Since most archæologists attach importance to the fact that mediæval scribes regarded what we call *v* and *u* as a single letter that might be written in

either form, whether used as a vowel or a consonant, I have here followed the choice of the original writer, though doing so seems almost as pedantic as to insist on the printing of the long *s* or *r* would be.

A few characteristics of the MS. are worth noting. The numerals are hardly ever dotted, and the figure 1 is sometimes written *j* without a dot, and sometimes as a semi-capital. Often *vn* is written instead of a figure. The letter *y*, both consonant and vowel, is often, but not always, dotted. The word *barge*, which in the Inventories of John Starlyng in Henry IV.'s reign is feminine, is here masculine, both in French and Latin (fol. ccxcvii.) The vague punctuation of the original has been disregarded.

* "Delivery of a Barge, provided by the City to serve under the King, together with the rigging and tackle thereof, to William Martlesham, its master. 47 Edward III. A.D. 1373 . . . Norman French."

(A marginal note in Latin calls attention to the indenture made between Johann : Pyel the Mayor and divers mariners.)

"This indenture, made on the 29th day of July, in the 47th year, &c, witnesseth that John Piel, Mayor, the Alderman, and the commonalty, of the City of London, have handed over and delivered, on the day of the making hereof, their barge, called

The Paul of London,' fully rigged, together with the rigging and tackle thereof, unto William Martlesham, mariner, of the said city, and Master of the said barge, that is to say :

ou vn mast oue iij topcastell' (of different sizes perhaps : a lookout post need not be as big as a fighting top).

oue viij coupl' : hedrop' nouelez (8 couple of new head ropes, i.e., shrouds.)

ij forstiez and ij coupl' bakstiez.

ij girdinez. (The "girdynges" of later lists, possibly woolding or some sort of chafing gear, or perhaps ropes for lashing the mast to a beam or thwart as in the Red Sea sambuks at the present day).

ij cranelynz (perhaps one for each topcastle).

ij vpties (tyes).

ij pollanges (probably the same as the polancres of later lists, large pendant blocks).

vn seylyerde po' (pour) le barge

vn veil oue deux bonettes. (It is noteworthy that though the

*Memorials of London, p. 368. This heading is Mr. Riley's, and is not in the MS.

word for sail is in French, "seylyerde" is used for the yard. It suggests that the scribe knew English imperfectly, or was quite ignorant of technical terms in French. Later, the usual word for sail was *trief*.)

ij shetes.

ij thurghwals. (From the position of this word here and below next to sheets it is possible that it means tacks: "through (gun)wale.")

ij bowelynes.

ij stechynges (later, *stetynges*, perhaps gear to act as a rolling tackle, steadyings, but this is pure guessing.)

ij trusses.

ij yerderopes (braces).

j rakke and app'ail ap'tenant po' le mast (one parral and the gear belonging [to it] for the mast, not, as Mr. Riley has it, "rakke, and the rigging pertaining to the mast." Mr. R. C. Anderson has shown that a rakke was almost certainly a parral, or at any rate the rope part of one. "M. M.," vol. iv., p. 283. Whence comes the word "parral"? I believe it to be simply the word apparel, in its French or English form, shortened by the loss of its first syllable. Here we have "rakke et apparail," a rakke and gear.

It is reasonable to suggest that for this somewhat cumbrous term a single word, apparail, came to be used. We have a parallel in the modern use of "runner" for "runner and tackle." The single word is almost invariably used for the gear that in small fore and aft rigged vessels acts as a backstay to the lower mast.

From apparail to parral or perell, the spelling has never been fixed, is a small change, and one likely to occur in English mouths. Later, (Inventories of John Starlyng, "M. M.," iv., 169) besides the rakke, we have the trussparail, which, if my hypothesis is correct, may mean the truss gear simply, and not a combined truss and parral. A parral (rakke) and a truss (trussparail) seem enough, but a parral and a trussparral too much, and likely to get foul of each other.

In Henry VII.'s time* we find "perells" together with "trusses," but the word "rakke" is gone.

"Apparel" continued in use with its old sense of gear in general, but was less a seaman's term than parral, which was used only for one particular assemblage of gear.

*Accounts and Inventories of Henry VII., by M. Oppenheim, N.R.S., Vol viii., p. 49.

It is not uncommon to find a single word, or two words with a common origin, bearing two meanings, which are allied, but of which one is general and one particular. Words meaning gear seem especially to lend themselves to double significance. Good examples are "tackle" and "rigging."

"Tackle" formerly meant very much the same as apparel. It also came to have its modern familiar meaning of a tackle or purchase. The old use survives in insurance papers, where the body, hull, tackle, and apparel of the ship are mentioned; "tackle and apparel" explaining each other as do "body and hull." This use remains also in the unnautical expressions, fishing tackle and shaving tackle. The general and particular meanings have come to be distinguished, not by spelling but by pronunciation: "taykle," nautical, a purchase, "takkle," apparatus or gear.

The word "rigging" has both its general and particular meanings still in ordinary use, and only the context can show whether it signifies gear in general or the shrouds.

The word "rope" is acquiring a double meaning at the present time. When a steamer man speaks of "our ropes" he means those by which the ship is moored to the quay.

These instances are parallels not proofs, and only parallels if my hypothesis is correct.

To return to our barge:

vj cables nouels.

v ancres po' le barge.

j wyndyngrop'. (This term seems to have been applied to a rope used with a capstan or like machinery. Here it probably refers to gear for hoisting in stores. It may, however, have been used with the "wyndyng bailles," mentioned below, or, possibly, it was used for raising the topcastle. In after times the winding tackle was a large tackle for hoisting heavy goods into and out of the ship. In the sixteenth century the wyndrope was the mast rope by which the topmast was raised. *cf.* the French "guinderesse.")

ij haucers po' boyeropes.

ij touropes (Mr. Riley's note is "probably 'to-ropes' used like 'warp-ropes,' the next." He means presumably that to-ropes were for keeping the ship to the quay. He does not offer any objection to their having been tow-ropes.)

iiij werpropes.

ij ketels po' le barge.

lx teeldes (tilts).

xvj skaltrowes. (From its position, between tilts and roof

trees, it is possible that skaltrowes formed part of the wooden frame work over which the tilts were spread.)

ij rooftrees, (Mr. Riley has roostrees, but the letter is certainly an *f*.)

j grapenel.

j cheyne de xvj bras (Mr. Riley translates bras, fathoms.)

ij wat'syles. (Mr. Riley has "water-fyles," a word that baffles him. Whatever the scribe meant he wrote an *s*, but "watersyles" is not more comprehensible. It is improbable that Londoners of Edward III.'s time pronounced sails so as to rhyme with the name of their recently built church in Cripplegate, and, even if they did, "watersails" is sufficiently puzzling.)

iiij (80) *ores po' le barge*.

ij wyndyng bailles. (Apparatus for freeing the ship of water, for bailing, in fact. See Nicholas. Expenses of building the galley "La Philipe" . . . 1336, p. 472 for two "Wyndig-balies" and two "wyndas," bought "to put water out of the said ship." The wyndas was furnished with "Wyndyngropes." "And for two 'spojours,' bought to put the water in the said 'wyndingebalies.'")

iiij tables oue les t'stell (trestles).

iiij napes po' ycels (four tablecloths ? for the same.)

v doseynes aguls po' le barge. (Mr. Riley's note to aguls is "probably sail-needles.")

xl lb filace ("string or thread," Riley).

ij doseyne shouels.

j doseyne skopes ("scoops," Riley.)

ij gros tankardes liez de feer (bound with iron).

vj pottz tankardes ("tankards for drinking from," Riley).

ij bedeux ("boring-bits," Riley).

iiij sketfates ("vats for necessary purposes," Riley).

xx polyues (pulleys. Mr. Riley has "polynes," probably a printer's error.)

ij wyndyng poleys.

ij skeynes de poletwyn ("skeins of pull-twyne; probably thin string." Riley).

l palettes nouels stuffez (mattresses. This entry and the next indicate roughly the numbers of the crew or at least of the fighting men carried).

l paire plates (armour. Mr. Riley has written "one" instead of "fifty.")

l clowes taleghw : (Mr. Riley gives "50 cloves of taleghwode," and his note is "Tall-wood; long faggots." I am told, however,

that talegh wood is cut wood (tailler), fire wood. A clove was a weight. If a clove of wood was in a bundle it is tempting to suppose that it was tied up with a clove hitch.)

xx cheynes de feer.

lx arkes oue vn huche (sixty bows with a chest).

vc (500) *cordes po' icels* (bowstrings).

iiijc (400) *garbes de setes oue vn tonel* (sheaves of arrows with a cask).

j beyl (the winding bailles were presumably receptacles and "beyl" may mean merely a pot or saucepan).

ij buttes de feer po' j ketel (Mr. Riley explains buttes as "iron supports for either side of a kettle on the hearth.")

j treuyt (trivet).

ij bukettes oue ij beiles (Mr. Riley explains beiles here as circular handles. "Bails" had another meaning besides that of a vessel or receptacle. The half hoops over which a tilt was spread were so called, and bucket handles may from their likeness have had the same name.

j stremer.

iiij standards.

xvj baners.

ij boyes de corkill (cork).

j coler po' le steyes (Mr. Riley explains coler as colour. Collar seems more likely. The fact that *le* is in the singular before the plural word steyes again suggests that the scribe was ignorant of English).

ij potez dareseme (brass pots, Riley. Aresme or areyme is brass or some similar alloy).

deux haches (hatchets, Riley).

ij martels (hammers).

j eschele (ladder).

& c bord' appelle Waijnskott & ^{xx}iiij (80) *pauryz*. (Wainscote denoted the kind of boards, not their position. The number of paveses or wooden shields corresponds with the number of oars.)

xxx verges de bever (bover?) *larg'*. (Mr. Riley's translation and note is "30 yards of large bever; long bever. Perhaps used for stanching the blood from wounds.")

It' (item) cc dartes.

It'm xxx launces.

It' iiij mill' quarell' p^o arblast (Item four thousand arbalest quarrels).

et auxint (also) *une batell p^o mesme le barge oue j mast.*

iiij couples hedrops.

j foresteye.
j coupl baksteye.
j upteye oue ij haliers.
ij yerde ropes.
j zeylyerde p^o le batell.
vn veill'.
ij shettes.
ij Thurghwalis.

j bowelyne (a single bowline is always worth noting. Mr. Carr Laughton has called attention to the single bowline of the galley *La Philipe* in 1336. MM., iv., 191. The boat of the *Paul* seems to have been square rigged, so her bowline probably was really a bowline, but it is quite likely that it was made fast to the forestay and the free end passed through a cringle in whichever happened to be the weather leech.)

j ankyr p^o le batell.
vn cable p^o le batell'.
xxx ores

j dauyot p^o mesme le batell. (It is probable from the number of her oars and her complete equipment that this boat was a tender rather than a "great boat," though the mention of her davyot or davit shows that she filled one of the usual functions of a ship's boat, namely, weighing the ship's anchor. It is unlikely that she was hoisted on board the barge. Getting in a large boat must have been difficult for a ship with only one mast and yard. Perhaps it was this difficulty that by demanding a high degree of seamanship in the boatswain led to the importance of his office and widened his charge from the boat to the gear of the ship.)

This ends the technical part of the document. To continue in Mr. Riley's translation, "the same to serve under our Lord the King in this present expedition upon the sea; he (*i.e.*, William Martlesham) safely to keep and conduct the same, and . . . to bring back and redeliver such barge and boat . . . unto the Mayor and Commonalty of the said city) . . . And for the greater certainty of so doing John Maykyn, shipman, and Robert Hutte, shipman, have become sureties for the said William, Master of the barge aforesaid; . . . in witness whereof, to the one part of this indenture the Mayor and Commonalty aforesaid have set the seal of the Mayoralty of the said city; and the aforesaid William, John Maykyns, and Robert, to the other part have set their seals. Given at London the day and year before mentioned."

From the mention of the two parts of the indenture and the seals it appears that the MS. quoted is a contemporary copy of the indenture, for it is not indented nor sealed.

From the inventory of this barge we can learn a little beyond the bare facts recorded. It is not much, but it is something, and there is a field for reasonable speculation and deduction.

First of all, how big was she? In a footnote on p. 374 of Mr. Riley's book we read "In fol. ccxcvii. are the original orders. . . . to build two war barges . . . each barge to be 80 feet long and 20 in breadth." Only one appears to have been built.

On my first visit to the Guildhall, having copied as much of fol. cciv. as I required I turned to fol. cc. ^{xx}_{cciiij}, xvij, and beheld another broad page of close written, unparagraphed French. Five years in the Navy of King George V. is not helpful towards reading the records of the ships of his remote predecessors—it was getting late and I shrank from launching forth upon that choppy sea of ink. I decided to accept Mr. Riley's statement of the length and breadth, and went home to digest what had been copied. Everything save a few words of doubtful meaning was consistent and reasonable till the entry of eighty oars. Forty oars a side in a vessel eighty feet long is clearly too many. A way out of the difficulty would have been to assume that some were spares. It seemed unlikely, however, that a vessel eighty feet long which carried armour for fifty fighting men would be encumbered with more gear than was absolutely necessary. Such a craft could hardly pull more than thirty oars a side, leaving twenty to cumber her limited stowage room. Nor without direct evidence did it seem justifiable to entertain the notion that the barge was a bireme with super-imposed oars, though so great is our ignorance that one must be prepared to consider almost any possibility.

The entry of eighty paveses made it almost certain that some thing was wrong. It is hardly to be supposed that these wooden shields were less than two feet in diameter. That they covered the whole extent of the gunwale is improbable, but that their chief function at this time was to protect the rowers is very likely.

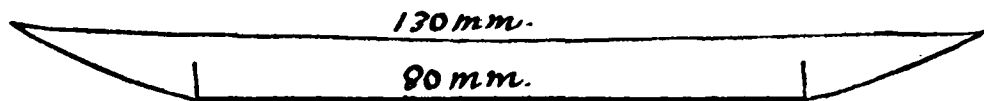
So I went again to the Guildhall, asked for Letter Book G, and set myself to tackle fol. ccxcvii. The desired passage was soon found, and the commandment "*facez faire deux barges bones & fortes (jornes ?) chascun de elles de quatre vintz peedez (pesdes ?) en longure s'r la t're (sur la terre) et de vint peedz en laeure.*"

In another place the order was repeated: "*vous ferriez faire*

deux barges fortes & conenables (or *couenables*? "Convenables" perhaps was meant.) *Chascun de quatrevintz pedez en longure sur la t're and de vint pedez en laeure*, eighty feet in length on the ground (the tread of the keel to be eighty feet) and twenty feet in breadth.

This not only removes the difficulty, but throws light on the shape of the vessel. She was eighty feet on the keel and had raking stems. It is always tempting to try and show that mediæval ships were larger than is generally believed. We will resist temptation and see what is the smallest that this ship can have been, if her eighty oars were meant to be used together.

She must have had forty thwarts—whether they all crossed the ship we do not know—and if we take 9 inches as the width of a thwart and two feet as the space between each, allowing two feet more abaft the last thwart we get 110 feet oarage space. If we allow ten feet at each end beyond this, and there can scarcely have been less, we have an overall length of 130 feet. That these are not unreasonable proportions is shown by the accompanying figure, which is 80 mm. on the keel and 130 mm. overall, or very nearly.



A modern Thames barge of the larger sort is about 80 feet by 18.

The tonnage of the *Paul*, taking her length between the perpendiculars as 130 feet, according to the Thames rule of $(l-b) \times b \times \frac{1}{2} b$ amounts to just over 234 tons. This formula,

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which is still used for yachts, takes no account of depth. We are not told the depth of the *Paul*.

You have only to try and draw her and as much of her recorded gear as is intelligible to realise what a comparatively large ship she was.

Beyond the foregoing, our opinion of her build and shape rest mainly on conjecture based on our scanty knowledge of ships of the time. We cannot tell whether or not the overhang was the same at each end, but we can be nearly sure that she had a pointed stern. That she was clench built is likely, but not certain. There is no reason for supposing that she was flat bottomed like a modern barge.

Was she decked? Almost certainly not, except probably, judging by what seems to us convenient, for a short distance at each end. Her sixty tilts make us almost sure that she was open. The bottom boards in a craft so large must have covered a considerable space, and there may well have been a few beams to support them. Bottom boards, however, are not mentioned.

Very remarkable is the absence of all mention of a rudder or any steering gear, and hardly less so the lack of record of capstan or windlass.

The *Paul's* crew, however, was large, and she may have been able to weigh without mechanical aid.

Since thole pins are not mentioned, it is not unlikely that the oars passed through holes in the gunwhale.

We have nothing to tell us whether or not her mast could be lowered. On the whole, it seems unlikely that it could be as a routine practice. It was probably amidships.

The three top-castles are difficult to explain. They could not all have been aloft together. Therefore, they must have been moveable. Were they of different sizes? a small one to serve as a crow's nest when making a passage, a middle-sized one for fighting under sail, and a large one when the battle was to be in confined waters, under oars? Possibly, but there are objections to supposing that she habitually took all three to sea. Imagine carrying two spare top-castles in such a vessel. And how could they have been got aloft? Top-castles are always shown above the rigging. If the entry is correct, and unless these were some sort of half-tops, it is difficult to escape from the conclusion that one was put into position before the ship went to sea, and the other two left on shore at the Naval base.

Another explanation is possible, and one that I am inclined to. Is it not conceivable that by three top-castles was meant three castles, her fore-castle, top-castle, and after-castle? The entry, "top-castles," may have been in error of the scribe's or the term may have been a loose and incorrect one common among landmen and waterside folk who might readily add the prefix "top" to castle to distinguish castles at sea from the castles on land which were more familiar to them. Since the castle on the mast was really called the top-castle the word would have caught their ears and have been wrongly applied. I have heard landmen point out the tops of a man of war as her turrets. The name "round tops" for tops was in colloquial use ashore long after it had been given up, if ever it was used, at sea. Boyd, in his Naval Cadet's Manual of 1860, writes of tops, "which the

people on shore miscall round tops." In this instance the shore term had some justification, since tops were once round, but it serves as an example of what may be called a false technicality. Such may have been the term top-castle.

The rig was that carried by nearly every kind of vessel in Northern waters : one mast and one square sail. The sail had two bonnets.

The gear presents few difficulties and most of it has been commented upon already. It is remarkable that though there were two tyes or up-ties, no halyards are mentioned. Again the large crew perhaps affords the explanation. So many men could hoist the sail without a purchase. We should say nowadays, not that she had tyes (up-ties) and no halyards, but that she had halyards, and no tye. Her boat had one uptie and two halyards.

From their position in the list it seems possible that the two trusses were not what is ordinarily meant by the word, namely, gear for keeping the yard to the mast, but perhaps bunt-lines or brails. I seem to remember a mediæval passage in which "trussen up sayle" occurs.

Besides her five anchors the barge had a grapnel and chain. There is, however, no mention of a bowsprit upon which to carry it. We do not know whether the bowsprit was introduced with the primary intention of carrying a grapnel, or of providing a good lead for the bowlines. In a long craft like the *Paul* it may well have been unnecessary to lead the bowlines beyond the stem.

How was she manned ? She had a master, eighty oars, and armour and mattresses for fifty. If we knew more of mediæval sea life, and whether it was usual or not for mariners to supply their own bedding and armour we should be able to estimate her company at something approaching the correct numbers. Armour was part of the ship's furniture, but was it for the seamen ? I am inclined to think that she carried fifty soldiers, and seamen as well. If, as is likely, she manned all her oars in action, and if we allow two men for steering, and half a dozen for all other purposes of seamanship, none too many, and suppose only one sea officer besides the master, and one soldier officer, we get a company for fighting of 141 at the lowest reasonable estimate, not counting boys or body servants, say 150 all told. This is not too large a number. A man of war's 42 foot launch can carry 200 men in smooth water, and the Hastings sailing tripper *New Albertine*,* which is hauled up the beach after every trip, is licensed to carry more than 130 persons.

*27 years old, clinker built, open, dandy rigged with topmast.

It is to be wished that information were to be had touching the manning of the oars. We know that in Tudor times rowing in galleys was regarded as a most irksome employment, but in mediæval times labour at the oar, though probably disliked, was presumably accepted as an inevitable part of a seaman's duties. It cannot have been worse than stoking nowadays, and just as, when the capable sailing vessel had been developed, it was difficult to get oarsmen, so, when oil fuel shall have become usual, the remaining coal burning steamers are likely to find it cheaper to change their fuel than to employ firemen.

I cannot recall any passage in the code of Oleron or Black Book of the Admiralty dealing with the status of oarsmen. Nor do I know whether convicts were ever employed in English ships. It is natural to suppose that the *Paul's* oars were pulled by London watermen.

The more we consider what we know of this barge the more does she shape herself to the mind's eye as a large developed form of what may be called the Old Ship: the viking ship, open, with ends nearly alike, single masted, square rigged. This brings us to the question: how was a barge distinguished from other vessels in the reign of Edward III.?

At the present time, to the great majority of seafaring men and those whose business is with shipping a barge means a vessel with a sharp chine, or square bilge, and a flat bottom, and any such craft, whatever her rig, is known as a barge.¹ The most familiar are the Thames and East Coast sailing barges, the swimheaded dumb barges of London, and the narrow canal boats with their peculiar bows, and their bright colours which suggest a Gipsy origin.

The name also survives for a few vessels of dignity or state which have not the peculiar features mentioned above. A boat, nowadays nearly always a steamboat, reserved for the use of an Admiral, is called a barge, and a barge carried his Majesty in state up river last summer.²

Is there any peculiarity common to these barges of to-day and yesterday, and craft like the *Paul*? There is. If we except the

1. Except where, as in the Humber, a local name is used.

2. One of the Oxford College barges, that of Oriel, was once a City State barge. See "The Thames Highway: Locks and Weirs," by F. S. Thacker, 1920, p. 15. I saw this barge in 1919. The barges of the other colleges have been replaced by houseboats which qualify for the title of barge by their square bilges, but which actually bear it as successors to the old State barges that ended their days at Oxford. Several of the existing barges still show their ancestry in their build.

London dumb barges, the others are all found to be long in proportion to their beam. The Admiral's steam barges are only incidentally so, it is true, because they are steamboats, but they have succeeded to the title from pulling boats which shared the distinction.

The London dumb barges are an exception, but there is some reason for supposing that they acquired the title of barge comparatively recently. It is perhaps significant that the men who man them are called lightermen.

I believe that the "note" of the mediæval barge was great length in proportion to breadth. With length were associated oars and superior rowing qualities, and doubtless to some men propulsion, and to others proportion seemed the essentials.

Early in the XVth century the word was already in use for craft that differed considerably. If we turn to the inventories of Henry IV.'s time* we find that one barge required nine shrouds aside and had only twenty oars, while another needed only three pairs of shrouds, but her oars numbered sixty-two.

It would be very difficult and perhaps impossible to trace the ancestry of a modern sailing barge to a barge of the middle ages, but the ramifications of nautical pedigrees are so complex that the notion is not extravagant. A partial analogy is perhaps to be found in the meanings of the word wherry: for a Thames passage boat used till lately, a sharp sterned boat used at Portsmouth, a sailing cargo carrier in the waters of East Anglia, and a dumb craft for carrying coal in the Tyne.†

However she came by it, the possession of the name barge by a humble cargo carrier, and especially by vessels of quite inland waters, has led to a lessening of its dignity in the modern ear. To many people it suggests a slow, clumsy, dirty and small vessel, and even those who know the Thames sailing barges too well to associate the name with clumsiness or dirt feel that it bears a stamp, if not of inferiority, yet of limitation. A barge has no grand relations at the present day. The smallest coaster of the ordinary type can claim kinship with the tall Cape Horner, but a barge is confined to the limits of a caste.

We must rid ourselves of such notions in considering what the mediæval barge was to the citizens who furnished her and the shipmen who manned her, and try to realise that she was rather an aristocrat among craft than otherwise.

* "M.M.," Vol. iv., pp. 169, 170.

† Hardly any Tyne keels now remain I was told on visiting that river during the war. The wherries have displaced them. What constitutes "wherriness" I do not know: perhaps a sharp stern or a flaring bow.

Classed with barges we find balingers, which seem to have been vessels of much the same kind but smaller. These barges and balingers were in Northern waters very much what galleys were in the Mediterranean. Ships had developed in two directions, well shown by the time honoured names of long ship and round ship. These names must be used with caution. In classical times they denoted man-of-war and merchantman respectively, but in the middle ages the round ship was more and more developed for fighting, and the long ship was not wholly confined to use in war. To the round ship class belonged the nefs, cogs, and carracks, to the long ships the galleys, the barges, and the balingers.

Had you discussed a barge with a fourteenth century citizen, I think he would have told you that the type was very able and convenient, and especially noted for grace and beauty, handiness and speed.

Seen in this light the *Paul* appears not unworthy to bear the name of the patron saint of London.

