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ROUND-STERNE D SHIPS.

By ALAN MOORE and R. MORTON NANCE.

IT is perhaps admissible to generalise so far as to say that for something like three centuries the ship built for fighting was square-sterned, while the inferior classes of vessels built exclusively for trade or fishing were round-sterned. Each of these two main genera had many species; but, while the square-sterned species, including ships of the line, frigates, snows, brigs, schooners, and so on, have received a good deal of attention, the big-bellied round ships have suffered much from neglect. Among the species of the round-sterned genus, which were widely used from the 16th to the 19th century, were, amongst others, the *Buss*, *Dogger*, *Hooker*, *Flute*, *Flyboat*, *Pink*, *Cat*, and *Hoy*. Most of these are long since dead. It is proposed in this article to give some notes concerning the *Buss* and the *Dogger*.

THE BUSS.

The *Buss*, as may be seen from the accompanying illustrations, was a bluff-bowed, narrow-pooped vessel, with full quarters, of a shape which survived almost unchanged from the 16th to the 19th century.

In Waghenauer's *Speculum Nauticum*, 1584, in one of the charts of the North Sea busses are depicted, both under sail, and with fore and mainmasts lowered, riding to their nets. (Fig. 1.) We may safely call these vessels busses because they are almost identical with the pictures of a *buche ou flibot* in Aubin's *Dictionnaire de la Marine* and in other works. (Figs. 3 and 4.)

The rig consisted of three masts, each carrying a square sail, the mizzen being chiefly used as a riding sail. There was no bowsprit.

The name buss seems to have been early restricted to fishing craft. In Frobisher's third voyage, in 1578, one of his ships was the *Busse of Bridgewater* (Hakluyt, 1904 edition, Vol. VII.); but even at that date it was extremely rare for the term to imply anything other than a fisherman, and from the 17th century onwards a buss was exclusively a fishing vessel.

In J. Keymor's *Observations made upon the Dutch fishing*, written in 1601, though not published till 1664, it is noted that the Hollanders have about 4,100 fishing ships, and vessels whereof . . . 1,200 busses from 60 to 100 or 200 tons, carrying 40 or 50 to 100 lasts.

In an anonymous work entitled "Britaine's Busse," published in 1615, some interesting particulars are given. The dimensions of a buss of 35 lasts or 70 tons were 50 feet on the keel by 17 feet beam. The rake forward was 16 feet, and aft 7 feet. She had a mainsail consisting of a course and two bonnets, 11 yards deep, and 16 cloths broad, a main topsail 8 yards deep, and 8 cloths broad at the yard, and 16 at the clews; a fore course and two bonnets, 10 yards deep, and 12 cloths broad. Her "mizzen or back saile" was 4 cloths broad, and 5 yards deep. This and the main topsail were of Bungy canvas, while the foresail and mainsail were of Ipswich poledavis. "Back saile" is an interesting alternative for mizzen, and one to be expected, because as late as the early years of the 17th century "mizzen" connoted "lateen," which the buss's mizzen was not. She had 4 anchors, ranging from 4 to 2 cwt., and 4 cables of 100 fathoms each, the largest being 9-inch and the smallest 7-inch. She cost, with cock-boat and oars, perhaps oars for the ship, £260.

Simon Smith, in a little book called "The Herring Busse Trade," 1641, gives the dimensions as: length from stem to stern, 75 feet, length on keel, 45 feet, 23 feet rake forward, and 7 aft, length of sternpost, 20 feet, keel to upper deck, 10 feet, keel to lower deck 4 feet 3 inches, 5 feet 9 inches between decks. He gives her capacity as 412 barrels, and her price as £500.

In "The Trade and Fishing of Great Britain Displayed," by John Smith, 1661, busses are frequently mentioned, and it is recorded that the Dutch had a fleet of 1,500 sail. The tonnage is given as 80.

Aubin, 1702-36, describes a buss, or buche, as a sort of flyboat or little flute used by the Dutch for herring fishing, 50 feet long by 13 feet 6 inches beam. He says that her rig consisted of three courses, each with bonnets, of a main topsail and a *tapecul*, which last was probably the small square sail set on the mizzen mast when the buss rode to her nets. The cruising mizzen was of the same depth as the foresail, but was a little less in breadth.

As far as we have observed, Mercator's Atlas, 1629 (Fig. 2), is the only work which represents square-sterned busses. But we know from other nearly contemporary pictures that the busses of this period were round-sterned. Van der Meulen, for instance, who was born in 1632, painted pictures of busses, both under sail, and riding to their nets. From the artist's personal history, it seems probable that these were painted while he was a young man, but the hulls of his busses are

identical with those shown by Aubin (Fig. 3). There are, however, two differences from the usual type in the rig which he exhibits, for his busses have a striking topmast, and a bowsprit which carries no sail. These pictures are reproduced in Mr. T. W. Fulton's "The Sovereignty of the Seas" (1911), at pp. 297, 299.

In a Dictionnaire de Marine, published at Paris in 1747, is an interesting note on the arms to be carried by busses. The smaller sort carrying 24 to 30 lasts, a last being equivalent to 2 tons, were to be provided with 2 small cannon weighing 800 lb. apiece, 2 "pierriers," 8 chambers (boîtes), which looks as if the guns were breech-loaders, 6 muskets, 6 long pikes, and 6 short. The busses of above 30 last capacity were to carry 4 cannon of 1,000 lb. weight, and otherwise the same armament as the smaller ships, but with 2 extra of both sorts of pike. Unless a fleet of busses could muster 18 or 20 pieces, and 12 pierriers, it was not to put to sea without a convoy, and the ships were to keep together, and not act as a convoy to other unarmed vessels. Each buss was to have at least 16 rounds of ammunition.

In fair weather, when it was desired to fish, the pilot must hoist the mizzen, and those not fishing must not mix with those that fish, they must remain under sail.

The same dictionary gives also slabres, "petites buches," from the Dutch slabbe, a green herring.

Falconer, 1769, *sub* buche, gives "a herring-buss or small fly-boat used in the herring fishery." He gives the tonnage as 50 to 70, and says they had two masts. Probably he took no account of the little mizzen, for Lescallier, 1777, shows a buss with three masts and a main topsail, just as formerly, and says that the dimensions were 50 by 13 feet, or 70 by 15 feet.

Bonnets, however, appear to have been laid aside, the lower sails being reefed on the head. Steel, 1794, gives a picture almost identical with Lescallier's. He says that sometimes a sort of studdingsail was carried, and occasionally a jib on a temporary bowsprit.

It is not quite easy to say when the buss finally died out. The fishery laws of 1808 and 1815 regulated the herring fishery by "busses and other vessels," the Act of 1808 granting a bounty to busses of over 60 and under 100 tons. (48 Geo. : III., c. 110.) Mr. J. M. Mitchell, in his history of the herring fisheries (1864), states that, in spite of the bounty, this Act entirely failed to encourage the buss-fishery: "the many restrictions as to the time and place of fishing, the manning of

the busses, etc., seem to have entirely prevented the prosecution of the buss-fishery from Scotland; and from England only 5 vessels, averaging 50 tons, were fitted out in 1814" (p. 225). He notes also that altered conditions were driving the Dutch busses from the North Sea; in 1833 the ports of Holland fitted out 300 of them, but the number was falling steadily, and in 1856 was only 82. Some confusion is introduced, however, even by careful writers like J. G. Nall ("Great Yarmouth and Lowestoft," 1867), to whom the name "buss" was a traditional term which could, they thought, be used generically, much as we use "smack." Nall, for instance (p. 294), speaks of the "Yarmouth and Lowestoft herring-busses" immediately after he has been at pains to describe the east coast herring boats of his time as clinker-built three-masted luggers with bowsprits and two topsails.

THE DOGGER.

Another vessel which, in the period under discussion, *i.e.*, after the year 1500, was chiefly used for fishing was the Dogger. In name she is at least as old as the reign of Edward III., and probably her build was not very different then from what it afterwards became. The variations in her build and rig are well shown in the illustrations. She does not appear ever to have had three masts, and the rig most commonly associated with her name is a modification of the 18th century ketch. The sails on the mizzen-mast seem to have varied most, but by the end of the 18th century were usually fore and aft, though the square-riding mizzen is shown as late as 1780. Though she carried a main topsail, the lower mast and topmast were in one piece.

Keymor, 1601, says that the Dutch had 100 "Dogger botes," and gives their tonnage as 150. John Smith, 1661, gives their size as 60 tons, and says they fished for cod and ling with hooks and lines only.

Throughout the 18th century the rig did not greatly vary, but by 1850 the mainsail seems to have become a lug. In their later years doggers would seem to have been used solely by the Dutch, and it is probable that some few may have existed until a very recent date. In an unfinished work called "Boats of All Nations" (by G. F. Andrews, n.d.) is an illustration of doggers of the usual square mainsail type, dated 1881.

Aubin (1702) says that doggers have a mainsail, a topsail, and a jib, but he mentions no mizzen. Blanckley (1750) describes the dogger as a small Dutch-built vessel "with a narrow

stern, and commonly but one mast." The rig is at variance with most of the pictures (Figs. 6, 8, 9), but Blanckley may have been describing a small English variety, or, on the other hand, he may not have counted the mizzen-mast bearing only a drift-sail. Lescallier (1771) gives an illustration in the main like Fig. 9, but showing no topgallant mast and no jibboom. He also hints at a square mizzen topsail, and the mizzen is seemingly set on a gaff; but as he has evidently paid little heed to the type, his details probably cannot be implicitly trusted.

It will be seen that this article answers Query 52, published in the MARINER'S MIRROR for March. The doggers there referred to seem to have proved of little use to the Royal Navy, for they were all got rid of within a very few years. Probably they reverted to their proper occupation of fishing. Doggers, however, are occasionally mentioned as having been employed in privateering at the end of the 17th and beginning of the 18th centuries.

GAFF-TOPSAILS.

BY S. GOODWIN.

ONE is constantly hearing disputes as to what name should rightly be applied to the different sorts of gaff-topsails, but it seems to be a rare event for any decision to be come to in the matter. The difficulty here, as in so many matters of nautical interest, probably is that the names have never been standardised, or even that there are not enough names to go round among the many forms of this sail which have at one time or another been used. What follows is based partly on personal experience and observation, partly on information acquired from pictures and books, and partly on what I have been able to learn from sailor men, old and young, of all descriptions, and from many ports.

Definition.—A gaff-topsail is a fore and aft sail set above a gaff and having its sheet led to the gaff.

This definition will seem unnecessary to most readers, who may probably think that there could be no doubt about so simple a matter. It will be seen, however, that it excludes