



BOMBAY SLIDING GUNTER.



HUDSON RIVER SLOOP.

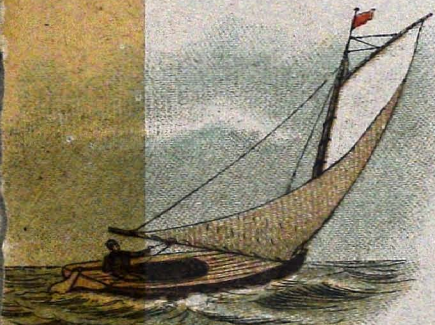
THE BOATS OF THE WORLD

DEPICTED AND DESCRIBED
BY ONE OF
THE CRAFT

LONDON:
SAMPSON LOW, MARSTON, SEARLE
and RIVINGTON.



WEST AFRICAN DUG-OUT.



UNA OR CAT BOAT.



EIGHT-OARED GIG.

THE BOATS OF THE WORLD.



E will begin our lengthened survey of the principal types of rowing and sailing-boats in use among the civilised and savage nations of both hemispheres with the

Thames Bawley, which any day may be seen knocking about in quest of shrimps between Gravesend and the Nore. Broad and dishy, she presents a strange contrast to the tiny

five-ton Cutter, scudding before the wind with her spinnaker set, which we have sketched in the upper corner. Although of less nominal tonnage, the Yacht carries more weight on her keel in the form of lead than the, Bawley—

spars and sails into the bargain—would weigh as she stands. Speaking of weight, who would

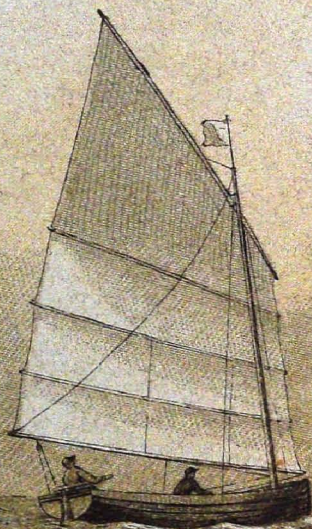
imagine that this little up - river Sailing Gig, with the trim Chinese-battened lug, carries a ton of lead on her keel and almost half as much as that in pigs on her floor? No wonder she takes such a large sail.

THAMES BAWLEY

“Don't forget she is an open boat, Mr. Steersman; keep your lee gunwale out of the water, or down goes your gig like a stone!”

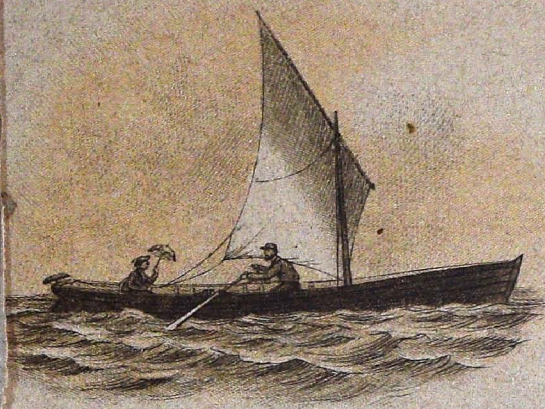


ENGLISH CUTTER



SAILING GIG

Ah! here is a more sensible sort of craft the familiar Thames Wherry.



WHERRY

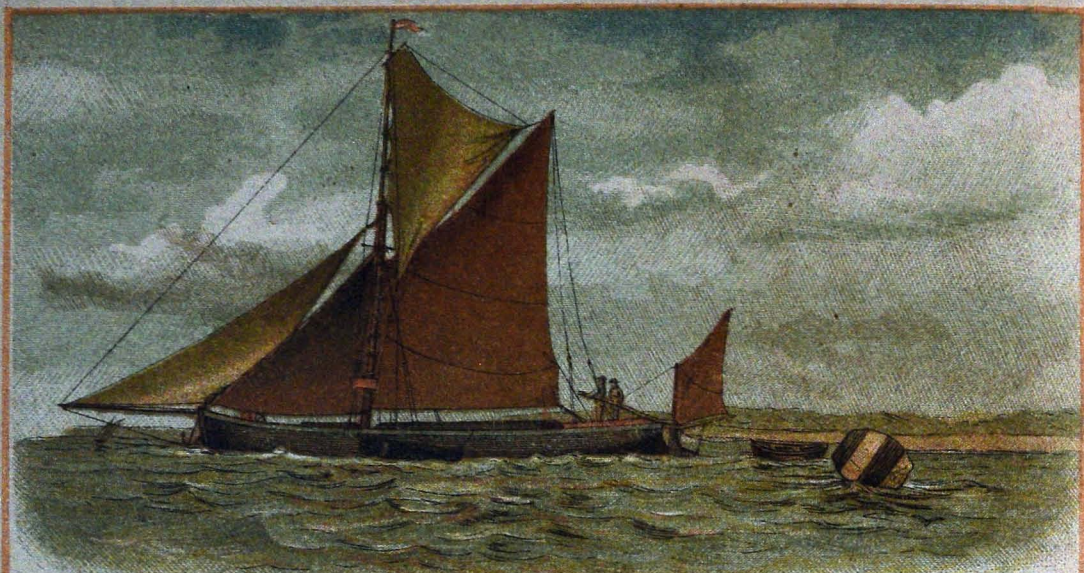
When not over-crowded with inebriated 'Arries she will carry her little lug-sail through quite a stiff breeze with no more ballast than a beaker of water, or a piece of York paving. Speedy and safe, she is deservedly a favourite. The jolly young waterman who feathered his oars so gracefully to such a charming tune is now but rarely seen, but let any believer in the decline of the Wherry

take a stroll along the towing-path of the Thames above Kingston on an August Bank-holiday afternoon! Such a fleet of rowing-boats will greet his eyes as can be met with nowhere else in the world, and in the fleet the Wherry squadron will hold an important place. Where the people come from is a great mystery, where the boats come from is a greater.

Here is another Wherry, just off "The Hard" at Portsmouth, used to rougher water than our London friend, and proud of many an exciting tumble about Spithead. Of the same type are the famous Isle of Wight boats, which of recent years, however, have mounted a gaff mainsail instead of a sprit, and rejoice in a topmast and topsail when they "mean business"



PORTSMOUTH WHERRY



THAMES BARGE

Who can mistake the world-renowned Thames Barge, with her long, flat side, picturesque rig, and bright-coloured sails? The craft above is evidently a clipper, though not one of the newest racers, some of which are quite yacht-like in their appointments.

The Cornish coast boasts a fine race of hardy seamen, and these, very naturally, consider their Penzance Fishing Luggers the best boats in the world. One morning, the coast-guard on the look-out at Green Point—Table Bay, Cape of Good Hope—saw a strange boat hauled up on the beach, with two men and a boy scrubbing her bottom. "Hullo! Where are you from?" asked the Revenue man. "Carnwall, zur," answered the boy. The plucky fishermen were on their way to Australia in their own lugger! They reached Melbourne without mishap.



PENZANCE LUGGER



ITCHEN FERRY FISHERMAN

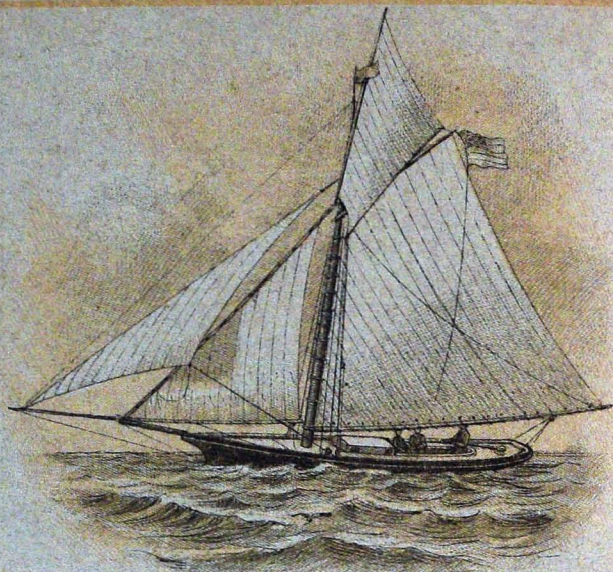
Here is another type of fishing boat, peculiar to Southampton and the waters of the Itchen. Broad and tubby though it be, the build has many advantages, and is well adapted for the peculiarities of the water and the trade. The boats are smart and handy, and sail remarkably well. In the more recent pattern they have a lead keel, like a yacht. They vary much in size, ranging from thirteen to thirty-five feet in the length, and from six to ten in the beam.

A ship in distress, and the life-boat busy elsewhere! Never mind! The hardy Deal boatmen are only too glad to get a chance, and away they go! Look how buoyantly their lugger breasts the raging surf! See how she makes her way through the waves, and leaps along with but an occasional slackening of her speed as the wind-gusts bear her down! Hold on, ye gallant mariners on board the ship; if your cables have parted there is a good anchor and chain coming, so all may yet be well.



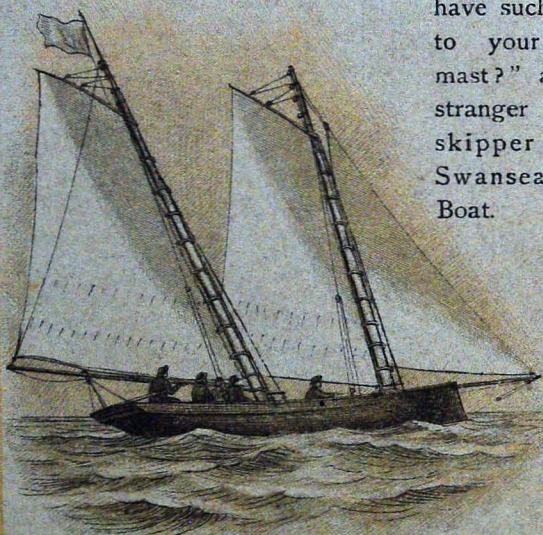
DEAL LUGGER

American Sloops are no longer novelties in European seas, many having made the voyage across the Atlantic. Very fast they are in light winds and smooth water. Generally we find them fitted with a dropping keel, or centre-board, let down when beating to windward but hauled up when scudding. In the Hudson River boat, shown on the title-page, we get the sloop rig—standing bowsprit and large foresail—in its simplest form. Close to the Hudson River Sloop we have a Bombay Sliding Gunter, which seems to differ from it only in the angle at which the gaff is set. The bowsprit, however, is a running one, and the foresail has no boom.

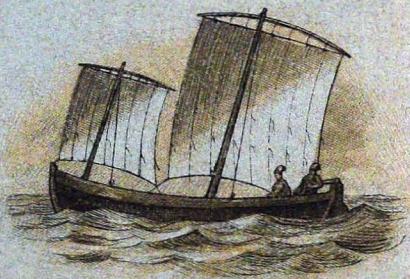


AMERICAN SLOOP

"Why do you have such a rake to your main-mast?" asked a stranger of the skipper of a Swansea Pilot Boat.



SWANSEA PILOT



PLOUGASTEL

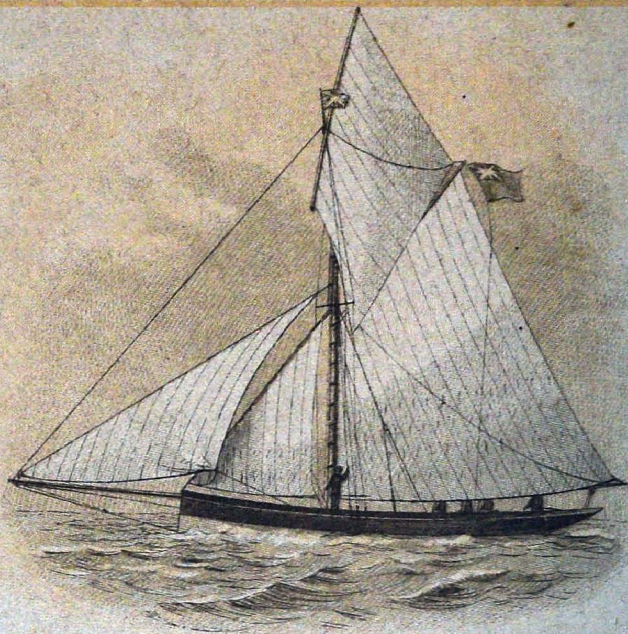
"Well, I dunno, sir; it always raked before my time, so I suppose there must be a *reason* for it!" Some people say it was done to clear the mainyard of a ship when running alongside.

The curious-looking craft at the side is from the coast of Brittany. It has been rather boldly described as "the relict of an ancient Briton!"

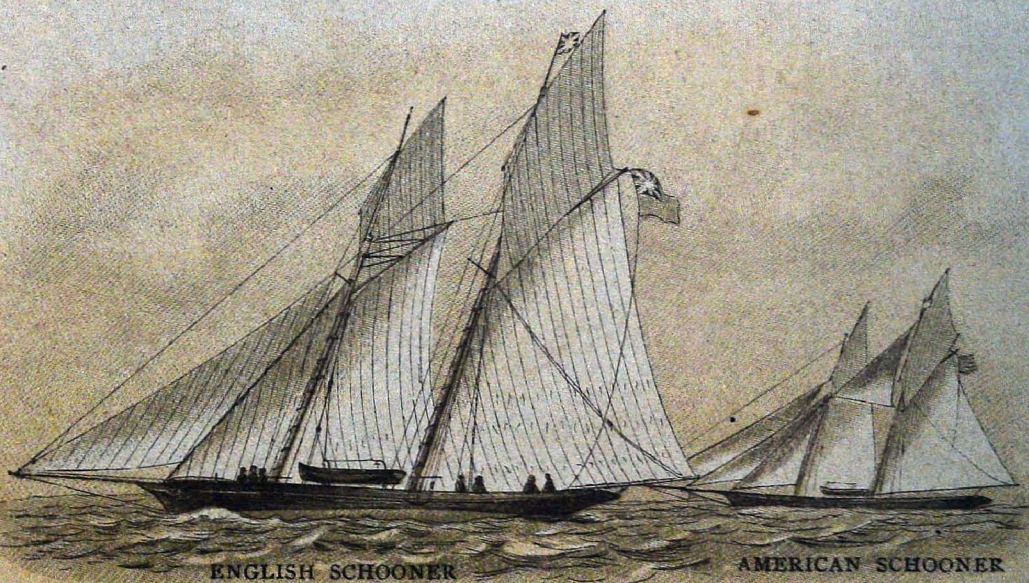
The best rig for all-round sailing is that of the English Cutter, and here we have a portrait of one of our cracks. Narrow, long, deep, and carrying nearly all their ballast outside, in the shape of a lead keel, these boats have achieved a reputation for speed and weatherliness second to none. The recent triumphs of the *Madge* over their vaunted sloops have opened even the eyes of the Yankees to the superiority of the build. A modern racer

is, however, an expensive toy, and, even to build, a ten tonner costs as much as a five-and-twenty tonner did thirty years ago.

And here we have the Schooner, another racing rig, well shown in both its English and American developments. Note the standing bowsprit of the Yankee, and the almost central position of her mainmast.



RACING CUTTER



ENGLISH SCHOONER

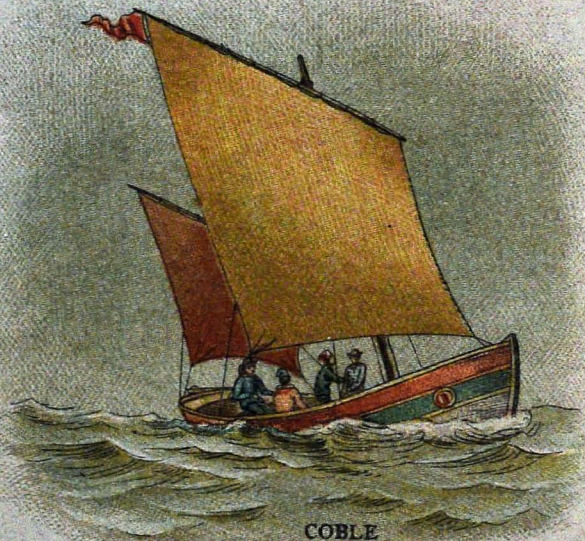
AMERICAN SCHOONER



DUTCH GALLIOT

unsatisfactory rate. Strongly and honestly built, they live to a good, sound, healthy old age, and battling about the North Sea in all seasons and all weathers, seem to exist for ever in their bright green youth, and to defy both danger and decay.

The north-country Coble is one of the most curiously constructed boats on the British coasts. As it lies on the beach, on which it is always run stern first, its high, bold bow, stern without deadwood, and flat floor at once attract attention, as does also the peculiar shape of the rudder, which extends some distance below her and acts as a lee-board when sailing to windward. Cobles are safe enough under careful management, but are rather unhandy to the inexperienced.



COBLE

Few civilised nations have adhered more than the Dutch to their old fashions in marine architecture. Their present Galliot, with bluff, round bows and clumsy sterns, are the same in build and equipment as they were in the days of De Ruyter, and, perhaps, the mythical Vanderdecken. Notwithstanding their ungainly design, and the superabundant fuss at their bows, these vessels bustle through the waves at a by no means



LIFEBOAT

Bravo! Here comes the gallant Lifeboat, scudding in before the gale, with a rescued crew from the brig in the distance. Let us trust that she has got "all hands" off the ill-fated vessel! The noble work done by the Royal National Lifeboat Institution has been of incalculable benefit to those "who go down to the sea in ships," and all who are interested in them. And who is not? On the cover we have a Lifeboat on her carriage, ready for a call at any moment. May all her voyages be

as successful as the one depicted on this page seems to have been.

"Beautiful Venice! City of song!" How well thy gaily-painted fishing-boats harmonize with thy brilliant surroundings!



VENETIAN FISHERMAN



TURKISH CAIQUE

This Turkish boat, or Caique, is a familiar object in the Sea of Marmora and among the islands of the Ægean. She is distinguished by her peculiar mainsail, which is a combination of a fore-and-aft sail and a square sail. A strong stay supports the head of the sprit, and the sail runs on branks along it. This eccentric arrangement can be made to stand very well, although not so flat as an ordinary fore-and-aft spritsail.



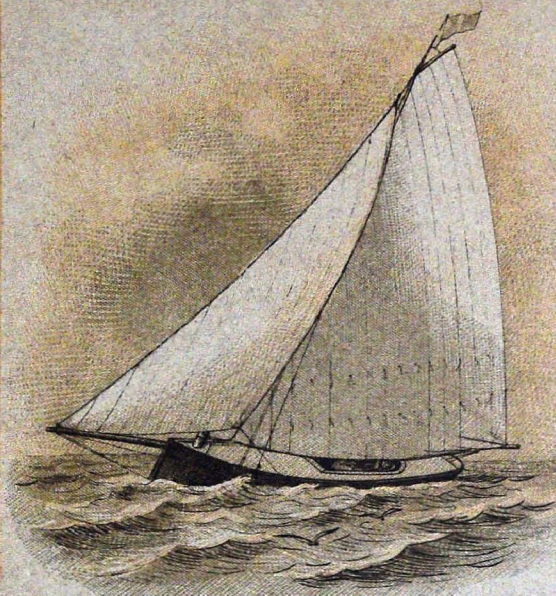
GALLEY PUNT

The little Galley Punt, or Knocktoes, as it is called on our south coast, may be often seen running out to a ship in the Downs in weather that would daunt the foreign crews of many of the wind-bound vessels.

Here is another craft of great use in communicating rapidly between vessels and the shore; the familiar Bombay Dinghy—cleverly designed, sharp as a yacht, and only just a trifle less fast. The keel of these boats is in the form of an arch.



BOMBAY DINGHY



BERMUDIAN YACHT

Bermudian boats are noted for their close-winded properties; they are supposed to excel any other craft in "breeze-squeezing." "My boat will lay within two-and-a-half points of the wind," said a 'Mudian yachtsman. "Och! by the powers, that's nothing," answered the Irishman. "My bhoat will lay a point t'other side of the wind!" Note the forward position of the mast and the small gaff. Another rig with the mast well forward—really at the stem-head—is the Una or Catboat, given on the title-page.

The Catboat occasionally hoists a tiny foresail, though the true Una carries, as the name implies, but a single sail.

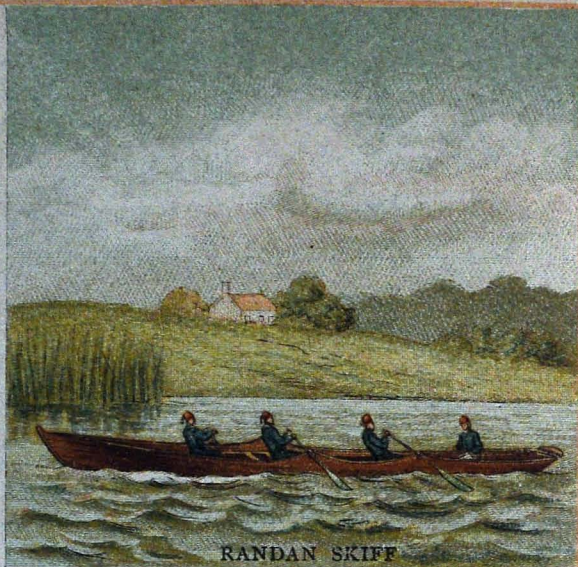
Who has not heard of the famous Yarmouth Yawls, the fastest open boats in the world? They range from forty to sixty feet in length, and some of them have been known to sail fifteen knots an hour on a beam wind. When the Schooner *America* came to England, in 1851, she was challenged by a Yarmouth Yawl, but her owner declined to sail against an open boat,—there being all to lose and nought to win!



YARMOUTH YAWL

Perhaps there is no more graceful little craft than a Thames Pleasure Skiff rowed Randan-fashion — stroke and bow rowing oars and the centre man sculling, as here depicted.

The modern Greek Caique, with her jib boomed out as a spinnaker, differs but little from



RANDAN SKIFF



GREEK CAIQUE

the merchantman of the days of Alexander the Great. Like the Turk from the Sea of Marmora, given on an earlier page, she sets her mainsail on a stay, and in many other details her canvas plan might be improved!

“Now lads, give way, we must board that suspicious-looking craft in the offing!” See how the sturdy coastguardsmen answer to the appeal! In the light wind, the sailing craft will not escape that swiftly driven galley.



COASTGUARD GALLEY

"Why, it's only a harmless French Chassemarée out for a few days' fishing!" Time was, however, when these boats were the most daring smugglers known. They look clumsy enough now, but not so very long since were considered the most rakish craft in the Channel. As sea-boats, there are few to beat them.

Here is another type that will go through as rough weather as anything afloat, the Dutch Eel-boat, often seen at anchor in the lower reaches of the Thames. The Brighton Hogboat is showing her weather bilge-keel rather dangerously. "Luff, luff, you chap at



CHASSEMARÉE



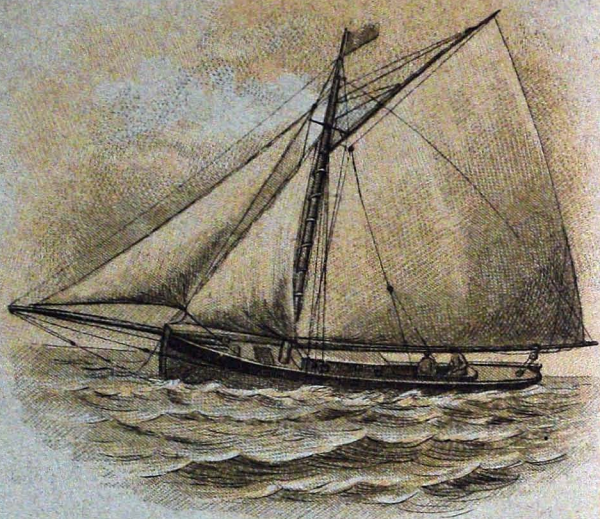
DUTCH EELBOAT



BRIGHTON HOGBOAT

the helm, or she will be turning turtle!" Look at the foam at her bows; she ought to be coming through it pretty fast. Her owner is very proud of her, we suppose. Brighton boatmen seem to think something considerable of their property.

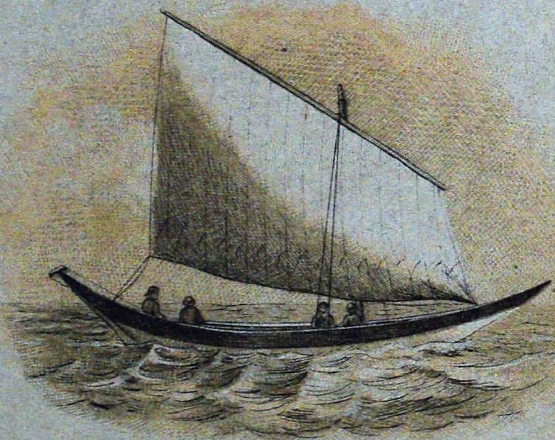
Whitstable oysters were a famous delicacy in the time of the Romans, who always highly esteemed the natives of Britain! They have not improved since—save in the matter of price. Dear as they are in London now, they were dearer at Rome then. The smacks of the present day hailing from the port of Whitstable, however, are rather different from the



OYSTER SMACK

queer-looking tubs in which the early Britons used to work the beds whence came the meagre supply for the Tiber markets.

They are now fast, powerful boats of a type very common on the English coast, and, managed by two men and a boy, can almost "go anywhere, and do anything."



NORWAY YAWL

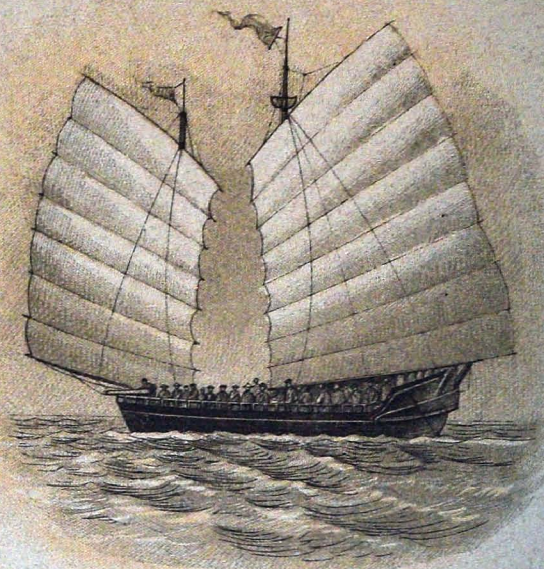
Norway, the home of the vikings, still rears a venturesome race of seafarers. In their odd-looking yawls, the Norwegian fisherman—"or woman either, for that matter"—will dare even the perils of the North Sea. Many a fleet of

these yawls will be found on the fishing grounds entirely "manned" by women!

Here is the rig so dear to the Chinese pirate—happily somewhat of a rarity in these days. Woe betide the unlucky trader that was caught unarmed by one of these ugly junks!

The Dahabeyans, or Nile Boats of Egypt, are used for more peaceful pursuits. Like the Indian boats they have arched keels. When used for passengers they are often very elegantly fitted.

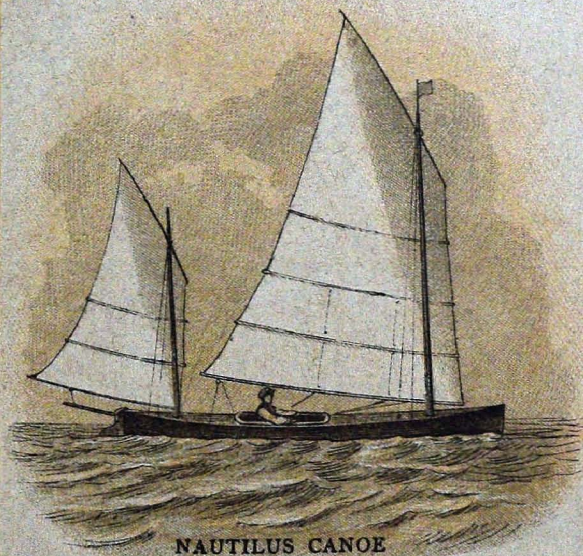
Since Captain MacGregor started the idea of the sailing canoe, and in the delightful log of the *Rob Roy* gave his ex-



JUNK



DAHABEYAH



NAUTILUS CANOE

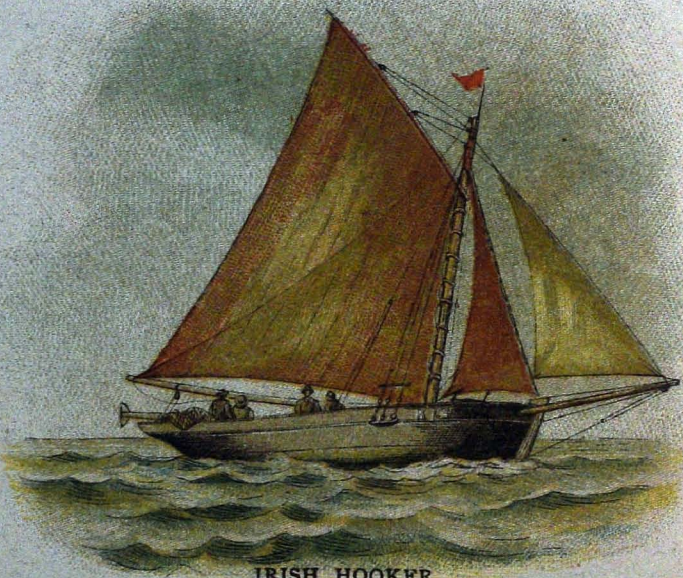
periences to the world, these dainty craft have become as plentiful as blackberries. The Nautilus differs somewhat from the *Rob Roy*. Each type has its advantages; we give the Nautilus as being the newest.



HAVRE LUGGER

Havre de Grace, on the coast of Normandy, can boast of as fine a fleet of sailing craft as any town in Europe. Here is one of the fishing luggers that abound in the port. A fine sea-boat she is, and fairly fast. The Havre pilot cutters are not unlike the Kinsale Hooker below, which

differs from them, however, in one important particular, and that is in the immense draught aft in proportion to that forward. There are few better beaters to windward than these Hookers, and they sail remarkably well all round. Some of the more modern ones have rather sharper bows than that in the picture, but they do not differ in other respects. Skerries, Galway Hookers, in fact, all the Irish fishing-boats, are much of the same build and rig.

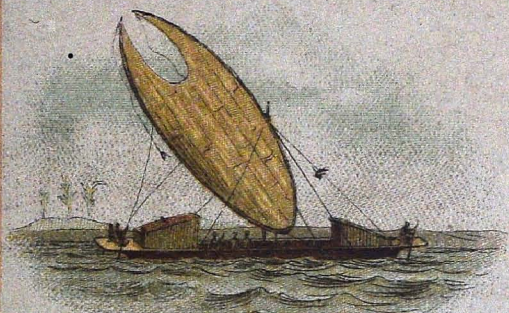


IRISH HOOKER

Here is a Fishing-boat from the Greek coast, with Themistokles, Miltiades, Perikles and Co. on board, "like to their famous namesakes only in their name," but quite at their ease in the ancient-looking craft, and plying their trade in all weathers, regardless of the fiercest levanter that sweeps the Mediterranean.



GREEK FISHERMAN



SOLOMON ISLAND CANOE

Islands is made of mat, fastened in a wooden frame. It sits flat enough to rejoice

As a contrast to the Greek, we here have the Papuan. The queer palette-shaped sail of these canoes of the Solomon Islands is made of mat, fastened in a wooden frame. It sits flat enough to rejoice the heart of the most exacting "timoneer," but its weathery qualities are somewhat doubtful.

Those who have read Robinson Crusoe—and who has not?—will remember his escape from the Sallee Rovers. Here we have an Algerine Fishing-boat, which, in build and rig, is the same as the vessels of those famous and, fortunately, defunct pirates of the Barbary coast.



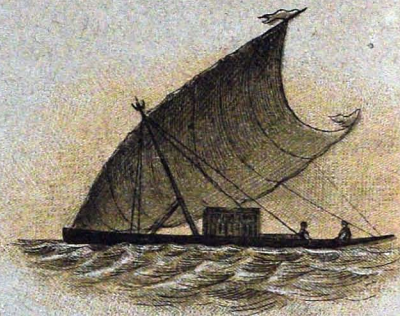
ALGERINE FISHERMAN



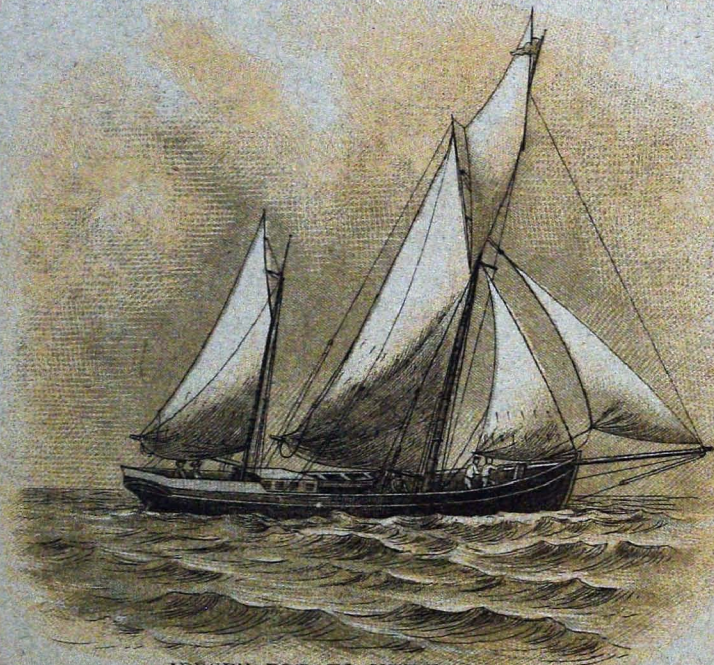
PRAM

sea—always with their one-man crew. From Norway we scud off to the Turtle Islands, the canoes of which at a distance somewhat resemble Prams. Note the ingenious way

We have already had a Norwegian Lugger, and here is another peculiar craft hailing from Scandinavia, in shape more like a spoon cut off square at the handle than anything else. Prams sail well, notwithstanding their singular curves, and stand a good deal of knocking about. Sometimes they are met with far out at



TURTLE ISLAND CANOE



JERSEY POTATO KETCH

in which the mast is stayed. Quitting the tropics, we hasten back to the sunny bays of the Channel Islands, and in the Jersey Potato-boat meet with an example of the Ketch rig. A few of these Jersey Ketches have been bought by amateurs, and fitted as yachts. They are good sea-boats, fast and handy, and workable with a limited crew.

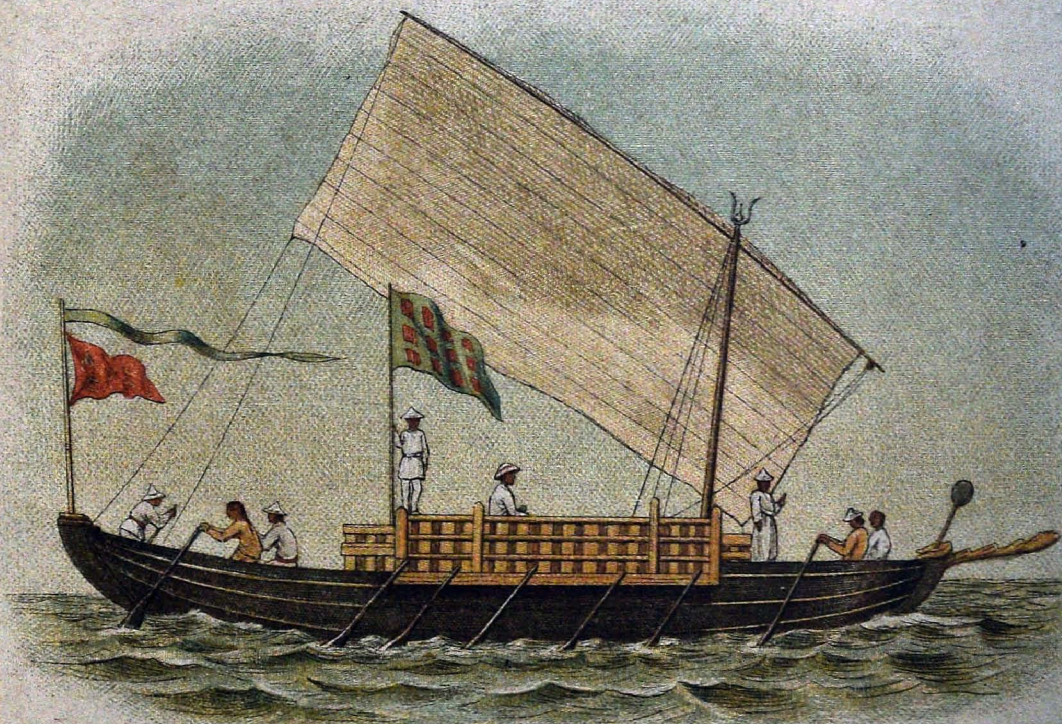


TROUVILLE FISHERMAN

one given is the state barge of some great man of the Quedah coast, which lies immediately to the north of Penang.

"What an extraordinary way of setting a gaff top-sail!" the nautical reader will exclaim. "It is only half-hoisted!" The French fisherman has always hoisted it this way, however, and will assure you that it is the correct thing.

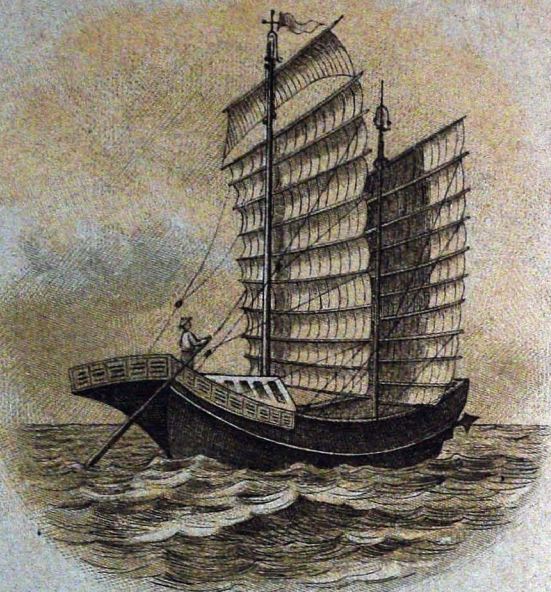
In the next sketch we have a still more extraordinary way of setting a mainsail. Prahu is a general name for a Malay boat. The



QUEDAH-PRAHU

Here are two types of Chinese marine architecture—a somewhat unprogressive science amongst the Celestials. Even before the Christian era John Chinaman voyaged from port to port in vessels of this build and rig. The sails are made of matting, and are reefed in much the same way as a Venetian blind is raised. There is some originality in the way in which these sails are stowed—they are brought down with a run, and trodden underfoot by the crew!

Some Chinese pleasure boats are fairly fast off the wind, but even the smugglers

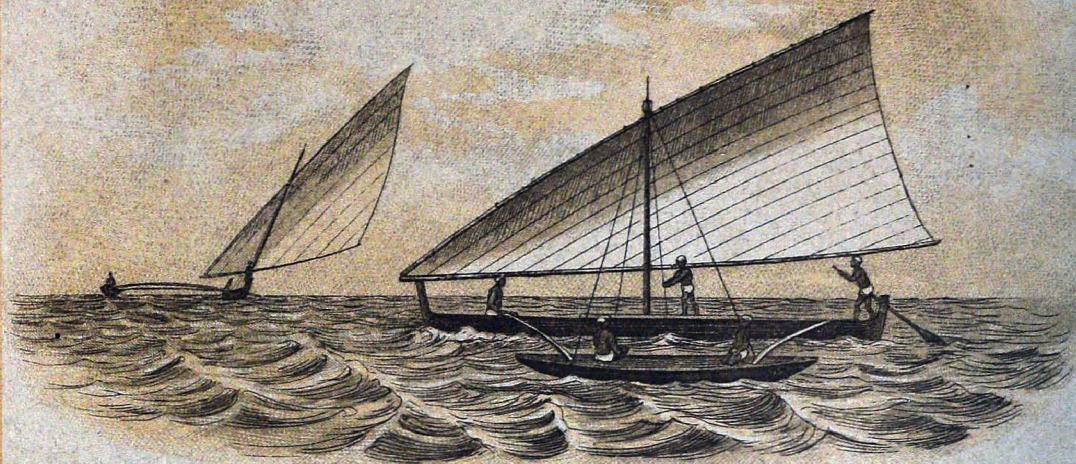


TRADING JUNK



SMUGGLER JUNK

are sorry performers when close-hauled. The Junk seems to have been built on the lines of an Oriental slipper, with the curved keel for the sole and the drop aft for the heel, the common river-boat, or Sampan, on the even more familiar model of the inverted flat-iron.



FLYING PROA

The Flying Proa of the Ladrone Islands here shown, is a remarkable craft. Unlike every other vessel, one side only is shaped like a boat, the other being perfectly flat. A Proa forty feet long has a beam of only two feet, but the outrigger enables it to carry its immense sail with the booms

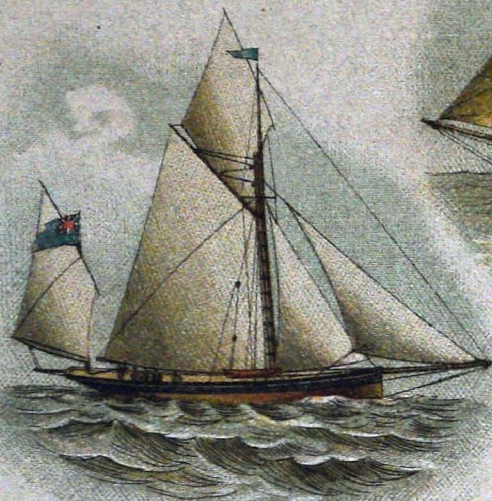
meeting at an angle. Both ends of the boats are alike, and when tacking the sail is simply shifted round. These Proas have been known to reach on a beam wind at the rate of twenty miles an hour—a speed never attained by any other sailing vessels. Here is another 'Mudian, a two-master in which the tiny gaffs are replaced by lateens, and which like the first example is very fast to windward. It is in such boats that



BERMUDIAN PILOT

the pilots of "the vexed Bormoothes ride!"

The La Rochelle Luggers differ slightly from those of Havre already mentioned, and are considered to be their superiors in speed. They are excellent sea-boats, braving all weathers.



RACING YAWL

yawls, however, are little inferior to the cutters when running or reaching, but they cannot be sailed quite as close to the wind. The larger the mainsail and



TEN-OARED CUTTER OF ROYAL YACHT

glides through the water! The triumphs of discipline and drill are nowhere better shown than in the boat service of an English man-of-war.



LA ROCHELLE LUGGER

The Yawl is now the favourite rig in the British seas for cruising yachts, requiring less hands than a cutter of the same size, and being almost as fast. Some of the modern racing yawls, however, are little inferior to the cutters when running or reaching, but they cannot be sailed quite as close to the wind. The larger the mainsail and the smaller the mizen the more weatherly is the ship. Compare this craft with the Jersey Potato Boat, and the difference will be apparent between a yawl and a ketch—in one the mizenmast is stepped forward, in the other aft, of the stern-post.

How gracefully the dainty ten-oared cutter of the Royal Yacht

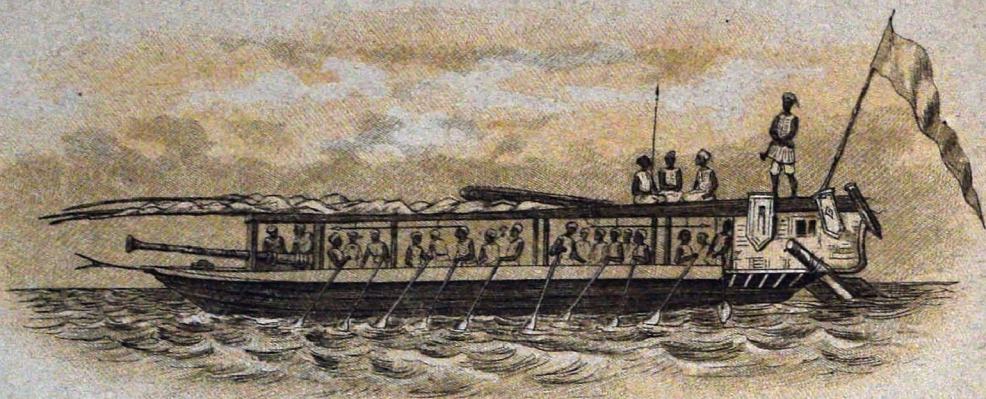


ESKIMO CANOE

Away from Cowes to the Arctic Circle! An Eskimo in his sealing canoe! Seals furnish the Greenlanders with their food, fuel, light, and clothing, so no wonder the northern aborigines are expert in their chase. Narwhal and walrus, or in common parlance, sea-horse and sea-cow, are also hunted in canoes such as these. The whale is attacked in the powerful double-stemmed boat here given. When the harpoon is thrown, and the whale struck, the fish dashes away at incredible speed and the rope runs out of the boat like a stream of fire.



WHALEBOAT



SOOLOO PRAHU

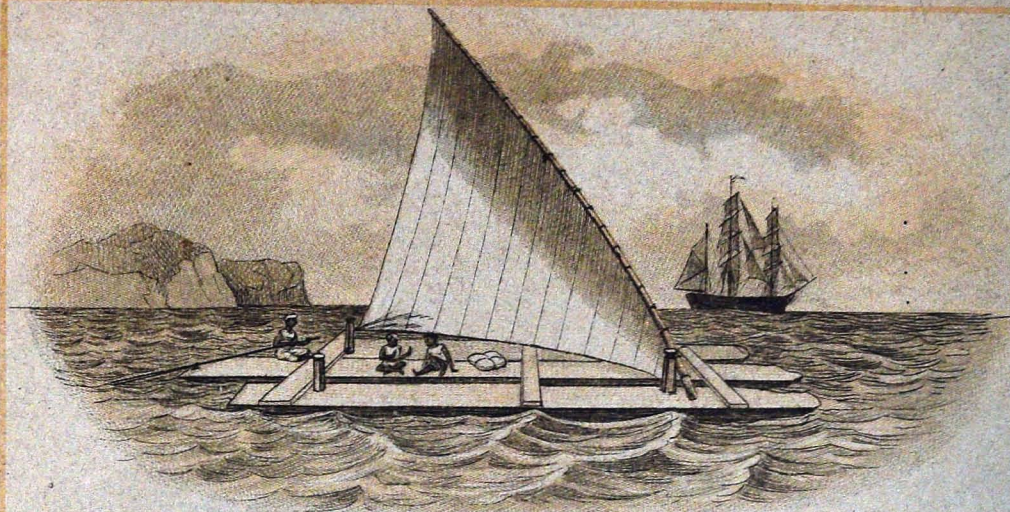
The natives of the Sooloo Islands have the reputation of being the boldest and fiercest pirates in the Indian Ocean, and their long, sharp Prahus are the fastest rowing-boats in the East. They carry a large matting sail, shown as down in the picture, which is hoisted on a mast made of a pair of sheers; and in the old piratical days this used to be suddenly lowered as they ran alongside their victim, and, falling on his deck, formed a gangway for the bloodthirsty boarders to swarm along.

On the title-page we have a pair of racing eights, the fastest row-boats in the West, and here we have Edward Hanlan's paper skiff, which, principally through the exceptional gifts of the sculler, has been sent along faster than any



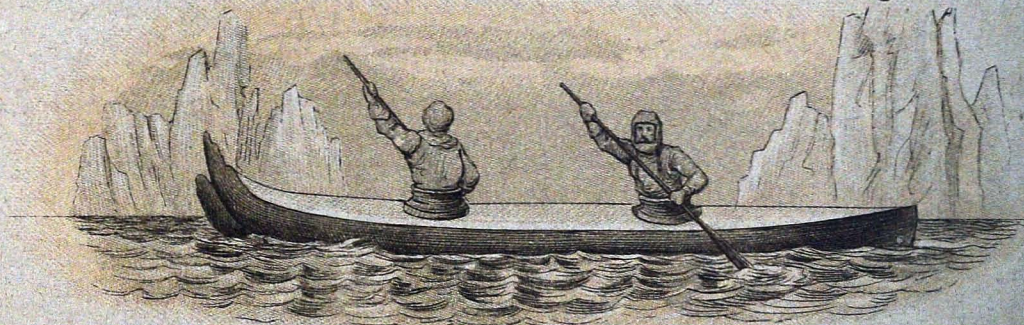
HANLAN'S PAPER SKIFF

one-man boat of either hemisphere.

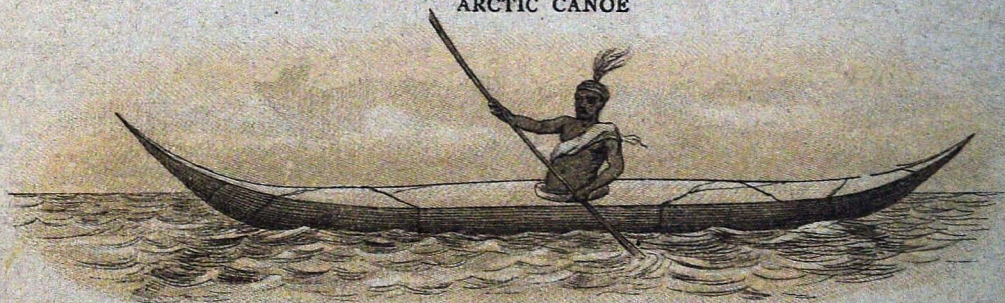


BRAZILIAN CATAMARAN

Here is the rough-and-readiest of all sailing craft, three logs lashed together, with a board let down between the joints, to prevent much leeway ; and here are two examples of skin-built canoes which consist of a framework of light wood

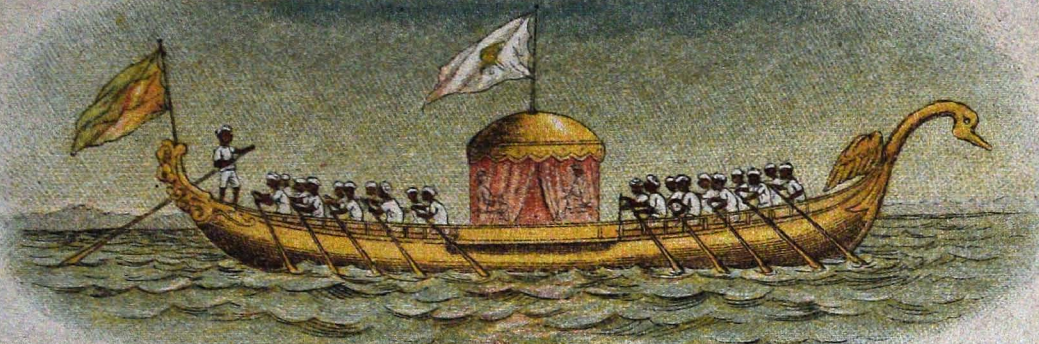


ARCTIC CANOE



RED INDIAN CANOE

or whalebone with the sides stretched over it and sewn on to it in their places.



BURMESE STATE BARGE

As a contrast we have this gorgeous-looking affair, belonging to the King of Burmah—all silk and gilt and brass-work. Going farther East, we get to Celebes and the Spice Islands, which have a few peculiar boats of their own. Here is a Macassar Prahu with sheer mast and mat sail as in the already given Sooloo craft.

The Gondola of Venice has been drawn oftener, probably, than any other boat on record. Crank and black and dismal, with a bright steel beak on the lofty prow, the "Hansom of the Adriatic" does not appeal so suc-



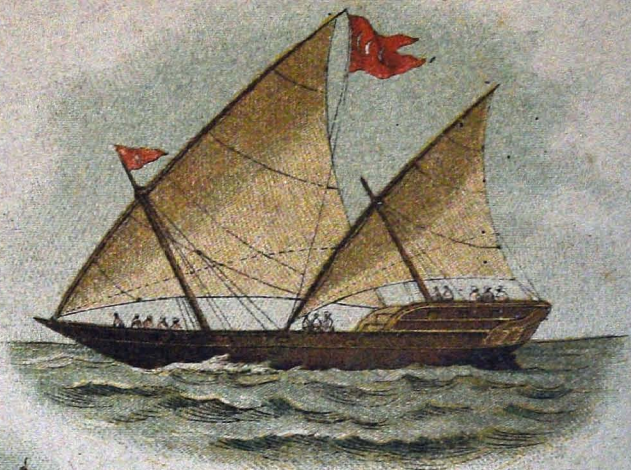
MACASSAR PRAHU

cessfully to the nautical mind as it would seem to do to the artistic and poetical one.



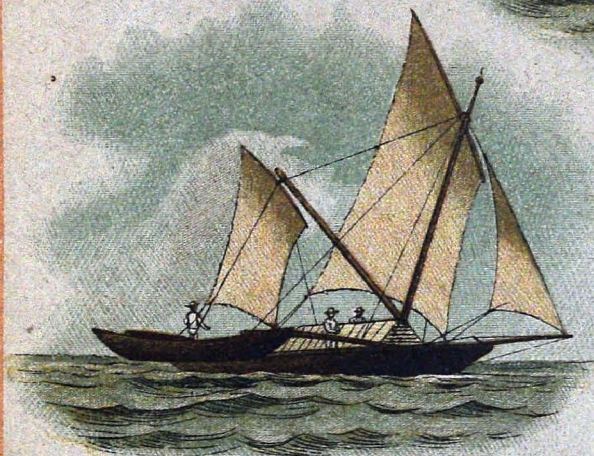
GONDOLA

A genuine modern slave-trader at last! The portrait of an East Coast Arab Dhow, taken as she entered the port of Zanzibar. There are but few slavers now-a-days; may they be still fewer! Here is one of the hybrid boats of the



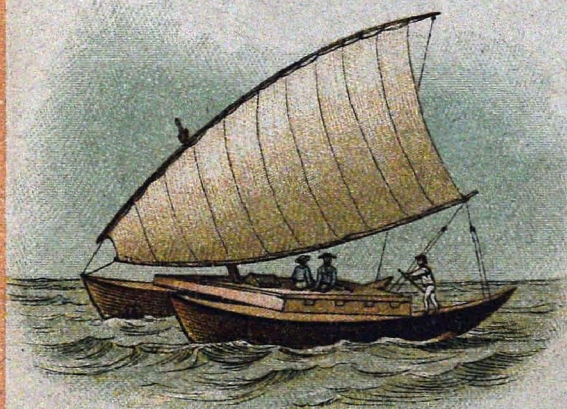
ARAB DHOW

Mauritius—a hull from Europe combined with an outrigger from the Indian seas. Notice the eccentric mizen set on a boom stayed up at an angle of about forty degrees. As in all these outriggered boats, the booms and outriggers can be fixed on either side.



MAURITIUS OUTRIGGER

Here is the famous Fijian double canoe, a marvel of staunchness and speed. Two narrow hulls of good design are fastened apart so as to allow the least trifle of play, and on the connecting beams is laid the deck, on which, in the larger examples, a hut is erected as a cabin. There are few faster craft than these, and there are no faster swimmers than their owners. Both on the water, and in the water, Europeans



FIJI CANOE

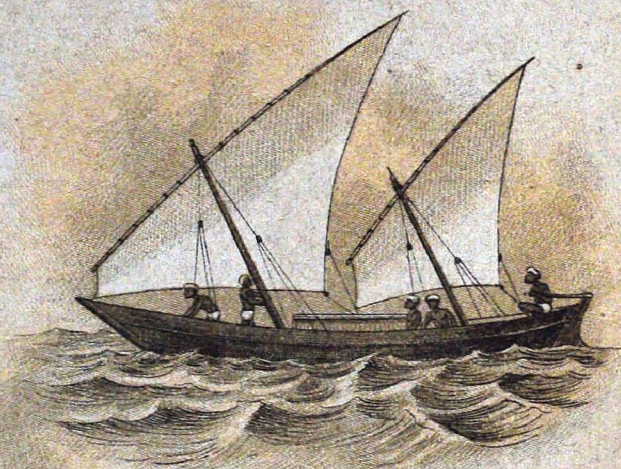
have to be uncommonly smart to catch the Viti folk.



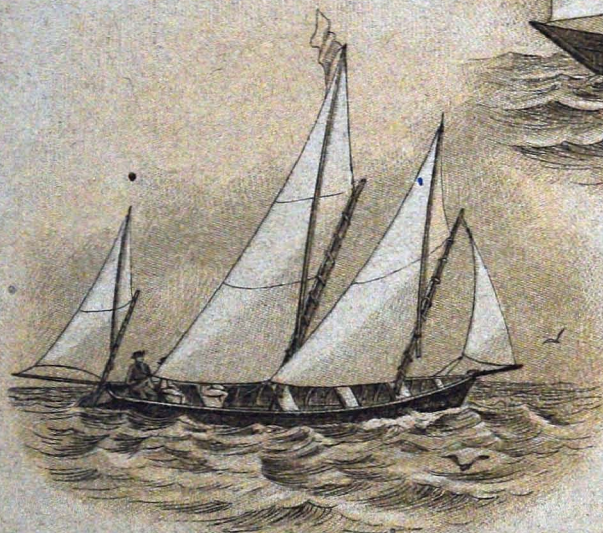
CANADIAN CANOE

six feet wide. Occasionally a small sail is run up when the wind is fair, but this is not often the case. Canadian canoes are built for paddling, and the sight of a couple of

Here is a Canadian Birch-Bark Canoe, such as can now be seen in dozens on the Thames. Some of the larger ones owned by the Hudson Bay Company, are upwards of forty feet in length and



BOMBAY FISHERMAN

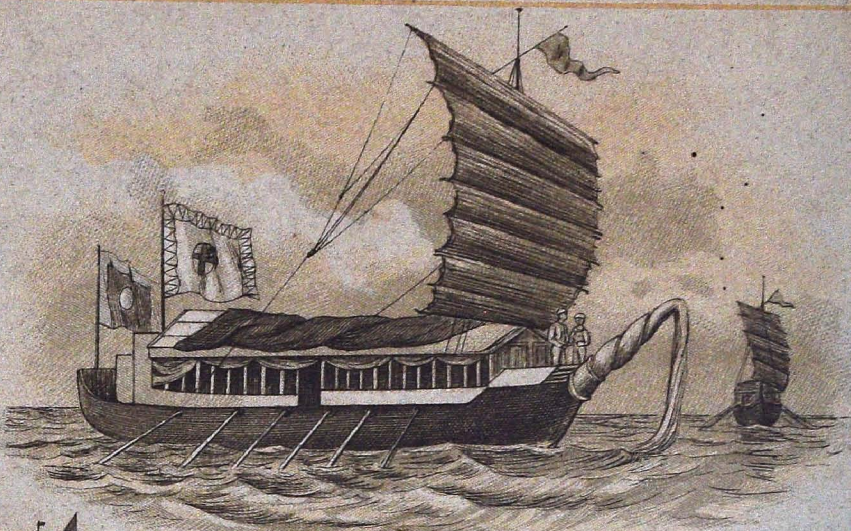


PILL YAWL

are renowned for their speed. They are of the Dhow species. Back to Old England again, to the Bristol Channel, where the Pill Yawls, large or small, decked or undecked, hold their own with any craft of their size.

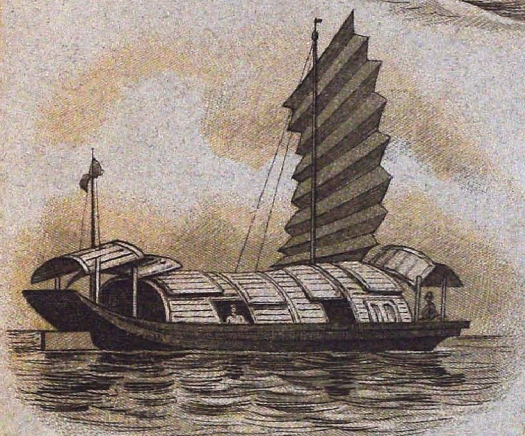
Indians taking one of them over a stretch of rapids, where the least mistake would involve complete destruction, is enough to make a member of the Royal Canoe Club beside himself with astonishment. Bombay fishing-boats

Here we have
 "a reminiscence
 of old Japan,"
 constructed
 when "haste was
 no object, nor
 beauty either,"
 and still believed
 in by the few
 conservatives



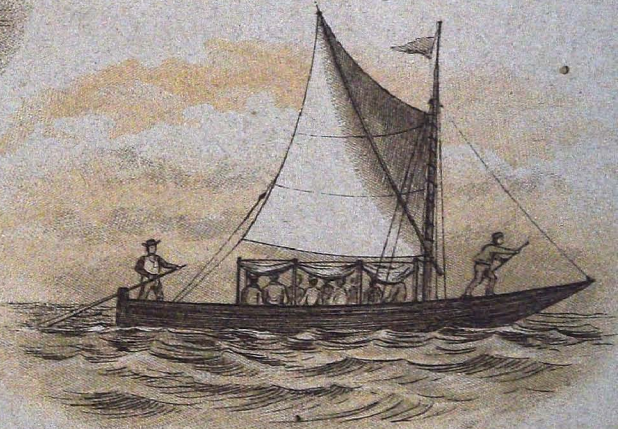
JAPANESE GUARD-BOAT

who live in that high-pressure country. The bottom of these guard-boats is sharp, and the whole shape favourable for speed, but the sail plan, like that of the Cochin China representative, is,



TONQUIN CARGO-BOAT

to put it mildly, somewhat defective. Compare these ungainly productions with the graceful Portuguese passenger-boat below, which is not so very unlike "Ye olde Tilt-boate" of Gravesend, off which we found our bawley when we started. With it we end our rapid survey of the minor craft of the world.



PORTUGUESE TOLDO-BOAT



FINIS.