

any fittings for one, and no tabernacle for a mast. She was steered by a large oar over the quarter—the same as the whaler's boats; and the thole pins were so arranged that they could be used either ahead or astern. The Rye life-boat was lost with all hands, running before the wind in a heavy sea. Albert Strange, a well-known designer of sailing boats (I was a pupil of his), swore by the sharp stern for years; but more experience afloat caused him to modify his ideas. Some of his later boats, *Cherub III* for instance, could hardly be called a two-ended boat; they were much more like an elliptical counter, with the rudder-post coming through the deck 3 ft. forward of the stern. If he had lived a little longer I am sure he would have been convinced that a two-ended boat was most unsuitable to run before any wind and sea.

ERNEST DADE.

15. (1933.) FOUR-MASTED BARQUES. I am told by my older shipmates that the upper gaff in the "split-jigger arrangement" was known as the

monkey-gaff. The sail setting between the two gaffs was called the gaff-topsail, and the sail setting above the monkey-gaff the monkey-gaff-topsail.

The only four-masted ships that they can tell me of were the "Counties" such as the *County of Linlithgow* and *County of Dumfries*.

P. C. H. CLISSOLD.

The German ship *Preussen* was the only vessel which was square rigged on all five masts. The other five-masters, French and German, were only barques. I append a list of all the four-masted ships since the seventies. The majority are British ships; the German and French owners did not seem to favour this rig so much. Craig's of Glasgow had the largest fleet of this rig, with Wright and Breckenridge second. These vessels were generally converted to barques after a few years. The reason for that move being certainly economy. The only four-masted ship I can find owned by the Americans, after the *Great Republic*, was the *Kenilworth* which was bought by A. Sewall of Bath, Maine, in the early nineties.

E. A. WOODS.

FOUR-MASTED SHIPS

| Name | Built | Owner | Remarks |
|-----------------------|-------|--|---|
| <i>A. D. Bordes</i> | 1884 | Bordes, Dunkirk | |
| <i>Afghanistan</i> | 1888 | British & Eastern S. Co., Liverpool | June 1905 sunk in collision with H.M.S. <i>Caesar</i> in English Channel |
| <i>Albyn</i> | 1883 | J. Houston, Liverpool | Sold to Russia. 1921 wrecked |
| <i>Altmore</i> | 1887 | Thom & Cameron, Glasgow | July 28th, 1889, wrecked Fiji Island |
| <i>Andrina</i> | 1886 | E. F. Roberts, Liverpool | May 10th, 1899, wrecked in Straits Le Maire. 1918 salvaged and re-rigged as <i>Alejandrina</i> of Punta Arenas. 1922 hulked |
| <i>Andelana</i> | 1889 | E. F. Roberts, Liverpool | January 1899 capsized and sunk at Tacoma |
| <i>Alice A. Leigh</i> | 1889 | J. Joyce, Liverpool | 1930 sunk as breakwater on island in Hauraki Gulf, N.Z. |

| Name | Built | Owner | Remarks |
|-----------------------------|-------|----------------------------------|--|
| <i>Buckingham</i> | 1888 | MacVicar, Marshall, Liverpool | 1924 hulked Sydney, N.S.W. |
| <i>Bannockburn</i> | 1886 | Shankland, Greenock | Sold to Norway |
| <i>Bay of Panama</i> | 1883 | Bulloch, London | March 10th, 1891, wrecked on Penare Point, Cornwall |
| <i>Ben Douran</i> | 1881 | Watson, Glasgow | 1892 missing San Francisco to Falmouth |
| <i>Bidston Hill</i> | 1886 | Price, Liverpool | 1905/6 foundered off Staten Island, South America |
| <i>Brownrigg</i> | 1884 | J. Houston, Liverpool | 1888 wrecked near Hull |
| <i>Cawdor</i> | 1884 | J. Houston, Liverpool | June 1911 hulked at Cor- cubion |
| <i>Clan Buchanan</i> | 1887 | Dunlop, Glasgow | 1907 sold to Norway. April 1917 sunk by U-boat |
| <i>Cluny Castle</i> | 1883 | D. Currie, London | 1925 broken up at Antwerp |
| <i>Colony</i> | 1886 | W. Thomas, Liverpool | 1918 sunk by U-boat 151 |
| <i>Craigburn</i> | 1884 | Shankland, Greenock | May 1891 wrecked at Port Phillip Heads |
| <i>County of Caithness</i> | 1876 | Craig, Glasgow | 1914 hulked Fremantle |
| <i>County of Dumfries</i> | 1878 | Craig, Glasgow | November 8th, 1906, wrecked on Prince Edward Island |
| <i>County of Edinburgh</i> | 1885 | Craig, Glasgow | July 5th, 1916, wrecked at Mobile |
| <i>County of Haddington</i> | 1878 | Craig, Glasgow | 1901 missing. New York to Shanghai |
| <i>County of Inverness</i> | 1877 | Craig, Glasgow | 1923 M.V. <i>Nemrac</i> , Es- thonia |
| <i>County of Kinross</i> | 1878 | Craig, Glasgow | 1927 hulked at Buenos Ayres |
| <i>County of Linlithgow</i> | 1887 | Craig, Glasgow | 1916 M.V. <i>Katherine</i> . 1928 owned in Greece |
| <i>County of Peebles</i> | 1875 | Craig, Glasgow | 1899 hulked at Punta Arenas |
| <i>County of Roxburgh</i> | 1886 | Craig, Glasgow | February 8th, 1905, wrecked on Takaroa, South Pacific |
| <i>County of Selkirk</i> | 1878 | Craig, Glasgow | 1896 missing Calcutta to English Channel |
| <i>County of Aberdeen</i> | 1879 | Craig, Glasgow | 1884 missing Cardiff to Bombay |
| <i>County of Cromarty</i> | 1878 | Craig, Glasgow | August 8th, 1878, wrecked Rio Grande do Sul. Rio de Janeiro to San Francisco |
| <i>Crofton Hall</i> | 1883 | Herron, Liverpool | 1899 wrecked on Sable Island |
| <i>California</i> | 1890 | Ismay, Liverpool | April 15th, 1927, wrecked on Old Providence Island |
| <i>Drumblair</i> | 1883 | Chadwick, Liverpool | October 22nd, 1915, sunk in collision |
| <i>Drumburton</i> | 1881 | Chadwick, Liverpool | 1902 wrecked on Point Pedro, Cal. |
| <i>Drumcliff</i> | 1887 | Chadwick, Liverpool | 1919 owned in Peru |
| <i>Drumeltan</i> | 1883 | Chadwick, Liverpool | 1931 Schooner <i>Brooklyn</i> of New York |
| <i>Duchalburn</i> | 1887 | Shankland, Greenock | 1909 Norwegian |

| Name | Built | Owner | Remarks |
|-----------------------------|-------|--------------------------------|---|
| <i>Dundee</i> | 1882 | C. Barrie, Dundee | 1925 broken up at Rotterdam |
| <i>Earl of Beaconsfield</i> | 1864 | D. Brown, London | Ex. Cunard S.S. <i>Cuba</i> . 1888 wrecked Withernsea |
| <i>Earl of Jersey</i> | 1883 | D. Brown, London | September 29th, 1888, wrecked Chittagong |
| <i>Earl of Shaftesbury</i> | 1883 | D. Brown, London | |
| <i>Ellesmere</i> | 1886 | Sprott, Liverpool | 1925 Portuguese <i>Porto Santo</i> |
| <i>Ellisland</i> | 1884 | J. Houston, Liverpool | 1910 missing, Newcastle, N.S.W. to Caldera |
| <i>Eulomene</i> | 1891 | H. Fernie, Liverpool | January 1905 missing in North Sea in ballast from Bremerhaven to Tyne |
| <i>Falls of Afton</i> | 1882 | Wright & Breckenridge, Glasgow | February 20th, 1917, sunk by U-boat |
| <i>Falls of Bruar</i> | 1879 | Wright & Breckenridge, Glasgow | September 2nd, 1887, foundered off Yarmouth |
| <i>Falls of Clyde</i> | 1878 | Wright & Breckenridge, Glasgow | 1923 barge in San Francisco |
| <i>Falls of Dee</i> | 1882 | Wright & Breckenridge, Glasgow | April 1917 sunk |
| <i>Falls of Earn</i> | 1884 | Wright & Breckenridge, Glasgow | July 1892 wrecked Acheen Head, Sumatra |
| <i>Falls of Foyers</i> | 1883 | Wright & Breckenridge, Glasgow | 1899 wrecked North Sea |
| <i>Falls of Halladale</i> | 1886 | Wright & Breckenridge, Glasgow | August 14th, 1909, wrecked in Curdie's Inlet, Victoria |
| <i>Fingal</i> | 1883 | Martin, Dublin | February 1917 sunk by U-boat |
| <i>Fort George</i> | 1884 | Clark & Service, Glasgow | Missing 1907 |
| <i>General Gordon</i> | 1886 | Davies, Liverpool | |
| <i>General Roberts</i> | 1884 | Davies, Liverpool | 1925 broken up |
| <i>Gilcruix</i> | 1886 | Ismay, Liverpool | 1917 French <i>Pacifique</i> |
| <i>Glenericht</i> | 1885 | Ferguson, Liverpool | ? sunk in collision off River Plate |
| <i>Glenfinlas</i> | 1882 | McIntyre, Liverpool | 1897 missing Newcastle N.S.W. to Tocopilla |
| <i>Glenorchy</i> | 1882 | McIntyre, Liverpool | July 1st, 1915, sunk in collision off Cape Gata |
| <i>Gowanburn</i> | 1886 | Shankland, Greenock | 1893 missing |
| <i>Galgate</i> | 1888 | Joyce, Liverpool | May 6th, 1916, sunk by U-boat 170 miles W. b. N. of Ushant |
| <i>Glaucus</i> | 1889 | Carmichael, Greenock | 1923 broken up |
| <i>Holkar</i> | 1888 | Brocklebank, Liverpool | 1924 broken up in Holland |
| <i>Holt Hill</i> | 1884 | Price, Liverpool | 1916 hulked in Algiers. 1929 broken up |
| <i>H. Bischoff</i> | 1865 | Bischoff, Bremen | Ex S.S. <i>Ville de Paris</i> |
| <i>Hollinwood</i> | 1889 | MacVicar Marshall, Liverpool | 1898 burnt and abandoned near Azores |
| <i>Kate Thomas</i> | 1885 | W. Thomas, Liverpool | April 1910 sunk in collision off Land's End by S.S. <i>India</i> |

| Name | Built | Owner | Remarks |
|-----------------------------|-------|------------------------------------|--|
| <i>Kentworth</i> | 1887 | Williamson, Milligan, Liverpool | 1908 <i>Star of Scotland</i> , San Francisco |
| <i>Kentmere</i> | 1883 | Fisher, Liverpool | 1910 hulk Punta Arenas |
| <i>Knight of St Michael</i> | 1883 | Greenshields, Cowie, Liverpool | 1916 missing |
| <i>Kelburn</i> | 1889 | Shankland, Greenock | August 1910 wrecked in Morecambe Bay. Salvaged and broken up at Troon |
| <i>Janet Cowan</i> | 1889 | Shankland, Greenock | December 31st, 1895, wrecked |
| <i>Jeanette Françoise</i> | 1892 | Hoog, Holland | |
| <i>John M. Blackie</i> | 1885 | Halifax, N.S. | Wood. 1895 lost |
| <i>Loch Moidart</i> | 1881 | Aitken Lilburn, Glasgow | January 26th, 1890, wrecked Callantroog, Holland |
| <i>Loch Torridon</i> | 1881 | Aitken Lilburn, Glasgow | January 1915 abandoned off West coast of Ireland |
| <i>Loch Broom</i> | 1885 | Aitken Lilburn, Glasgow | Sold to Norway |
| <i>Loch Carron</i> | 1885 | Aitken Lilburn, Glasgow | October 11th, 1915, sunk in collision off Torr Head |
| <i>Lord Downshire</i> | 1882 | Dixon, Belfast | 1894 sunk in collision |
| <i>Lord Wolseley</i> | 1883 | Dixon, Belfast | 1928 broken up in Sunderland |
| <i>Lord Shaftesbury</i> | 1888 | Herron, Liverpool | 1926 hulk San Francisco |
| <i>Lucipara</i> | 1885 | Denniston, Glasgow | May 26th, 1917, sunk by U-boat north of Ireland |
| <i>Lyndhurst</i> | 1886 | Price, London | August 21st, 1911, oil cargo exploded, ship burnt and sunk 67 miles off Mossel Bay, S.A. |
| <i>Lancing</i> | 1866 | Norway | Ex S.S. <i>Pereire</i> . 1925 broken up at Genoa |
| <i>Lauriston</i> | 1892 | Galbraith, London | 1922 Soviet training ship <i>Tovarisich</i> |
| <i>Liverpool</i> | 1889 | Leyland, Liverpool | February 25th, 1902, wrecked on Alderney, Antwerp to San Francisco |
| <i>Mashona</i> | 1891 | Lowden, Liverpool | 1922 broken up in Italy |
| <i>Marion Lightbody</i> | 1888 | Trinder Anderson, London | July 1915 sunk by U-boat 60 miles off Queenstown |
| <i>Metropolis</i> | 1887 | W. Thomas, Liverpool | 1918 sunk by U-boat |
| <i>Moel Tryvan</i> | 1884 | W. Jones, Liverpool | |
| <i>Muncaster Castle</i> | 1882 | Chambers, Liverpool | May 20th, 1901, wrecked |
| <i>Nile</i> | 1886 | W. Douglas, Glasgow | |
| <i>Palgrave</i> | 1884 | Hamilton, Port Glasgow | 1908 wrecked in Chile |
| <i>Palmerston</i> | 1853 | Sloman, Hamburg | Ex S.S. <i>Cubana</i> |
| <i>Pegasus</i> | 1884 | Corsar, Liverpool | August 27th, 1912, broken up in Reval |
| <i>Perseverance</i> | 1886 | Bordes, Dunkirk | 1892 missing |
| <i>Polymnia</i> | 1886 | R.A.G. von 1896, Hamburg | Wrecked March 1907 |
| <i>Primrose Hill</i> | 1886 | Price, Liverpool | December 28th, 1900, wrecked on Penrhos Point Anglesey |

| Name | Built | Owner | Remarks |
|------------------------|-------|------------------------|--|
| <i>Principality</i> | 1885 | W. Thomas, Liverpool | 1905-6 missing. Junin to Rotterdam |
| <i>Peter Rickmers</i> | 1889 | Rickmers, Bremerhaven | May 1908 wrecked Long Island |
| <i>Renee Rickmers</i> | 1887 | Rickmers, Bremerhaven | 1914 wrecked New Caledonia |
| <i>Reliance</i> | 1884 | Corsar, Liverpool | 1924 broken up |
| <i>Romsdal</i> | 1877 | J. & A. Allan, Glasgow | Oct./Nov. 1891 missing Bay of Bengal |
| <i>Richard Hayward</i> | 1885 | W. E. Jones, Liverpool | Abandoned 1886 |
| <i>Sokoto</i> | 1887 | Steeves, Liverpool | April 25th, 1917, sunk by U-boat North of Scotland |
| <i>Sindia</i> | 1887 | Brocklebank, Liverpool | December 15th, 1901, wrecked Ocean City, New Jersey. Kobe to New York |
| <i>Talavera</i> | 1882 | Hardie, Glasgow | May 1st, 1896, wrecked Santa Maria Island, Chile, Valparaiso to Talcahuano |
| <i>Tarapaca</i> | 1886 | Bordes, Dunkirk | 1917 sunk by U-boat |
| <i>Tasmania</i> | 1886 | Denniston, Glasgow | 1912 sold to Norway |
| <i>Teviotdale</i> | 1882 | Roxburgh, Glasgow | October 1886 lost near Bristol Channel |
| <i>Trafalgar</i> | 1877 | W. Brown, Glasgow | |
| <i>Ulrica</i> | 1884 | Gilchrist, Greenock | January 7th, 1897, wrecked on Copeland Island |
| <i>Union</i> | 1882 | Bordes, Dunkirk | October 10th, 1914, sunk by <i>Kronprinz Wilhelm</i> in South Atlantic |
| <i>Vandwara</i> | 1882 | Clink, Greenock | May 1917 sunk by U-boat |
| <i>W. J. Pirrie</i> | 1883 | Lawther, Belfast | August 1904 burnt in Tocopilla and converted to barge. 1921 wrecked Chile |
| <i>Waterloo</i> | 1878 | Mackay, Glasgow | |
| <i>Wendur</i> | 1884 | Mackay, Glasgow | March 12th, 1912, wrecked on Seven Stones |
| <i>Windermere</i> | 1889 | Sprott, Liverpool | 1924 owned in San Francisco by R. Dollar Co. |
| <i>West Lothian</i> | 1882 | Boyd, Glasgow | April 1917 torpedoed off the Hebrides |

23. (1933.) FISHING VESSELS' NUMBERS. There are no regulations that require the home port of any American fisherman to be especially emphasised. The fishing schooners carry their name and hailing port in their stern; but as there are no fishing privileges or customs, the identification of these schooners is not considered important. Our fishing fleets do not work out of a single port, as a rule, during the whole season, but follow the fish down

the coast. Some schooners work the George's, sailing out of Gloucester or Boston; later they may be sailing out of New York, from Fulton Market, or out of Norfolk, Virginia; and then may work north again.

The only American commercial schooners that carried numbers on their sails or hull (that I know of, at least), were pilot boats. Power craft, nowadays, must have a letter and number, by regulation. These are assigned by