



EDITED BY H. F. RAYL • 1524 OREGON AVENUE • STEUBENVILLE, OHIO

Vol. 6, No. 3

Nov - Dec. 1959

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TYPES OF SAILING VESSELS DEPICTED ON STAMPS

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Having studied a lot of different books dealing with sailing vessels, written in the Dutch, Norwegian, Swedish, Danish, English and German languages, I have noted that the names given to some types often differed and thus rendered some difficulties to us collectors of Ships on Stamps. Also, that the different names given by the authors are fully misleading to "Landlubbers."

Being a very interested yachtsman my actual sailing has been only in small craft; however, being also a shipping man I have had the opportunity to see and go aboard many of the larger types and to discuss them with the old "Salts." As a result of my studies and the details learned from discussions I hope the following descriptions of the various types will assist my fellow collectors in mounting their stamps under the correct classification. I do not pretend to be absolutely correct in all particulars, even the acknowledged experts differ on some, but I believe these descriptions will help to clarify the difference between the many types.

Sailing vessels may be divided in different classes, in different ways; for example, according to the material of which they have been built (wood, composite, iron or steel), according to their model (carriers and clippers, etc.), and by the way they are rigged. Since it is practically impossible for us collectors to learn from the stamp whether a vessel was built from wood or steel I believe this classification to be of only minor interest. We can, however, usually ascertain the type of rigging depicted.

The manner in which sailing vessels are rigged may be divided into two main classes: SQUARE-RIGGED and FORE-AND-AFT. Square-rigged vessels have the sails fastened to yards (spars) which cross the centre-line (keel-line) of the vessel. In addition to these square sails they have triangular stay-sails fastened to the stays that support the masts. They also have a gaff-sail, called a SPANKER, fastened to the hindermast. On many of the larger vessels, and especially on German ships, this spanker was divided in two parts, the lower and upper spanker. Fore-and-aft rigged vessels have a gaff and a boom at all the masts, thus enabling them to carry the gaff-sail. Above the gaff-sails it was usual to hoist a gaff-topsail. They also carried sails fastened to the stays. In

addition to these principal differences in rigging sailing vessels are further divided in classes depending on the number of masts. Further, some vessels are square-rigged, or partially square-rigged, on one or more masts and fore-and-aft rigged on the others.

Before entering into the details regarding the various types I should first call your attention to the following facts. In some countries - as for instance in Great Britain and the Scandinavian countries - all sails hoisted to the top-masts are named TOP-SAILS; whereas, in other countries the tops have different names and the sails on the different tops have the name of the corresponding top. Thus one may meet with the names of 2-, 3-, and 4-masted topsail schooners having yards on at least the fore-mast. I do not propose to use these names for this class of sailing vessels and feel convinced that my classification is clearer and will prevent mix-ups. This is in accordance with the leading Dutch and German standard works and old-timers.

SQUARE-RIGGED VESSELS - Vessels having yards with square-sails on all masts are called FULL-RIGGED vessels, or more popularly, SHIPS. The SHIPS can be subdivided in 5-, 4-, and 3-masted ships. They also have a spanker on the aftermost mast and carry staysails. Although the BRIG is full-rigged on both her masts it is not called a 2-masted ship. The only 5-masted ship ever built was the **PREUSSEN** belonging to Mr. F. Laeisz, Hamburg, owner of the famous "P" line of sailing vessels. Unfortunately this vessel has never been depicted on a stamp.

BARQUES - These are both 4 and 3-masted. The 4-masted barque is square-rigged on the 3 foremost masts; the 4th mast, without yards, is rigged with the so-called "spanker" and a gaff-topsail. The 3-masted barque is square-rigged on the fore and mainmast, the mizzen-mast is rigged as the 4th mast above.

BARQUENTINE - May be either 3 or 4-masted. In either case only the fore-mast is square-rigged, the other masts carrying fore-and-aft rig only.

SCHOONER-BARQUE - As previously mentioned the British and Scandinavians call this a 3-masted top-sail schooner; however, I believe that "schooner-barque" is a more accurate name. These vessels have 2 or 3, perhaps 4 yards, rigged to the top of the fore-mast and the other masts are rigged fore-and-aft. The fore-mast also has a gaff-sail and a gaff-topsail.

BRIG - Two masts, both square-rigged, and having a spanker and maybe a gaff-topsail on the mainmast only.

BRIGANTINE - Two masts, the fore-mast square rigged, the main-mast rigged fore-and-aft.

SCHOONER-BRIG - Two masts, the fore-mast rigged as on a schooner-barque and the main-mast rigged fore-and-aft.

QUEER RIGS - One may meet with several, more or less, queer names given to some types of rigging. In most cases these odd types have been effected according to special wishes or instructions from the owner. An example of these

peculiar riggings, given the name of JACKASS-RIGGED by Lubbock, is the Dutch 4-masted vessel ARGO, square-rigged only at the tops of the two foremost masts and fore-and-aft rigged at the other two masts. Capt. J. Oderwald, a well-known and recognised Dutch Author, recommends the name "4-masted schooner-barque" for this type. The German owner Vinnen ordered not less than five 5-masted vessels, to be rigged with only 4 yards to the fore- and middle-mast (this name middle-mast was given by the Germans). Lubbock says about these vessels one might call them "Three-mast topsail schooners chasing two-mast topsail schooners." I have a picture of the CARL VINNEN which shows her under full sail carrying 3 square sails at her "middle-mast" and full-rigged at her fore-mast, and besides these sails she carries gaff-sails at her 5 masts and gaff-topsails at her 2nd, 4th, and 5th masts. I must also mention the name HERMAPHRODITE-BRIG, this peculiar name has long been forgotten and this type is now usually called a brigantine.

Of course, we now and then meet with reproductions of vessels dealt with by artists according to their taste and these artificial products can be accepted or overlooked by the collector. Most reproductions, however, are most striking and only a few exceptions do not resemble a vessel's shape.

FORE-AND-AFT RIGGED VESSELS - In the United States a great number of large schooners were built during and after the end of World War I. The schooner having the greatest number of masts was the 7-masted THOMAS W. LAWSON, built in 1902. Most of these schooners, I should feel inclined to state all of them, were by my definition GAFF-TOPSAIL SCHOONERS. I have learned that some of them not only had gaff-topsails but also carried top-mast staysails. Many of these schooners were later equipped with auxiliary combustion engines.

The smaller schooners with 2 or 3 masts, and in various types, have often been depicted on stamps and I think the following suggestions should be of some interest. I propose to divide the 3-masted schooners as follows: For those having top-masts to which a triangular gaff-topsail can be hoisted above the gaff of all three gaff-sails, I propose the name 3-masted GAFF-TOPSAIL SCHOONERS. (I chose this name in order to define precisely the difference between this type of vessel and the one given the name of TOP-SAIL SCHOONER by the English and Scandinavians.) Those having 3 short masts, without tops, to which only a gaff-sail is rigged I would call 3-masted GAFF SCHOONERS. The 2-masted schooners would be named in the same manner; that is, 2-masted GAFF-TOPSAIL and 2-masted GAFF SCHOONERS.

PORTUGUESE SCHOONER - The main-mast is much longer than the fore-mast and can carry a gaff-topsail which is not possible at the fore-mast. The bow has the form of a Clipper-bow.

YAWL and KETCH - These have two fore-and-aft rigged masts, the forward mast being much taller than the after one, and owing to the short length of the latter no gaff-topsail can be hoisted on it. The distinction between the two types is the placement of the short mast; in a YAWL it is stepped aft of the tiller and in the KETCH it is stepped forward of the tiller. Both of these types may be Bermuda rigged; that is, rigged with the modern lofty triangular fore-and-aft sail instead of the gaff-sail.

Finally, I wish to add that, for the most part, I have only dealt with vessels during the period from about 1800 to 1900 and that I have spoken about masts and top-masts combined, but among the vessels of smaller sizes one may meet with the so-called POLEMASTS. These are very long and consist of only one single piece and make it possible to lower the yards fully down to the deck. I have omitted to mention sailing vessels with only a single mast because these may practically be considered as yachts.

The following list classifies most of the sailing vessels depicted on stamps and will serve as a guide to the proper classification of others.

SAILING VESSELS DEPICTED ON STAMPS, CLASSED ACCORDING TO THE RIGGING

4-masted BARQUES:		
	Scott No.	
	New Caledonia	113 PRESIDENT FELIX FAURE
	New Zealand	OY30 PAMIR
	U.S.A.	802 (one of the two vessels in Port of Charlotte Amalie)
4-masted BARQUENTINE:		
	Brazil	742 ALMIRANTE SALDANHA
4-masted GAFF-TOPSAIL SCHOONER:		
	Bermuda	118 J.W. CLISE (and Liner MONARCH OF BERMUDA)
3-masted FULL-RIGGED SHIPS:		
	Br. Guiana	Various SANDBACH
	Belgian Congo	253
	France	666 (Beaudelaire)
	Greece	620 Sailing ship of 1820
	Poland	B37
	Uruguay	Cl15 LA EOLA
	U.S.A. (La Fayette)	1010 VICTOIRE
	U.S.A.	962 (Francis Scott Key)
	Panama	1
	New Zealand	234 AURORA, CUBA, ELEANOR
	New Zealand	269 JOHN WICKLIFFE and Barque PHILLIP LAING
	Liberia	20 and others on Coat of Arms
	Barbados	Various (Britannia)
	Costa Rica	2 and others on Coat of Arms
	Salvador	149 and others
	New Zealand	237 DUNEDIN
	Trinidad & Tobago	Various (Britannia)
	U.S.A.	567 W. F. BABCOCK
	Cuba	331 Ship and Liner REX
	Russia	1094 SENYAVIN
on coat of arms:		
	Algeria	145
	Algeria	217
	Australia	228
	Canada	210
	Chili	286
	Haiti	384

	Mauritius	109	and others
	Bahamas	85	and others
	Pitcairn	28	Ship Model
	Turks & Caicos Is.	1	and others (Dependency Badge)
3-masted FULL-RIGGED SHIP: (Training ships)			
	Italy	266	AMERIGO VESPUCCI
	Poland	B78	DAR POMORZA
	Germany	B111	DEUTSCHLAND
	Argentina	458	PRES. SARMIENTO
	"	567	" "
3-masted BARQUES:			
	Romania	B393	MIRCEA (Training ship)
	Angola	325	
	Ceylon	306	
	Finland	330	
	Hong Kong	173	(tea clipper)
	Reunion	96	
	South Africa	168	WANDERER (originally a brig)
	Bahamas	69	and others
	Haiti	314	
	Hawaii	75	
	Hawaii	81	
	Monaco	J40	
	New Zealand	276	CRESSY
	Venezuela	C395	(Arms of Miranda)
	Venezuela	C549	(Arms of Falcon)
	LOCAL GRIMSTAD (Norway)		
3-masted BARQUENTINES:			
	Reunion	176	
3-masted SCHOONER-BARQUE:			
	Jugoslavia	B90	JADRAN (Training ship)
3-masted GAFF-TOPSAIL SCHOONERS:			
	Bahamas	134	
	"	169	
	"	144	CARIBBEAN QUEEN
	Russia	2090	ZARJA (non-magnetic vessel)
3-masted GAFF-SCHOONERS (With 1 yard at foremast):			
	Aitutaki	29	
	Penrhyn	26	
	Rarotonga	62	
3-masted GAFF-SCHOONERS:			
	Singapore	36	ALBATROS
BRIGS:			
	Canal Zone	142	
	Jamaica	84	
	New Zealand	236	H.M.S. BRITOMART
	Peru	348	SACRAMENTO
	Romania	396, B67	MIRCEA (Training ship)
	Br. Guiana	104, 106	SANDBACH (with only 2 masts)

BRIGANTINES:

New Foundland	59
St. Pierre & Miquelon	106
Ceylon	270
"	289

SCHOONER-BRIG:

Guadeloupe	191
New Foundland	30
" "	67
St. Pierre & Miquelon	300

2-masted GAFF-TOPSAIL SCHOONERS:

Barbados	241,221	FRANCES W. SMITH
"	239	(Harbour Police)
Cayman Islands	110	REMBRO
" "	132	ZIROMA
Bermuda	105	SONG OF THE WIND
Cook Islands	87	
French Guyana	V3	
Netherlands	B63	
Bermuda	28	(at left)
Canada	158	BLUE NOSE
Colombia	646	
Curacao	164	
Monaco	237	L'HIRONDELLE I
Singapore	33	(Palari)

2-masted GAFF-SCHOONERS (with 1 yard at foremast):

Gilbert & Ellice Is.	49	NEMANOA
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2-masted GAFF-SCHOONERS:

Colombia	6250	
Cook Islands	153	MESSENGER OF PEACE
Cyprus	175	
New Foundland	252	STRATHCONA II & MARAVAL
St. Pierre & Miquelon	616	
" "	617	
Br. Solomon Islands	96	MIENA
Tonga	102	AONIU & Auxil. HIFOFUA
Barbados	225	(at left)

Intentionally I have not mentioned WARSHIPS, but have named the training ships and the brig BRITOMART as these, according to my opinion, are not special fighting ships.

Auxiliary engines have been placed in the antarctic ships and the polar ship FRAM. The FRAM should be classified as a BARQUENTINE rigged vessel; also the Falkland stamps depicting the ENDURANCE, FRANCAIS, and DISCOVERY show barquentine rigged vessels, the DISCOVERY is hard to classify but I should give her the identification of a full-rigged ship; whereas, the POURQUOI-PAS?, the BELGICA, SCOTIA, and ANTARCTIC definitely show barque-rigged vessels. The Argentine and Romanian stamps also are barque-rigged but the PENOLA, on the Falkland stamp, in my opinion should not be classed as a 3-masted schooner but, since she is rigged similar to the FRAM with a yard as well as a topsail on the foremast, the name should be barquentine-rigged.