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Names and characteristics of 18th century Croatian ships in the Adriatic Sea from the *Croatian Maritime Regesta v. I*

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This paper analyzes all the names and characteristics of ships registered in the *Croatian Maritime Regesta v. I*, which represent 4,890 documents with 18th c. information on the entries and exits of ships from several Adriatic ports. A total of 6,479 sailing ships have been found under 55 different terms. A comparative analysis of their characteristics and specific features has proven that in the 18th c., between the ports of Adriatic coasts, intensive trading was taking place on a daily basis. From the analysis it is evident that the merchants and small *paroni* preferred to use smaller ships, with a deadweight tonnage of between 20 and 300 t, which were faster and easier to manage, with good sailing properties. These were primarily *trabaccolos* (accounting for 22.7% of trade), then *pielegos* (21%) and *tartanes* (15.4%), *brazzeras* (5.2%), *marcilianas* (2.7%), *polacres* (2.4%), *barche* (1.6%) and *grippos* (1.4%). Smaller ships under 300 t of deadweight tonnage accounted for as much as 76% of the total sailers listed, while the larger ships, with over 300 t of deadweight tonnage, among which were frigatoons (5.3%) and huge *navas* i.e. vessels (5.2%), accounted for 14% of the total, predominantly extra-Adriatic and extra-Mediterranean traffic. From the average size of the ships it was concluded that the 18th c. in the Adriatic was characterized by sailing within its confines and by highly dynamic small and medium

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entrepreneurs: ships were constructed, used to transport goods and passengers, and to trade via maritime routes all along the Italian coast.

Keywords: ships, boats, Croats, Adriatic, seafaring, trade, *trabacolo*, *pielego*, tartane, frigatoon, brazzera, *nava*, marciliana, polacre.

1. Introduction: Croatian seafaring tradition

With their arrival to the Adriatic Sea in early 7th c., Croats must have brought along from their original homeland the knowledge and skills of sailing and shipbuilding. Three decades after their arrival, we find them in 642 with combat ships in Siponto, Apulia, where they were helping the Byzantine Empire against the Langobards: in such a short period of time they managed to get to know the Adriatic Sea with all its characteristics and particularities (winds, currents, maritime geography, etc.), and with incredible resourcefulness to adapt their knowledge from river to marine shipbuilding (Čolak, 1985, 639; Kojić, 1962, 77; Kozličić, 1993, 14, 45–46; Praga, 1981; Raukar, 2007, 348). The desire for communication, the need for trade and profit, as well as the necessity to survive in such an expansive basin as the Adriatic Sea, all played their part. Along those lines – “the importance of seafaring for the economic development and cultural progress of the humankind” – is also the well-known adage attributed to the Greek philosopher Plutarch: *Navigare necesse, vivere non necesse* (Stražičić, 1987, 2).

To what extent fishing was an important branch of their everyday economic life is testified to by the first written document on fishing among Croats dating back to the year 995 (Čolak, 1962, 394; Boko, 2005, 14). The 12th century, in which the above transcripts of the document dating back to the 10th c. were preserved, is also the century of the construction of two well-preserved medieval boats in the bay of Nin, which astonished not just expert historians, archeologists and conservationists, but also the broader public, precisely because they testify very vividly to the everyday life of the ordinary man on the eastern Adriatic coast (Radić Rossi & Liphschitz, 2010, 257–270).

Trading agreements between the cities of those two Adriatic coasts, which had proliferated incredibly since the 12th c., further speak of the natural orientation of the inhabitants of the Croatian and Italian coast to each other’s cultural, trade, political and religious cooperation. At that time already there were agreements between various Croatian rulers and coastal cities. The documents between Dubrovnik and Molfetta date back to 1148,

and with Pisa to 1164. Rovinj signed agreements with Fano and Ancona in 1190, with Monopoli and Bari in 1199, and with Termoli in 1203 (Luetić, 1969, 8–9; Novak, 2004, 89-90).

Once they were tested, the routes multiplied, and mutual connections were strengthened with contacts even on a daily basis. The same trends can also be observed from the religious aspect, where pilgrimages and religious connections bear witness to the great presence of Croats on the Italian coast, from Veneto in the north, all the way to Apulia in the south. Croats associated in fraternities, built churches and inns since as early as the 14th c. (Čoralić, 2001, 63–67; Grimaldi, 2001, 258; Moroni, 2003). We can see our people from all Croatian regions making pilgrimages all over Italy: to Padua, Rome, Assisi, Loreto, Bari and elsewhere (Čoralić, 2010).

The relationship between Croatian princes (*dux Croatorum*) and subsequently kings, with Venice, from the medieval ages onwards, was always very volatile: from the initial Venetian payment of *solitus census* to the Croatian rulers from the 9th c., for the right of passage along the eastern coast, through the final fall of Dalmatia under the rule of the *Serenissima* in 1422, all the way to its demise in 1797 (Čolak, 1985, 631; Poparić, 1899, 67).

This period of Venetian dominance was the time of the incredible story of the *Uskoks* and their bold defiance against *La Dominante*, which lasted for all of 80 years, when in 1618 the Habsburg imperial authorities intervened and moved the families of Senj inland (Novak, 2004, 37-66). The most incredible aspect of this struggle was precisely the shipping of the *Uskoks* of Senj, who, unlike Venice, did not have an organized naval force or a real war navy, let alone a state to finance their ventures. They utilized their admirable familiarity with the coast, capabilities of navigating even the fiercest bora or southern wind, and amazing inventiveness. Their boats, *ormanice*, were 10-14 m long, up to 2.5 m wide and rudderless. To prevent the sails from betraying them, they used oars to propel their boats, which could transport between 12 and 50 *Uskoks*. In the middle they had a hatch which was closed with a wooden plug and tow, to be able to sink the boat quickly if needed (Kozličić, 1992, 57-68; Kozličić, 1993, 89).

The types and characteristics of Croatian ships, in particular those in the 18th c., are the topic of this paper. The documents pertain to the last century of the existence of Venice as a free republic, and speak of overseas connections in peace-time. The time from 1669 to 1797 marks the period of 128 years without a single war: such a period of peace had not been enjoyed in the Adriatic since the Roman era (Novak, 2004, 147).

2. Analysis of sources

The *Regesti marittimi croati/Croatian Maritime Regesta*, v. I, (hereinafter RMC I), analyzed here, contain 4,890 published sources from the following Italian funds:

- *Archivio di Stato di Venezia (ASV), Cinque Savi alla Mercanzia (CSM), Levante e Ponente;*
- *ASV, CSM, Consolato Veneto d'Ancona, Registro di approdi e spedizioni, Legni sudditi;*
- *ASV, CSM, Scritture dei Capi di Piazza;*
- *ASV, CSM, Manifesti di esportazioni;*
- *ASV, CSM, Diversorum;*
- *ASV, CSM, Naufragi;*
- *ASV, CSM, Consoli dei mercanti, Prove di fortuna;*
- *ASV, Giudici al Forestier, Terminazioni d'Avaree;*
- *ASV, CSM, Manifesti rilasciati ai parcenevoli e capitani, Levante;*
- *ASV, Provveditori alla Sanità, Lettere ai Provveditori;*
- *ASV, CSM, Lettere dei Consoli;*
- *ASV, CSM, Navi estere;*
- *ASV, CSM, Cotoni d'Alessandria e Durazzo;*
- *ASV, CSM, Dragomani;*
- *ASV, CSM, Dogana da Mar;*
- *ASV, CSM, Lettere dei Consoli di Durazzo;*
- *ASV, CSM, Lettere dei Consoli di Scutari;*
- *ASV, CSM, Lettere da Scutari;*
- *ASV, CSM, Lettere del priore del Lazzaretto di Spalato;*
- *ASV, Provveditori alla Sanità, Lettere ai Consoli;*
- *ASV, CSM, Navi recuperate a Durazzo;*
- *Archivio di Stato di Fano (ASF), Archivio Comunale (AC), Il Giornale del Porto;*
- *ASF, AC, Giornale del Libro Maestro del Porto;*
- *ASF, AC, Naufragi (Čolak, 1985).*

The material primarily pertains to the entries and exits of ships from the relevant ports, to the prices of waterage and other charges. Moreover, it relays events and anecdotes occurring when doing business or in connection with trade routes, sailing routes and movement of goods. It describes accidents, robberies, corsair attacks and various conflicts. We can read stories of people's journeys, and of the transport of livestock and goods. These documents give us a glimpse into the everyday life of 18th c. Adriatic. We also find out that "the sailing routes along the eastern Adriatic coast from

antiquity to the first centuries of the new era had not changed” (Pavić, 2003, 182), which is *de facto* also indicated by the RMC I documents.

Table 1 presents cross-referenced data on 55 different terms for ships found in the regesta (a regest is a document in concise form which contains all the relevant data from the original document). In total there are 6,479 names of ships and boats. As the documents were written in Italian, Venetian or Latin, the table specifies the Italian, Croatian and English terms, followed by the length, width, deadweight tonnage (DWT) and height. A comparative review of the relevant literature and of Italian, Croatian and foreign maritime dictionaries, lexicons and encyclopedia yielded data on the crew, number of oars, ship’s boats if there were any, the number of masts, types of sails and the purpose of the sailing ship.

With regard to the use of every type of ship, information is also provided on the number of cannons, though one should bear in mind that due to the precariousness of the sea, in other words the presence of not only paid corsairs and bandits (i.e. pirates), this is the century in which in the Adriatic we also find Russian and other unfriendly ships and fleets. Therefore, even if they did not have cannons, we can see from the documents that Croats were well armed and very capable, not just in terms of sailing but also of combat: “*Gente atta alla marina, et all’armi*” (Čolak, Podhraški Čizmek, 2017, doc. n. 280). The last piece of data refers to the frequency of every term in RMC I.

Table 1 Types and characteristics of ships in RMC I /

No.	Ship	Croatian term	English term	Length m	Width m	DWT	Height m	Crew	Oars	Ship's boat	No. of masts	Can-nons	Type of sail	Purpose	%	Total no.
1	Barca	Barka/ brodica	Bark/ Small sailing ship	4-8		5-40		2-4	2-6	no	1		lateen	transport of goods, fishing	1,61%	104
2	Bastimento	Baštimentat/ brod	Ship/ Sailer											COMMON NOUN FOR A SHIP	8,01%	519
3	Battello	Lada/ladica	Ship/ Sailer											COMMON NOUN FOR A SHIP	0,14%	9
4	Brazzera	Bracera	Brazzera	7-17	3-4	2,5-70	0,5-2	4-8	2-4	yes	1-2		lateen, lugsail	cargo trans-port	5,20%	337
5	Brick	Brik	Brig	26-32	6-9	100-240	3,5-6	11-17		1-2	2-3		square, staysail and gaff	trade, courier, warfare	0,05%	3
6	Brigantino	Brigantín	Brigantine			100-300		13-16	8-16		2	10-20	square and gaff	warfare, reconnaissance, convoy	0,48%	31
7	Caichio/caichio/caicco	Ka(i)ć/ kaik? >tur.	Caïque >Turkish	2-6		up to 1			yes	no	1			ship's boat	0,05%	3
8	Checcia	Ćeća/keć/ kekja	Ketch	12-20	4-7	60-230		16			2-3		square, gaff and lateen	extra-Adriatic sailing	0,85%	55

9	Cotter	Kuter	Cutter	8-15	3-6	20-50	1.2-2	2-3		1-2	2	square or gaff	0,02%	1
10	Feluca	Feluka/ Filjuga >arap.	Felucca >Arabic	8-15	3-4	15-70		4-16 yes		1-2		lateen	1,11%	72
11	Fregata	Fregata	Frigate			300-400		20-25		2-3	18-60	square	0,17%	11
12	Fregatone	Fregaton/ fregadun	Frigatton			80-500				3		square and gaff	5,25%	340
13	Fusta	Fušta = Galeotta, mala galija	Foist = galliot, small galley	up to 25		up to 500							0,08%	5
14	Gaeta	Gajeta	Gaeta	5-12	2-4	2-12	1-1.30	1-9	no	1		lateen and/ or lugsail	0,35%	23
15	Galea/galera	Galija/ galera	Galley	40-50	5-10	over 1,000		up to 150	yes	2	yes	lateen	0,06%	4
16	Galeone/on- cino	Galijun/ galijunčić	Galleon/ Gallion	15-30	5-10	30-600	2-5	10-75		2-3	up to 30	square and lateen	0,09%	6
17	Galeotta	Mala galija/ galijica	Galliot	17-25	4-5	up to 500		up to 100	32-46	1-2	6-18	lateen	0,28%	18
18	Gazzella	?	Gazzella										0,23%	15

19	Goletta	Goleta/ škuner	Schooner	20-26	5-6.5	50-250		5-7		2-7	gaff and square	trade	0,03%	2
20	Gondola/gon- doletto	Gondula	Gondola/ Gondo- letto				4		1		lateen	fishing, trans- port of people	0,03%	2
21	Grippetto	Gripet	Grippetto/ Small grippo	-	-	12-15	2		1-2		lateen	fishing, trade, passengers, corsairs	0,77%	50
22	Grippo	Grip	Grippo	10-15	1.5-5	15-100	10-12	3-20	1-2	yes	lateen	fishing, trade, passengers, corsairs	0,60%	39
23	Guata	??	Guata										0,02%	1
24	Lancia	Lanca/ šajka?	Skiff	7-10	2-3	2-100	2	2-4	1-2		lateen or lugsail	fishing, pas- sengers, cor- sairs	0,03%	2
25	Latina	Mala lata?	Latina - Small lata?										0,23%	15
26	Legno	Brod >lig- num drvo	>lignum fig. = wood = Ship									COMMON NOUN FOR A SHIP	1,94%	126
27	Leuto	Leut >arap.	Leuto >Arabic	7-12	2.5-2.8	4-8	4-6	7-14	1		lateen and/ or lugsail	fishing, trans- port of goods	0,03%	2
28	Londra	Londra > londrum	Londra > londrum									trade	0,11%	7

39	Pedotta/peota/peotina	Pedota/peota	Pedotta/peota/peotina	up to 30															0,68%	44
40	Peota latina	Latinska pe(d)ota	Peota latina																0,02%	1
41	Petaccio/petae-chio	Patač/pataka	Patache	80-300		6-7	15	6-7			2-3	6-8	square, lateen, staysail	courier, patrol, reconnaissance, war, pilot boat, customs					0,54%	35
42	Pielego/pieleghetto	Pelig	Pielego	15-100	up to 2,5	up to 6	11-28	up to 6			2-3		lugsail and gaff	trade, fishing, warfare, corsairs					20,99%	1.360
43	Piffero	?	Piffero											trade					0,02%	1
44	Pinco/pinchetto/pincotto	Pinka	Pink	45-150						3			lateen and square	trade, passengers					0,40%	26
45	Polacca	Pulaka	Polacre	60-230		5-7	15-20			2-3	2-3	2-12	square and lateen + staysail and gaff	trade, passengers					2,41%	156
46	Saica/saicotta	Šajka >tur.	Saick >Turkish	30-140							2		square, staysail or lateen	trade, passengers					0,05%	3
47	Salamandron/e	?	Salamandrone																0,06%	4

48	Sciabecco/ sciabecchino	Šambek >arap.	Xebec	30-42	7-7.5	150-300	10-30	20	yes	3	14-24	lateen	corsairs, trade, fishing, courier, post, warfare	0,52%	34
49	Sultana	?	Sultana											0,03%	2
50	Tartana	Tartana	Tartane	13-18	5-7.5	80-250	10-20		yes	1-3	6-14	lateen, square or lugsail	cargo, passen- gers, fishing, warfare	13,43%	870
51	Tartanella	Tartanella	Tartanel- la/Small tartane			10-50	4-6			1-2		lateen, square or lugsail	cargo, passen- gers, fishing, warfare	1,44%	93
52	Tartanone	Tartanon	Tar- tanone/ Big tar- tane	12-20	4-6	150-300	15-20			3		lateen, square or lugsail	cargo, passen- gers, fishing, warfare	0,35%	23
53	Trabaccolo/ etto /73	Trabakul/ trabakula	Trabac- colo	12-30	3-8	14-200	3-8	up to 4	yes	2-3		lugsail	cargo, trade, fishing	22,72%	1.472
54	Urea	Urka	Urca	21	5.5	300-800				1-2		lateen	trade	0,02%	1
55	Vascello	Vaşel = Nava >vas- cellum	Vessel = Nava >vascel- lum	16-18	6-8	130-800	20-24		2-3	2-4	4-8	square and lateen	trade, warfare	1,27%	82
	~ = similar												TOTAL	100%	6.479

An analysis of the ships in terms of frequency yields an interesting account of which ships were mostly purchased and constructed. Table 2 below lists the ships with the term used for them, frequency of mention in the documents, and the relative percentage vs the total number of ships in RMC I.

Table 2 Frequency of ships in RMC I /

No.	Ship	Croatian term	English term	DWT	%	Total no.
1	Trabacolo/etto (73)	Trabakul/trabakula	Trabacolo	14-200	22,72%	1.472
2	Pielego/pieleghetto	Pelig	Pielego	15-100	20,99%	1.360
3	Tartana	Tartana	Tartane	80-250	13,43%	870
4-7	NOME COMUNE	COMMON TERM	COMMON TERM		10,28%	666
8	Fregatone	Fregaton/fregadun	Frigatoon	80-500	5,25%	340
9	Brazzera	Bracera	Brazzera	2,5-70	5,20%	337
10	Nave/nava	Nava	Nava	130-800	3,84%	249
11	Marsiliana	Marsilijana	Marsiliana	60-400	2,69%	174
12	Polacca	Pulaka	Polacre	60-230	2,41%	156
13	Barca	Barka/brodica	Bark/Small sailing ship	5-40	1,61%	104
14	Tartanella	Tartanela	Tartanella/Small tartane	10-50	1,44%	93
15	Vascello	Vášel = nava >vascellum	Vessel = Nava >vascellum	130-800	1,27%	82
16	Felucca	Feluka/Filjuga >arap.	Felucca > Arabic	15-70	1,11%	72
17	Checchia	Ćeća/keč/kekja	Ketch	60-230	0,85%	55
18	Grippetto	Gripet	Grippetto/Small grippo	12-15	0,77%	50
19	Pedotta/peota/peotina	Pedota/peota	Pedotta/peota/peotina	up to 30	0,68%	44
20	Grippo	Grip	Grippo	15-100	0,60%	39

21	Petaccio/petacchio	Patač/pataka	Patache	80-300	0,54%	35
22	Sciabecco/sciabeccchino	Šambek > arap.	Xebec > Arabic	150-300	0,52%	34
23	Brigantino	Brigantin	Brigantine	100-300	0,48%	31
24	Pinco/pinchetto/pincotto	Pinka	Pink	45-150	0,40%	26
25	Gajeta	Gajeta	Gaeta	2-12	0,35%	23
26	Tartanone	Tartanon	Tartanone/Big tartane	150-300	0,35%	23
27	Galeotta	Mala galija/galijica	Galliot	up to 500	0,28%	18
28	Gazzella	?	Gazzella		0,23%	15
29	Latina	Mala lata?	Latina - Small lata?		0,23%	15
30	Fregata	Fregata	Frigate	300-400	0,17%	11
31	Mozza = tartana mozza	= odsječena tartana	Mozza = Cut-off tartana		0,15%	10
32	Martigao	Martigana ~ šambek/keč	Martigana ~ xebec/ketch		0,14%	9
33	Manzera	Manzera > manzo = govedo	Manzera > manzo = ox	120-180	0,12%	8
34	Londra	Londra > londrum	Londra > londrum		0,11%	7
35	Galeone/oncino	Galijun/galijunčić	Galleon/Gallion	30-600	0,09%	6
36	Fusta	Fušta = Galeotta, mala galija	Foist = Galliot, small galley	up to 500	0,08%	5
37	Galea/galera	Galija/galera	Galley	over 1,000	0,06%	4
38	Nave da guerra	Ratni brod	Warship		0,06%	4
39	Salamandron/c	?	Salamandrone		0,06%	4

40	Briek	Briek	Briek	100-240	0,05%	3
41	Caichio/caicchio/caicco	Ka(j)ic/kaik? >tur.	Caique > Turkish	up to 1	0,05%	3
42	Saica/saicotta	Šajka >tur.	Saick > Turkish	30-140	0,05%	3
43	Goletta	Goleta/škuner	Schooner	50-250	0,03%	2
44	Gondola/gondoleto	Gondula	Gondola/Gondoleto		0,03%	2
45	Lancia	Lanca/šajka?	Skiff	2-100	0,03%	2
46	Leuto	Leut >arap.	Leuto > Arabic	4-8	0,03%	2
47	Nave atta/navetta	Ratna nava	Nave atta = State warship		0,03%	2
48	Sultana	?	Sultana		0,03%	2
49	Cotter	Kuter	Cutter	20-50	0,02%	1
50	Guata	??	Guata		0,02%	1
51	Lonza	~ Lancia = lanca	Lonza ~ Skiff	2-100	0,02%	1
52	Pandora	Pandora ~ Mala marsilijana	Pandora ~ Small marciliana		0,02%	1
53	Peota latina	Latinska pe(d)ota	Peota latina		0,02%	1
54	Piffero	?	Piffero		0,02%	1
55	Urca	Urka	Urca	300-800	0,02%	1
	~ = similar	TOTAL			100%	6.479

Before the beginning of the analysis, a figure is provided with the main types of sail, in order to facilitate the understanding of the subsequent overview.

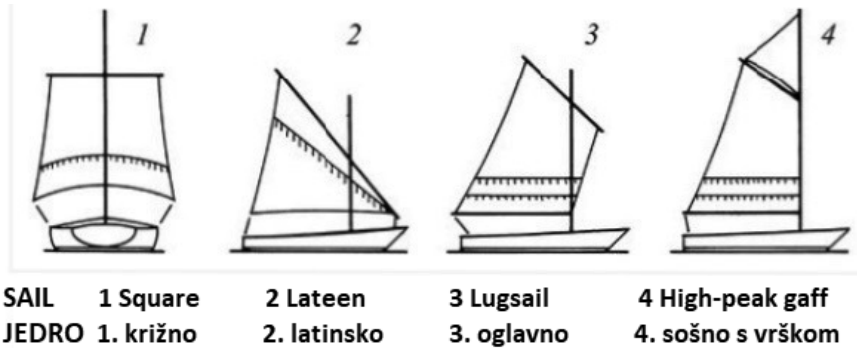


Figure 1 Main types of sail²

Thus we see that the *trabaccolo* (dim. *trabacchetto*), Croatian *trabakul*, English *trabaccolo*, is a ship dominant among all types of small craft. It appears as many as **1,472** times (of which 73 as **small trabaccolo**), which amounts to **22.72%**. This is a sailing ship with a broad variety of dimensions: length of 12-30 m, width of 3-6 m and DWT of 14-200 t. The height was 1.5 m, the ship was manned by a crew of 3-8, powered by up to 4 oars, and had a ship's boat in tow. She typically had two masts with lugsails, and was used for trade and fishing purposes. Due to her features, she was obviously the most well-known and favorite trading ship in Adriatic navigation in the 18th c. (Brajković & Mardešić, 1972–1989, s. v.; De Nicolò, 2013b, 38–42; Divari, 2009, 196–199; Kozličić, 1993, 217–219; Luetić, 1969, 64, 94; Munerotto, 2017, XXVIII; Simović, 1990, s. v.; Usberghi, 2009, 97–98; Vekarić, 1960, 49–53; Vidović, 1984, s. v.). As the dimensions of ships and boats often vary from one author to another, the minimum and maximum dimensions were taken bearing in mind the dating, i.e. 18th c. in which, as we can see in the RMC I documents, a reduction in DWT is observed.

2 <https://www.enciklopedija.hr/Natuknica.aspx?ID=28922>.



Figure 2 *Trabaccolo* of Pelješac³

Pielego and *pieleghetto* (= small *pielego*), Croatian *pelig*, is the second most represented ship in RMC I. She appears as many as **1,360** times, which represents **21%** of all ships. This is a sailing ship 11-28 m long, up to 6 m wide, with a DWT of 15-100 t. Her height was up to 2.5 m, she was manned by a crew of 3-6, powered by up to 4 oars and 2-3 masts with lugsails and gaffs. Due to these characteristics she was right alongside the *trabaccolo* as a means of trade. In various documents she is also called a “small *trabaccolo*”, which suggests the great similarity in their constructions. The terms *pielego* and *pieleghetto* denote there was great variety in the size and construction of the *pielegos*, but this applies to all the ships in this analysis, as evident from Table 1 (Brajković & Mardešić, 1972-1989, s. v.; Čolak, 1985, 7; Kozličić, 1993, 219–222; Mendeš, 2006, 16; Simović, 1990, s. v.; Usberghi, 2009, 94; Vekarić, 1960, 50–53; Vidović, 1984, s. v.).

³ <http://img355.imageshack.us/img355/5822/pa230044jd1.jpg>, 08.05.2013.

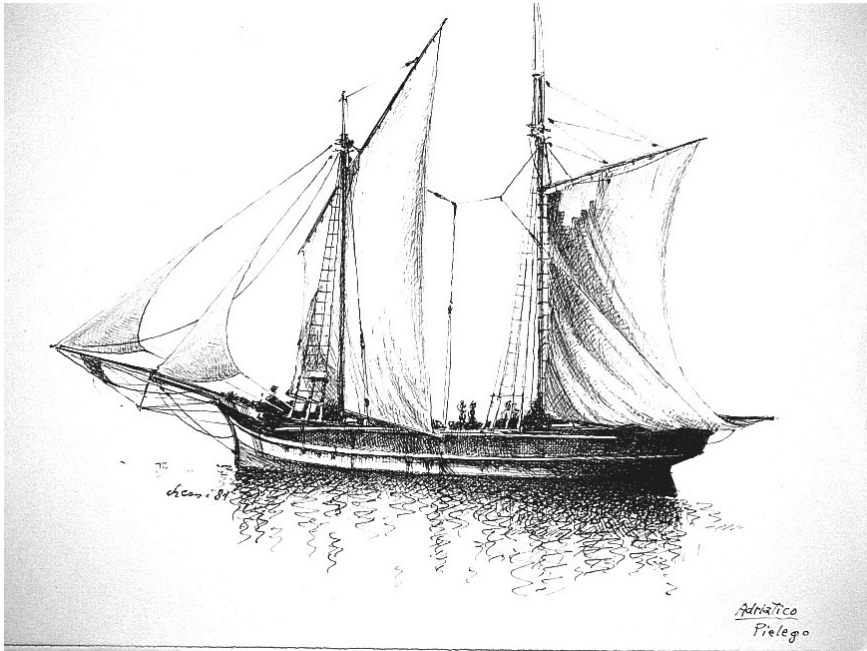
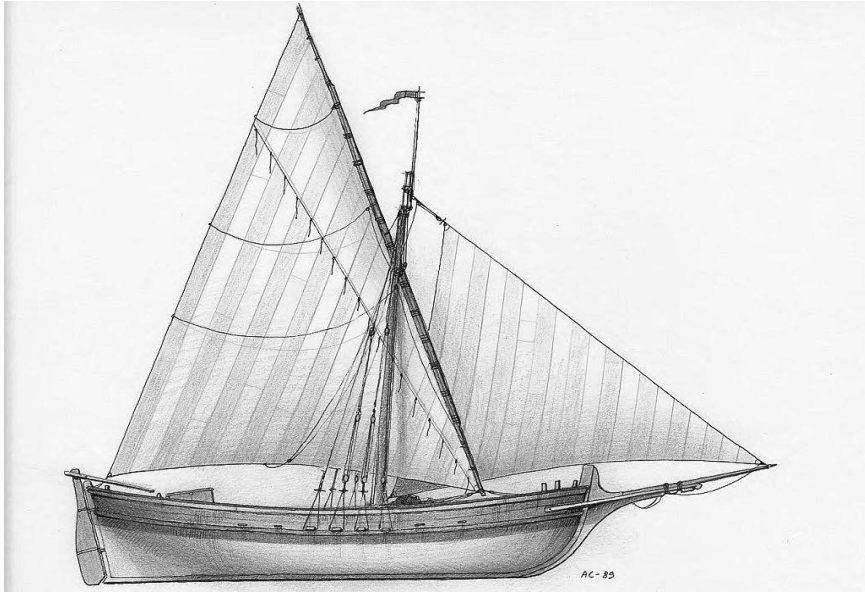


Figure 3 *Pielego*⁴

Tartana, with the same name in Croatian, **tartane** in English, denotes a Mediterranean type of sailing ship with very diverse deadweight tonnage ranging from 10 to 300 t, with a crew of 4-20 members. She had a ship's boat in tow and 1-3 masts with lateen, square or lugsails. This ability to change the type of sail depending on the wind made her very agile. She was used to transport cargo and passengers, but also for fishing. As a warship she was armed with 6-14 cannons; a special mention should be given to the *tartane of Boka* (Brajković & Mardešić, 1972-1989, s. v.; Čolak, 1985, 8; De Nicolò, 2013a; De Nicolò, 2013b, 32-35; Divari, 2009, 212-219; Kozličić, 1993, 177-183; Luetić, 1964, 29; Luetić, 1969, 63-64; Munerotto, 2017, XXX; Simović, 1990, s. v.; Usberghi, 2009, 90; Vekarić, 1960, 49, 264-271; Vidović, 1984, s. v.). She appears **870** times in the documents, i.e. **13.4%**, and is the third most common ship after the *trabaccolo* and *pielego*. The sum total of **all types of medium-sized and small tartanes** yields the number of **996**, i.e. **15.4%**.

4 http://www.cherini.eu/etnografia/PV/slides/PV_0107.html, 08.05.2013.

Figure 4 Tartane⁵

Tartanella in the diminutive, Croatian **tartanela**, denotes a small tartane, with 10-30 t of DWT (sometimes also 2-4 t), manned by a crew of 4-6, bearing 1 or 2 masts with a lateen, square or lugsail. She was used for fishing, but also to transport goods. We find her **93** times in the documents of RMC I. It is interesting that Vidović cites Š. Milivoj Milošević, who writes in *The Sailing Ships of Boka from 1710 to 1730 (Bokeljski jedrenjaci od 1710. do 1730. godine)*, GPMK, 1964, that tartanes account for 31% (217:702) of all ships (Vidović, 1984, s. v.; Brajković & Mardešić, 1972-1989, s. v.; De Nicolò, 2013a; Luetić, 1969, 64, 90, 94; Simović, 1990, s. v.; Vekarić, 1960, 264-271).

Tartana mozza, or simply **mozza** i.e. ‘cut-off’ or short tartane, is mentioned **10** times in the documents. She was probably one of the many versions of this very common ship in the Adriatic.

Tartanone, Croatian **tartanon**, augmentative of tartane, denotes a large tartane with a DWT of 150-300 tons. Of special note is *tartanone pesarese*; we find her **23** times in RMC I (Brajković & Mardešić, 1972-1989, s. v.; De Nicolò, 2013a; De Nicolò, 2013b, 32-35; Divari, 2009, 212-219; Simović, 1990, s. v.; Vidović, 1984, s. v.).

The common terms for ships are: *bastimento*, *legno*, *battello* and *naviglio*, and will be analyzed together. They come in fourth with regard to frequency, **666** times collectively, i.e. accounting for **10.3%** of all the

⁵ <http://www.cherini.eu/etnografia/NBM/slides/Tartana.html>, 08.05.2013.

mentioned ships. *Bastimento*, Croatian *baštimentat/brod*, in English simply **ship**, appears **519** times. *Legno* (from Latin *lignum*, meaning wood) is a synecdoche for a **ship** or a **sailer**. We find her **126** times in the documents. *Battello* is also used as a common term for all ships, and is mentioned **9** times. *Naviglio* (from Latin *navis*) literally denotes a **ship**: she appears **12** times in the regesta.

Fregatone, Croatian *fregaton* or *fregadun*, English **frigatooon**, very similar to a frigate, but larger, with a greatly variable DWT of 80-500 t. This is a merchant ship which since the 18th c. had 3 masts with square and gaff sails and was armed. In the figure below she is shown in the Dubrovnik panorama precisely in the 18th c. There are **340** mentions of her in RMC I, i.e. **5.3%** (Brajković & Mardešić, 1972-1989, s. v.; Luetić, 1964, 27; Luetić, 1969, 62-64. 90–94; Simović, 1990, s. v.; Vekarić, 1960, 50–53, 264-271; Vekarić, 1962, 156; Vidović, 1984, s. v.).



Figure 5 Frigatooon⁶

Brazzera, Croatian *bracera*, denotes a sailer, 7-17 m long, 3-4 m wide, 0.5-2 m high, of medium and small DWT of 2.5 to 70 t. Her crew consisted of 4-8 members, and she could have 2-4 oars. She usually had a dinghy in tow, was powered by 1 to 2 masts with lateen and lugsails, and used to transport cargo. In RMC I she is mentioned **337** times, i.e. **5.2%**. In Čolak,

6 <http://s20.postimg.org/4okmwosd/PC290035.jpg>, 08.05.2013.

the analyzed *brazzeras* range between 28,000 and 35,000 liters of capacity (i.e. approx. 28-35 t) and belong among the smaller ships used by the Croats to cross the Adriatic in the last decade of the 18th c. (Čolak, 1969, 612–634; Čolak, 1972, 331–348; Brajković & Mardešić, 1972–1989, s. v.; Divari, 2009, 145–153; Kozličić, 1993, 215–217; Simović, 1990, s. v.; Usberghi, 2009, 89; Vidović, 1984, s. v.).



Figure 6 *Brazzera*⁷

Nava is one of the largest sailing ships of the time: this is a ship of 16-18 m in length, 6-8 m in width, with a variable DWT of 130-800 t (in Pelješac, 130-330 t), manned by a crew that could exceed 20 members. She had 2-3 ship's boats, and 2-4 masts with square and lateen sails. She was used for trade on more distant routes, not just from the Adriatic north to south (Ionian islands) but all over the Mediterranean, and further on towards northern seas. In the documents we find her in several versions: *vascello* (Croatian *vašel*, English *vessel*), *nave da guerra* (warship), *nave atta*. Adding it all up, we get **337** mentions, i.e. **5.2%** of the total ships (Brajković & Mardešić, 1972–1989, s. v.; Kozličić, 1993, 148–153; Luetić, 1964, 33; Luetić, 1969, 94; Vidović, 1984, s. v.; Munerotto, 2017, XXIV; Simović, 1990, s. v.; Vekarić, 1960, 55–56, 62, 264–271; Vidović, 1984, s.

⁷ <http://www.euronautica.net/barche-epoca/foto/brazzera-pirano1-400.jpg>, 08.05.2013.

v.). *Nave atta*, *naveatta* or *navetta* is a merchant ship additionally armed with cannons, also a public or state warship. This one had a dual role, being used for both warfare and trade (Čolak, 1985, 163; Pizzetti, 1999, 219–221).

Marciliana is the Croatian *marsilijana*. This is a medium-sized to large cargo sailing ship with a variable DWT of 60-400 t (in Dubrovnik there is record of the “blunt”, “sharp” and *marciliana magna*), of 7.5-8 m in width, with an average DWT of 60-180 t (as much as 400-600 for the large ones in Dubrovnik), and of 2.7 m in height. She had 3-4 masts with square and lateen sails, and was used for trade (hence the name *>merce/mercatura* = merchandise/trade). We find her 174 times in RMC I, i.e. 2.7% (Kozličić, 1993, 109–113; Brajković & Mardešić, 1972–1989, s. v.; De Nicolò, 2013b, 25-29; Luetić, 1964, 31–32; Luetić, 1969, 64; Mendeš, 2006, 16; Munerotto, 2017, XXVII; Simović, 1990, s. v.; Usberghi, 2009, 93; Vekarić, 1960, 50–53, 264–271; Vekarić, 1962, 156; Vidović, 1984, s. v.).



Figure 7 *Marcilianas* and a galley in front of Zadar⁸

Polacca is *pulaka* in Croatian and *polacre* in English. Her DWT was 60-230 t, and the crew could vary between 8 and 12 members. The polacre had ship's boats in tow and 2-3 masts with square, lateen, staysails and gaff sails. She was used for trade and passenger transport, and if needed could be equipped with 2-12 cannons. Vidović also mentions that she was similar to a *brazzera*, but that she originates from the Arabic *feluka*, through Italian *felucca* to Croatian *filjuga* (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 10; Kozličić, 1993, 156–160; Luetić, 1964, 28, 36; Luetić,

8 Santini, G. Detail of a drawing, year 1665. Muzej grada Splita. In: Novak, G.; Maštrović, V. (1962). Pomorski zbornik, Institut za historijske i ekonomske nauke Zadar JAZU. Zagreb, p. 1587.

1969, 62, 93; Vidović, 1984, s. v.; Simović, 1990, s. v.; Usberghi, 2009, 95–96; Vekarić, 1960, 58, 62, 264–271; Vekarić, 1962, 156; Vidović, 1984, s. v.). The documents even mention “*tartana ossia polacca*”, which means that the lines of the shape were not sharp, or the *paroni* repurposed them themselves as needed (Čolak, 1985, doc. n. 1693). We find her in RMC I in **156** instances.

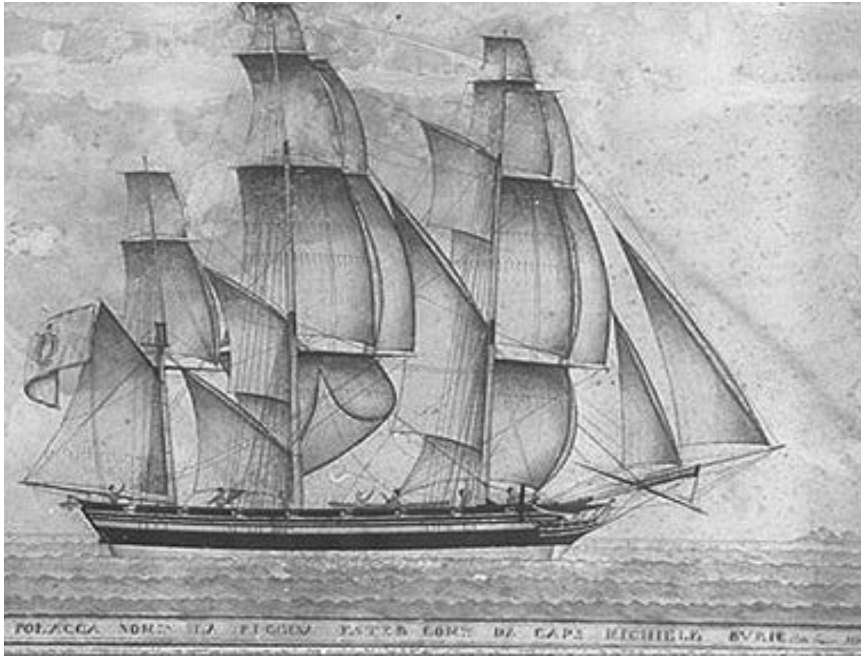


Figure 8 Dubrovnik polacre⁹

Barca, Croatian *barka* or *brodica*, or **bark/small sailing ship** in English, was a smaller ship of 4-8 meters in length, with a DWT of 5-40 t, manned by a crew of 2-4 and propelled by 2-6 oars with only one mast, but nevertheless capable of crossing the Adriatic Sea on her own: she is mentioned **104** times in total in v. I of the *Croatian Maritime Regesta*. It is interesting that Latin *barca* and *barcha*, which appears in various documents from 1266 onwards, unlike the larger *navis*, always denotes a smaller boat: “*thus in Split it is ‘navis, sive barcha’* (Brajković 43), in Trogir ‘*navis vel barche*’ (Brajković 46)” (Vidović, 1984, s. v.; Brajković & Mardešić, 1972–1989, s. v.; Luetić, 1964, 30; Luetić, 1969, 63; Simović, 1990, s. v.; Vekarić, 1960, 46, 50–53).

9 http://www.atlant.hr/dubrovacka_pomorska_tradicija/dubrovacka_pulaka.jpg, 08.05.2013.

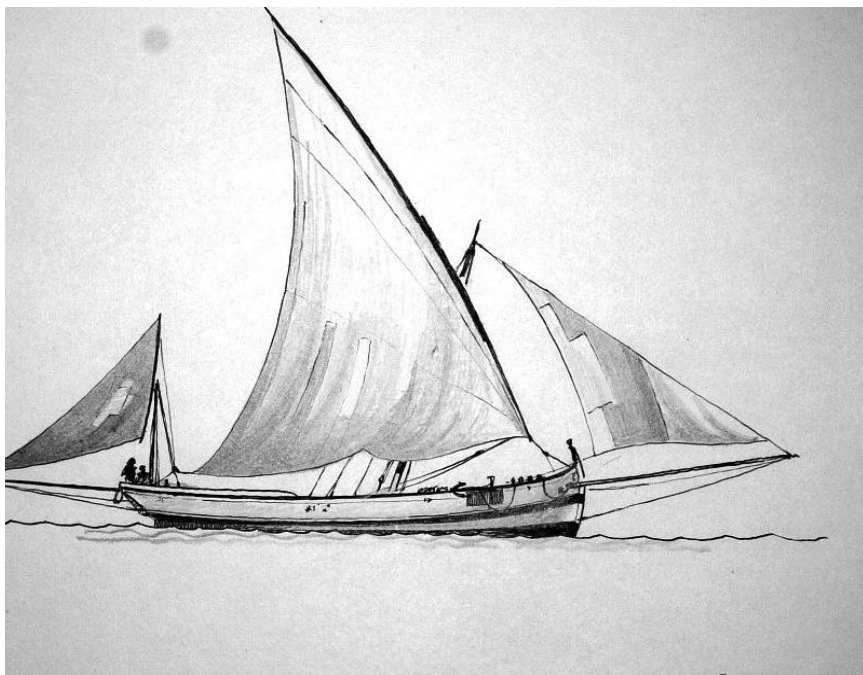


Figure 9 Felucca¹⁰

Feluca/felucca or *filuga*, Croatian *feluka* or *filjuga*, English **felucca**, is a type of ship that could reach up to 15 m in length, 4 m in width, with a DWT that varied between 15 and 70 t, with the larger ones capable of sailing even to Mediterranean ports. She had a crew of 4 to 16 members, oars and 1-2 masts with lateen sails, and served various purposes: in trade, to transport passengers, for warfare, courier and postal purposes, for the customs service but also for corsairing (Brajković & Mardešić, 1972-1989, s. v.; Čolak, 1985, 72; Kozličić, 1993, 163–164; Luetić, 1964, 31; Luetić, 1969, 64, 94; Simović, 1990, s. v.; Vekarić, 1960, 50–53; Vidović, 1984, s. v.). Felucca is mentioned **72** times in RMC I.

Checcia, Croatian *ćeća*, *kekija* or *keč*, English **ketch**, is a larger sailing ship of 12 to 20 m in length, with a DWT of 60-230 t and a crew of up to 16 members. She could have 2-3 masts with square, gaff and lateen sails, and was used for trade in extra-Adriatic sailing. Due to her construction she was often identified as a brigantine – “*Brigantin ossia checcia*” (Čolak, 1985, doc. n. 2976), and was sometimes even called “*polachetta*” (Čolak, 1985, doc. n. 3676), i.e. small polacre. She is mentioned **55** times in RMC I (Brajković & Mardešić, 1972–1989, s. v.; Kozličić, 1993, 154–156;

¹⁰ http://www.cherini.eu/etnografia/VBE/VBEr_0198.jpg, 08.05.2013.

Luetić, 1969, 94; Simović, 1990, s. v.; Usberghi, 2009, 92; Vekarić, 1960, 62, 264–271; Vekarić, 1962, 156; Vidović, 1984, s. v.).

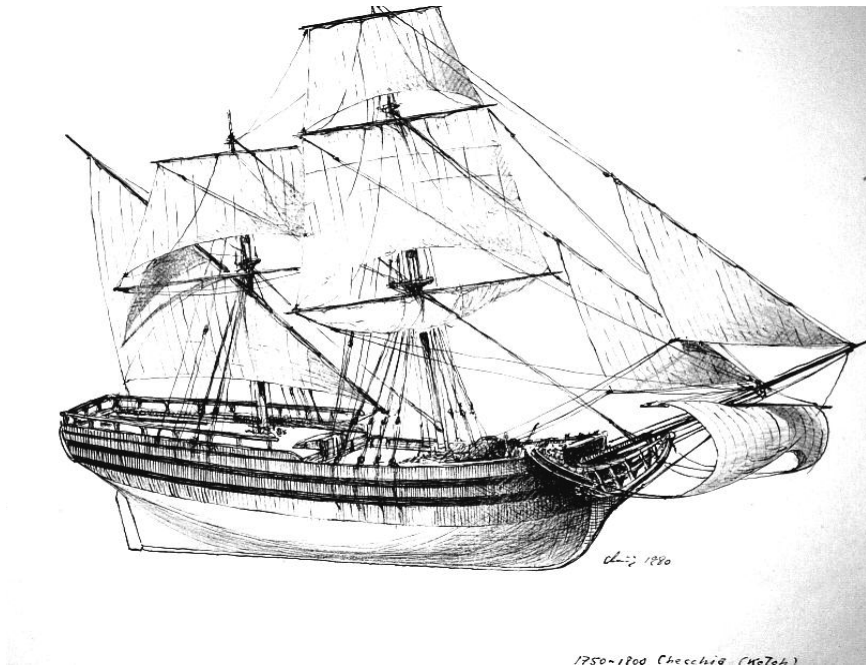


Figure 10 Ketch¹¹

Grip and **gripetto** (dim.), Croatian **grip** and **gripet**, was a smaller merchant sailing ship with a DWT between 15 and 100 t (for *grippettos* 12-15 t). The crew varied depending on the size (3-20). This ship was propelled by 10-12 oars and had a ship's boat. She could have 1-2 masts with lateen sails, and was used for fishing, passenger transport but also corsairing. In RMC I she is mentioned **89** times: 50 *grippos* and 39 *grippettos* (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 71; De Nicolò, 2013b, 22–24; Kozličić, 1993, 98-109; Luetić, 1964, 25–26; Luetić, 1969, 61; Simović, 1990, s. v.; Vekarić, 1960, 48; Vidović, 1984, s. v.).

Pedotta and **peota**: in Croatian the term is unchanged. A small sailer with a DWT of up to 30 t, manned by a crew of 5-6 and powered by oars and sails. In RMC I she appears **44** times (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 70; Divari, 2009, 35; Simović, 1990, s. v.; Usberghi, 2009, 94; Vekarić, 1960, 50-53; Vidović, 1984, s. v.). We also find a **peota latina** singled out, the name of which clearly bears a reference to the lateen sail. The figure below shows the “regatta” version from earlier centuries.

¹¹ http://www.cherini.eu/etnografia/EN/slides/BV_0169.html, 08.05.2013.

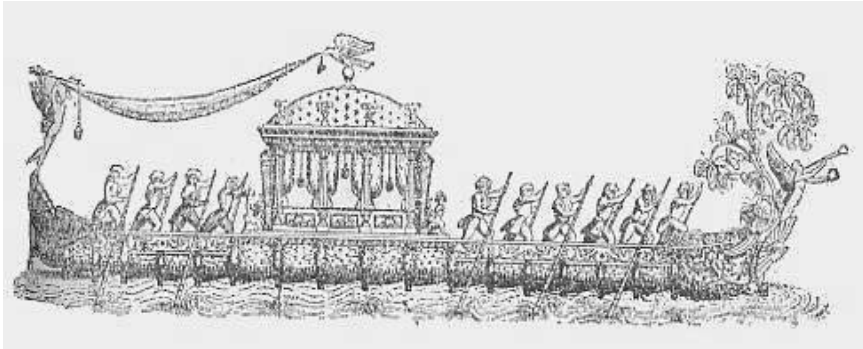


Figure 11 *Peota*¹²

Petaccio, Croatian *patač* or *pataka*, English **patache**, is a merchant sailing ship of Mediterranean type, 15 m long, 6-7 m wide, and with 6-8 cannons as needed. Her DWT varied from 80 to 300 t. She had 2-3 masts with square, lateen and staysails, and was used for courier, patrol, reconnaissance, warfare, piloting and customs purposes. In RMC I we find her **35** times, where she is said to look similar to a *bertone*, large as a caravel, armed in wartime (Čolak, 1985, 65; Brajković & Mardesić, 1972–1989, s. v.; Kozličić, 1993, 153–154; Luetić, 1964, 25; Luetić, 1969, 61, 64; Simović, 1990, s. v.; Vekarić, 1960, 58, 264–271; Vidović, 1984, s. v.).



Figure 12 *Patache*¹³

12 <http://www.sullacrestadellonda.it/imbarcazioni/images/peota.jpg>, 08.05.2013.

13 <http://www.sullacrestadellonda.it/imbarcazioni/images/petacchio.jpg>, 08.05.2013.

Sciabecco and *sciabecchino* (dim.), Croatian **šambek**, English **xebec**, is a sailing ship of 30-42 m in length, 7-7.5 m in width, with a DWT of 150-300 t. The crew could vary between 10 and 30 members. She was powered by up to 20 oars, 3 masts with lateen sails, and served as a merchant, fishing, courier, postal, war and corsair ship. She could also be used to accompany more poorly armed ships (sailing “in a can”, convoy or “in a caravan”), but then she was equipped with 14-24 cannons (Luetić, 1964, 24; Vekarić, 1960, 199–213). The name originates from the Arabic *shabbak*, and it was probably in the 14th c. that it came to our region from Tripoli, Algiers and Morocco. Together with the version in the diminutive, she is mentioned **34** times in the documents, and also well-known was the *xebec of Boka* (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 39; Kozličić, 1993, 114, 173–177; Simović, 1990, s. v.; Vidović, 1984, s. v.).

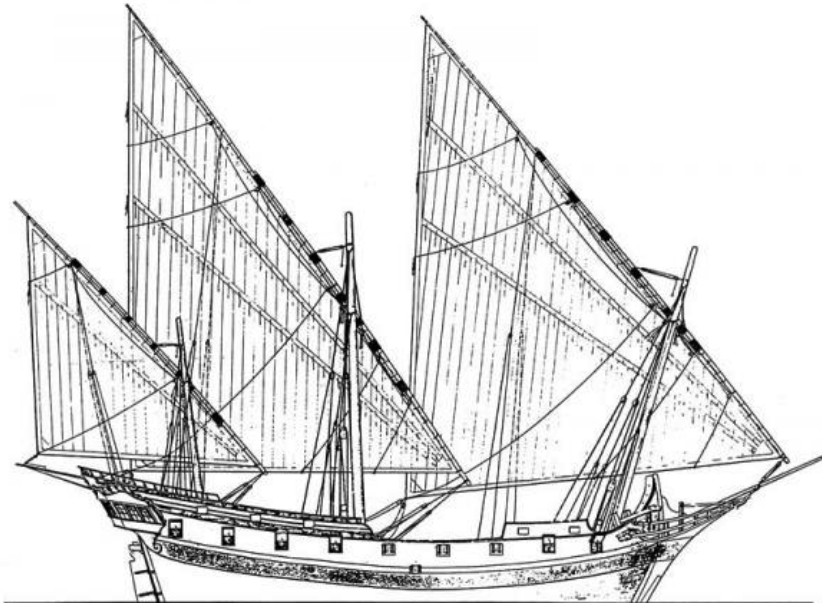


Figure 13 Xebec¹⁴

Brigantino, Croatian *brigantin*, English **brigantine**, is a larger sailing ship first mentioned in the 15th c. She is similar to brigs and schooners, with a DWT that varied between 100 and 300 t. The crew consisted of 13 to 16 members, and she could have 8 to 16 oars. She had 2 masts with square and gaff sails, and was used for warfare, reconnaissance and convoy purposes, for which she could be equipped with 10 to 20 cannons. Such a volume signifies a seagoing ship which was not common in everyday connections

14 <http://www.culturanaavale.it/foto/17/1276317915.jpg>, 08.05.2013.

between the eastern and western Adriatic. For the sailing ships of Pelješac, Vekarić provides DWTs between 100 and 150 t (Vekarić, 1960, 264–271). She is mentioned **31** times in RMC I (Brajković & Mardešić, 1972–1989, s. v.; Luetić, 1969, 94; Mendeš, 2006, 84–85; Simović, 1990, s. v.; Vekarić, 1960, 47, 50–53; Vidović, 1984, s. v.).

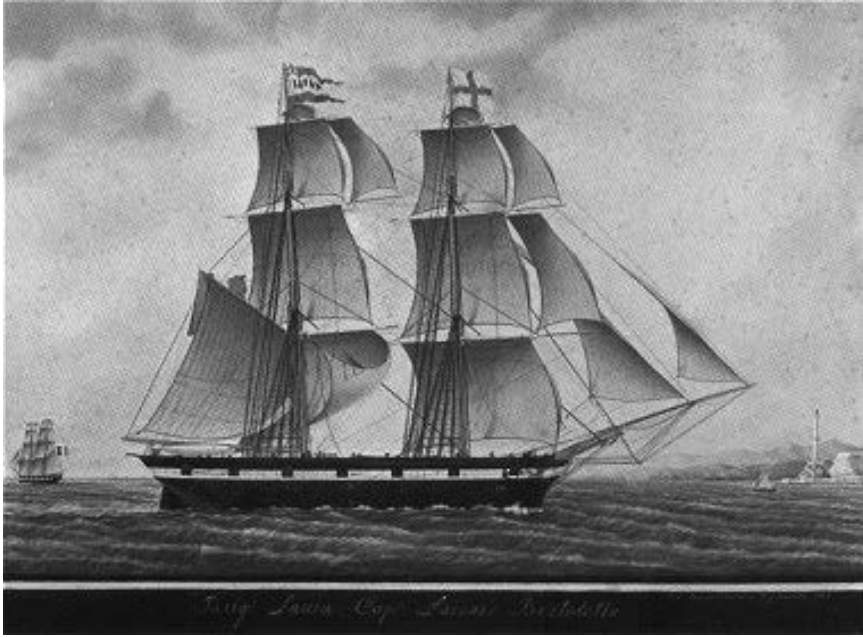
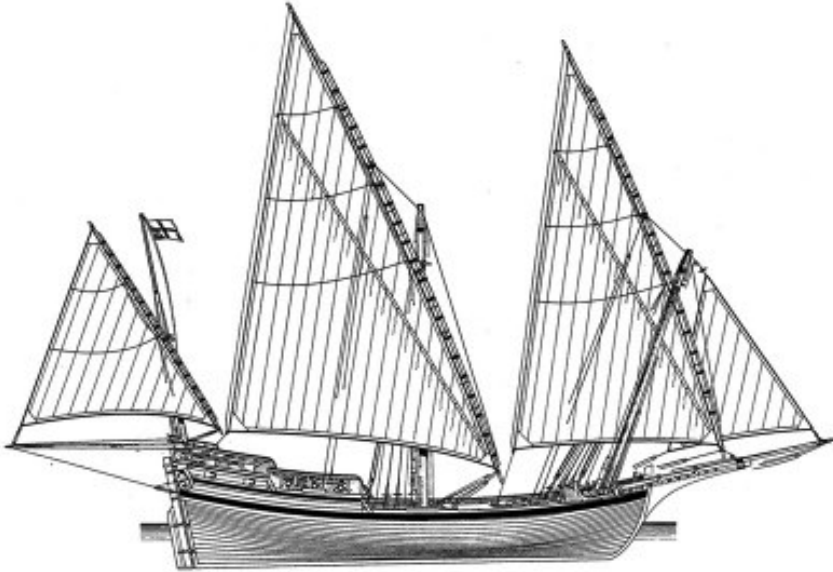


Figure 14 Brigantine¹⁵

Pinco, Croatian *pinka*, English **pink**, was a typical Mediterranean fast sailing ship with good sailing properties, narrow and similar to a xebec. Her DWT ranged between 45 and 150 t, she was manned by a crew of 6-15 and powered by 3 masts with lateen and square sails. Due to her speed, she was a favorite not just for trading purposes but also for passenger transport. She is mentioned in **26** instances in RMC I, and interestingly, we have also come across “*tartanelle pinchette*” (Čolak, 1985, doc. n. 1674, doc. n. 1684), evidently small tartanes of the same shape (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 13; Luetić, 1969, 62, 94; Luetić, 1964, 28; Simović, 1990, s. v.; Usberghi, 2009, 98; Vidović, 1984, s. v.).

15 http://www.scmncamogli.org/oldsite/pagine/nnote_mus.htm, 08.05.2013.

Figure 15 Pink¹⁶

Gaeta, Croatian *gajeta*, a boat of 5-12 m in length, 2-4 m in width, with a DWT between 2 and 12 t, 1-1.30 m high. The crew consisted of 1 to 9 members, principally characterized by rowing on their feet with the body leaning forward. The boat had 4-6 oars, 1 mast with a lateen or lugsail and was used to transport post and goods, but mostly for fishing “with smaller drift nets and for other inshore fishing or for lighting fishing boats in summer fishing” (Vidović, 1984, s. v., 137, 140–142; Boko, 2005, 205-207; Brajković & Mardešić, 1972-1989, s. v.; Divari, 2009, 154–163; Kozličić, 1993, 207–211; Simović, 1990, s. v.; Vekarić, 1960, 50–53). A special type is the *gaeta* of Komiža, so called *falkuša*, with a four-century old tradition: the competition of the fishermen of Komiža sailing to Palagruža to make sure they get the best spot to salt sardines, of which the revived *Rota palagruzona* testifies¹⁷ (Divari, 2009, 160–163). The *gaeta* is mentioned 23 times in the analyzed documents in overseas navigation.

16 <http://www.anb-online.it/wp-content/uploads/2012/10/1007-400x275.jpg>, 08.05.2013

17 <https://gajetafalkusa.com/gajeta-a-la-carte-en>, 23.05.2020.



Figure 16 *Gaeta* of Komiza - *falkuša*¹⁸

Galeotta is a **small galley**, i.e. **galliot/galeot**, one of the larger ships of the period, 17-25 m long, 4-5 m wide, with up to 500 t in DWT and a crew of up to 100 people depending on the number of oars (32-46). She had 1-2 masts with lateen sails and was equipped with 6-18 cannons. This was a narrow and fast ship, most commonly a warship. In Luetić we find information that she was “similar to a large felucca” (Luetić, 1997, 110). She is mentioned **18** times (Brajković & Mardešić, 1972–1989, s. v.; Kozličić, 1993, 161–163; Simović, 1990, s. v.; Vidović, 1984, s. v.).

Gazzella is a merchant ship which is mentioned **15** times in RMC I, however it is quite unclear what kind of a ship she is. Research is still ongoing.

Latina is defined in Čolak as “*piccola lata*”, in other words a **small *lata*** with no further explanations. Vidović adds that this type of ship dates back to the 18th c., but also with no description. Most likely this was a boat with characteristic lateen sails, which is how she got her name. In RMC I she appears **15** times (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 70; Simović, 1990, s. v.; Vidović, 1984, s. v.).

Fregata, same in Croatian, English **frigate**, denotes a fast sailing ship which until the 17th c. referred to a smaller ship, but then slowly started to lose that meaning. In the 18th c. this term denoted a larger ship of as much as 300-400 t in DWT, powered by 2-3 masts and square sails. She was used to transport goods, but also as a warship. As such she could be

18 <http://www.angelfire.com/sc/jasminaandfosca/images/falkusa1b.jpg>, 08.05.2013.

equipped with 18-60 cannons. We find her **11** times in the RMC I documents (Brajković & Mardešić, 1972–1989, s. v.; Luetić, 1964, 27; Luetić, 1969, 43, 62; Simović, 1990, s. v.; Vekarić, 1960, 48, 50-53; Vidović, 1984, s. v.).



Frigate 17 Frigate¹⁹

Martigao, in Croatian and English *martigana*: a faster larger sailing ship, similar to a xebec and ketch, therefore probably of 100-200 t in DWT, with a crew that could reach up to 60 members. She had 2-3 masts with lateen sails and 12 or more cannons. Čolak supposed she was of Turkish origin (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 72; Simović, 1990, s. v.; Vidović, 1984, s. v.). In the documents she appears **9** times.

¹⁹ http://upload.wikimedia.org/wikipedia/it/archive/c/c7/20070312180259!Fregata_Partenope_nel_Porto_di_Napoli.jpg. 08.05.2013.

MARTIGANA

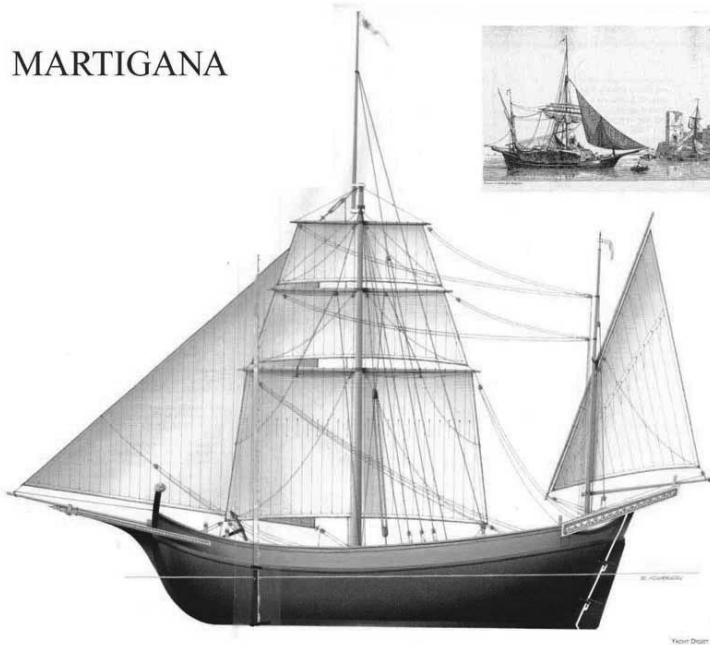


Figure 18 Martigana²⁰

Manzera, also called **castrera**, is a sailing ship for the transport of livestock (*manzo* = ox) and is often also called **volarica** in Croatian. In the documents she can also be found as a *trabaccolo-manzera*, which describes her shape. Her DWT was 120-180 t, and she had 2-4 masts. She was used additionally for military purposes (transport of the army, biscuits etc.). This ship had up to 2 decks with columns to which the livestock was tied. In the documents she appears in only **8** instances (Brajković & Mardešić, 1972-1989, s. v.; Čolak, 1985, 69; Simović, 1990, s. v.; Vidović, 1984, s. v.).

Londra (from Latin *londrum*) is a small merchant sailing ship, powered by sails and oars, able to cover greater distances. She was also used by the Turks, and is mentioned **7** times in the regesta (Prati et al., 1937, 407; Vidović, 1984, s. v.).

Galeone and **galeoncino** in the diminutive, in Croatian **galijun** and **galijunčić**, in English **galleon/gallion**. This was a type of ship that could vary greatly in terms of dimensions: from the Boka ones of 2-20 t (small), 20-40 t (medium) and 40-80 t (large), to the Dubrovnik galleons ranging from 140-200 t (so called small), 300-600 t (medium), to the huge ones of 600-1200 t (Kozličić, 1993, 114). However, these are probably the dimensions of the ships from earlier centuries. The Pelješac galleons of

²⁰ <http://www.pietrocrisini.com/martigana.htm>, 08.05.2013.

this and the slightly earlier period did not exceed 300 t of DWT (Vekarić, 1960, 262-263). It is understandable that the larger ones were intended for extra-Adriatic long distances. With regard to this the crew also varied, from 1 (Boka) to 75 members. The galleon had 2-3 ship's boats and 2-4 masts with square and lateen sails. She was used for warfare and trade purposes and could be equipped with as many as 30 cannons. In our documents she is mentioned only 6 times, of which one is in the diminutive as *galeoncino* (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 72; De Nicolò, 2013b, 19; Kozličić, 1993, 137–142; Luetić, 1969, 41, 60; Simović, 1990, s. v.; Vekarić, 1960, 50–53, 55–56; Vidović, 1984, s. v.).



Figure 19 Galleon²¹

Fusta, Croatian *fušta*, English *foist* i.e. a small galley, in Čolak also called *galeotta*, was up to 25 m long and with a DWT of as much as up to 500 t, but probably in earlier periods. She was used for reconnaissance purposes, to patrol the coast and for corsairing. The regesta mention her in 5 instances (Brajković & Mardešić, 1972–1989, s. v.; Luetić, 1969, 43; Munerotto, 2017, XX; Simović, 1990, s. v.; Vidović, 1984, s. v.).

Galea or *galera*, Croatian *galija*, but also *galera*, English *galley*, was a longer war, and then increasingly trading ship of low sides which developed

²¹ <http://www.otrantooggi.it/wp-content/uploads/2011/08/galeone2.jpg>, 08.05.2013.

in Mediterranean sailing between the 10th and 18th centuries (Figures 7 and 20). Her length was an incredible 40-50 m, width 5-10 m, and the crew could reach up to 150 members. She had a large number of oars (based on the number of oars she was also given different names: *bastarda*, *two-oar*, *four-oar*, *reala* etc.), distributed by benches for galley slaves. She usually had 2 smaller ship's boats, and two large masts with lateen sails. Initially this was a warship armed with a series of cannons, whereas later on in the 18th c. she more frequently appeared as a trading ship, but also armed with cannons for defense purposes in convoys. Given her dimensions, the DWT also must have been large, probably about 300-400 t, and in some cases over 1000 t. We find her only 4 times (Brajković & Mardešić, 1972–1989, s. v.; De Nicolò, 2013b, 20; Luetić, 1969, 43; Munerotto, 2017, XIX, XXI; Simović, 1990, s. v.; Vidović, 1984, s. v.).

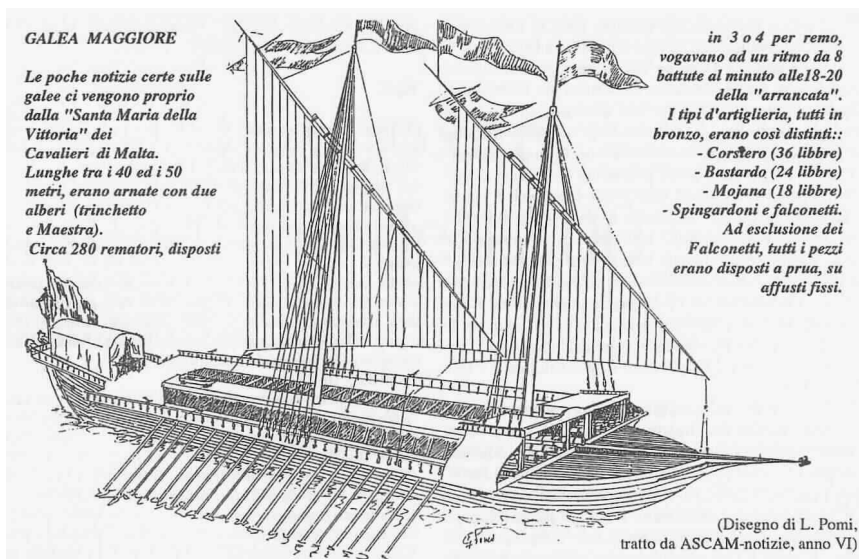


Figure 20 Galley²²

Salamandrone is a ship mentioned 4 times in RMC I. There is no information on this type of ship in Croatian and Italian monographs, dictionaries or encyclopedias, and the research is still ongoing.

Brick, Croatian *brik*, English **brig**, is a sailing ship 26 to 32 m long, 6 to 9 m wide, with a DWT of 100 to 240 t in the 18th c. She was manned by a crew of 11-17, powered by 2 to 3 masts with square, staysails and gaff sails, and used for trading, courier and war purposes, often for long distance sailing. The Dubrovnik brig was also well known (Kozličić, 1992; Kozličić,

²² http://cleri.interfree.it/ilterzonano/Guerre/XVI_secolo/Malta/galea.jpg, 08.05.2013.

1993, 165–168; Brajković & Mardešić, 1972–1989, s. v.; Mendeš, 2006; Simović, 1990, s. v.; Vekarić, 1960, 264–271; Vidović, 1984, s. v.). She is mentioned only 3 times in RMC I.



Figure 21 Brig²³

Caichio, *caicchio* or *caicco*, in English also called **caique**, with the name probably of Turkish origin, is translated in Croatian as *kaić*. This is a smaller boat of 2 to 6 m in length, with a DWT of up to 1 t, which was propelled by oars or sails. Of open type, with an oval bottom, she served as a ship's boat for larger ships, to transport people and cargo (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 53; Divari, 2009, 141–143; Simović, 1990, s. v.; Vidović, 1984, s. v.). In RMC I she appears in only 3 instances.

²³ <http://www.vaartips.nl/images/brik1.jpg>, 08.05.2013.

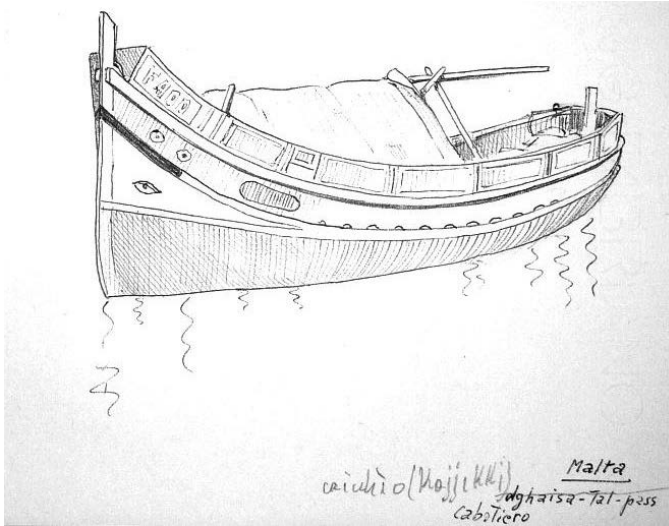


Figure 22 Caique²⁴

Saica, Croatian **šajka**, English **saick**, is a low cargo ship for the transport of people and cargo, with a DWT of up to 140 t, with 2 masts and square, staysails and/or lateen sails. The word comes from the Turkish *saik* and as such entered the Croatian and Italian lexis. She has 3 mentions in RMC I, of that twice in the diminutive form *saicotta*, when her DWT was 30-100 t (Brajković & Mardešić, 1972–1989, s. v.; Luetić, 1969, 64, 90; Luetić, 1964, 29; Simović, 1990, s. v.; Vidović, 1984, s. v.).

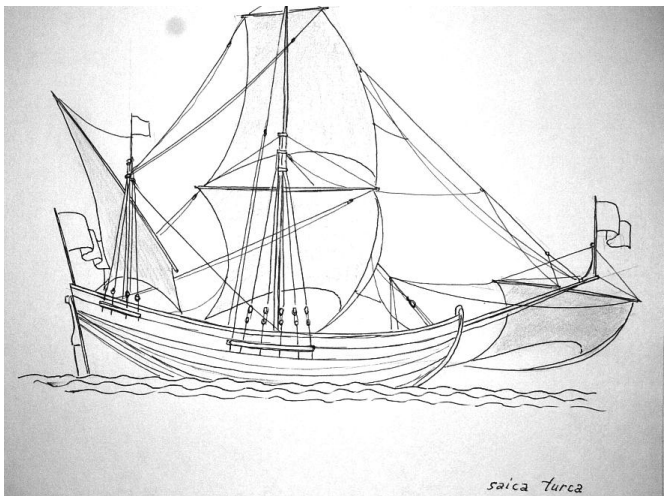


Figure 23 Saick²⁵

24 http://www.cherini.eu/etnografia/BEU/BE_480.jpg, 08.05.2013

25 http://www.cherini.eu/etnografia/EN/slides/BV_0086.html, 08.05.2013.

Goletta, Croatian *goleta* or *škuner*, English **schooner**, was a merchant sailing ship for short and medium routes, rarely under 20 m long, with a DWT of 50-250 t. In terms of the crew, we have found the information on 5-7 members which probably referred to a smaller *goletta*, hence for the bigger ones we can assume that the crew consisted of 10 or more members. She usually had 2 masts, though the number could go up to 7, with gaff and square sails, and was used for trade. In RMC I she is mentioned only 2 times (Brajković & Mardešić, 1972–1989, s. v.; Simović, 1990, s. v.; Usberghi, 2009, 92; Vidović, 1984, s. v.).



Figure 24 Schooner²⁶

Gondola, *gondoleto* (*dim.*), Croatian **gundula** or **gondula**, is a longer and narrow boat powered by 4 oars and 1 mast with a lateen sail. She was used for fishing or more commonly to transport people. A gondola with a sail was of Dubrovnik provenance, whereas the Venetian one, without a mast and of an unsymmetrical hull, is nowadays known the world over. She is mentioned in RMC I in 2 only instances (Brajković & Mardešić, 1972–1989, s. v.; Simović, 1990, s. v.; Vekarić, 1960, 50–53; Vidović, 1984, s. v.).

Lancia, Croatian *lanca*, English **skiff**, was a small but fast sailer with oars, with a DWT of perhaps between 2 and 100 t, with 2 oars. She had 1-2 masts with lateen or lugsails. She was used to transport passengers and for fishing, though we also find her as an Ulcinj corsair ship. Boerio (*lanca*) even defines her as a ship's boat (Boerio, 1829, s. v.). From the description

²⁶ <http://www.sullacrestadellonda.it/imbarcazioni/images/goletta2.jpg>, 08.05.2013.

she may have looked like a saick, but was probably of smaller dimensions. In the documents she appears in **2** instances (Brajković & Mardešić, 1972–1989, s. v.; Divari, 2009, 225; Simović, 1990, s. v.; Vidović, 1984, s. v.).

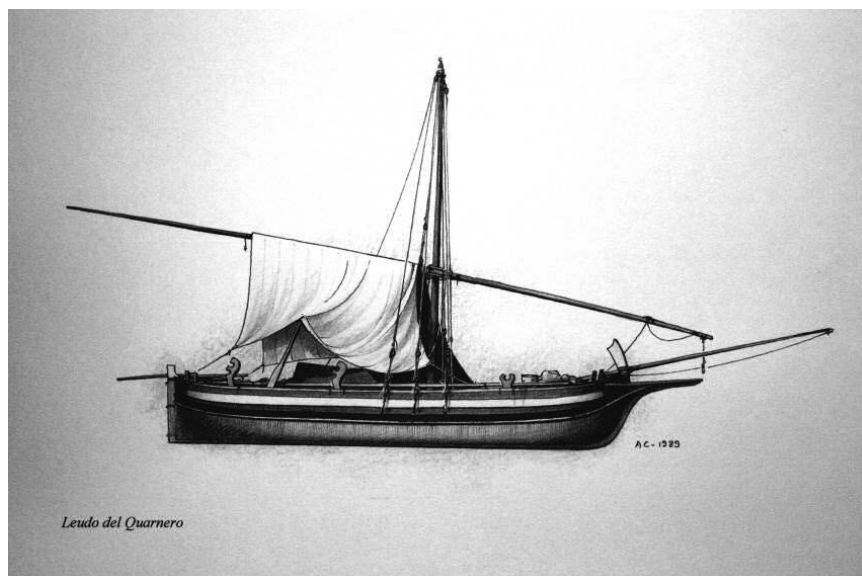


Figure 25 *Leuto*²⁷

Leuto, Croatian **leut** (from Arabic *‘ūd*, meaning wood), is a smaller sailer of 7-12 m in length, 2.5-2.8 m in width, with a relatively small DWT of 4-8 t. The crew consisted of 7-14 members and she had 4-6 oars, and 1 mast with a lateen sail. She was used primarily for fishing and was appropriate for holding a large catch. In RMC I we find her **2** times (Brajković & Mardešić, 1972–1989, s. v.; Divari, 2009, 154–163; Kozličić, 1993, 211–213; Simović, 1990, s. v.; Vekarić, 1960, 50–53; Vidović, 1984, s. v.).

Sultana is a ship mentioned **2** times in RMC I, and as the very name says, signifies a larger ship of Ottoman/Turkish origin (Prati et. al., 1937, 1019).

Cotter, Croatian **kuter**, English **cutter**, is a coastal sailing ship used to transport cargo and for fishing. Her length could vary between 8 and 15 m, width from 3 to 6 m, height 1.2-2 m, and DWT between 20 and 50 t. The hull had round sides and the bottom lining had a hatch in the middle. She was powered by 1-2 masts with square or gaff sails. We know that the crew consisted of 2-3 members (Brajković & Mardešić, 1972–1989, s. v.; Čolak, 1985, 274; Simović, 1990, s. v.; Vidović, 1984, s. v.). She is mentioned only **once** in RMC I.

27 <http://www.cherini.eu/etnografia/NBA/slides/29-Leudo%20del%20Quarnero.html>, 08.05.2013.

Figure 26 Cutter²⁸

Guata is mentioned only **once** and we have no other information on this type of ship.

Lonza was a type of sailing ship, according to Čolak similar to a skiff (*lancia*) for fishing and passenger transport, and mentioned only **1** time in RMC I.

Pandora is a sailing ship similar to the *marciliana*, but of smaller dimensions (Munerotto, 2009, 109), used to transport goods. She had square and lateen sails. Among the sailing ships of Pelješac, Vekarić mentions the *pandora* with 124 t of DWT, and she is found only **1** time in the regesta (Prati et. al., 1937, 574; Usberghi, 2009, 98; Vekarić, 1962, 156).

Piffero is a merchant sailing ship of which we have no other information. The research is under way, and the ship is mentioned only **1** time in RMC I.

Urca, Croatian *urka*, was a Dutch type of sailing ship about 21 m long, 5.5 m wide and with a DWT of incredible 300-800 t, powered by 1-2 masts with lateen sails. We find her only **once** and this was one of the largest ships of the 18th c., together with *navas* and the *vascellos* (Brajković & Mardešić, 1972-1989, s. v.; Luetić, 1964, 26, 35; Luetić, 1969, 61; Simović, 1990, s. v.; Vidović, 1984, s. v.).

28 <http://www.rota-palagruzona.com/brodovi%20sudionici%202010/kuter%20bente%20dorte.jpg>, 08.05.2013.

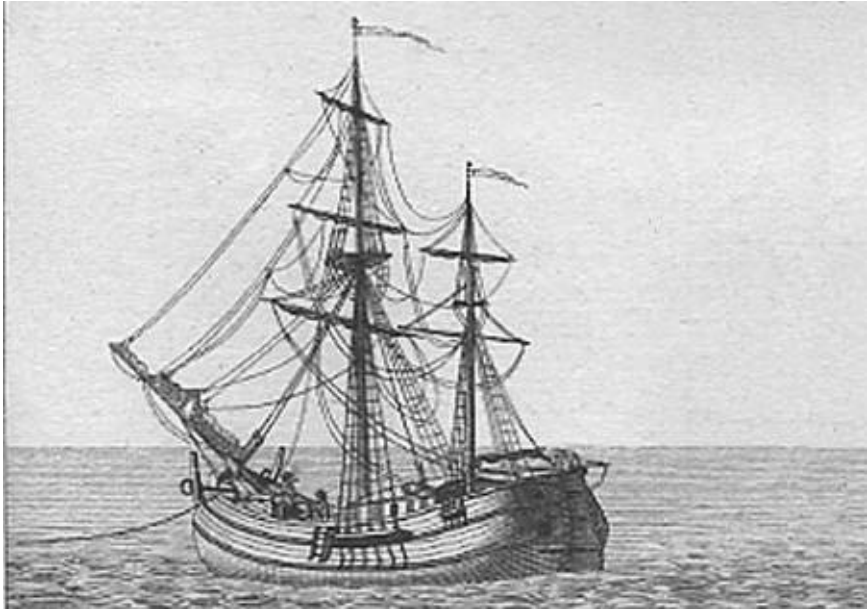


Figure 27 *Urca*²⁹

From all of the above it is evident that the most common ships were *tabaccolo*, *pielego* and *tartane*. If we add up the numbers, we get **3,828** sailing ships, accounting for as much as **59%** of the traffic in which they were used. As these were all ships of medium and small DWT, ranging between 15 and 250 t, this choice is clearer. Also important in the analysis are the **frigatton and nava** (in her various versions), which with their DWT of 80-800 t stand out from the usual DWT of ships sailing the Adriatic in the 18th c., and together account for **10.5%** of the traffic that transported goods outside the Adriatic. However, one should be very cautious here given that we do not have sufficient unambiguous data on the actual DWT of all the specified sailing ships, or on whether these were after all their smaller versions.

If we leave out the common terms for ships and focus only on the specific ones, the situation changes: by profiling we can divide the ships in terms of higher and lower DWT, and thus also analyze which ships were more frequently used in the said century in the Adriatic. If we place a cut-off threshold for DWT at 300 t, the situation very quickly becomes clearer and explicit in and of itself, as visible from Table 3:

29 <http://www.sullacrestadellonda.it/imbarcazioni/images/orca.jpg>, 08.05.2013

Table 3 DWT of 18th c. sailing ships in RMC I

No.	Ship	Croatian term	English term	DWT	%	Total no.
1	Galea/galera	Galija/galera	Galley	over 1,000	0,06%	4
2	Urca	Urka	Urca	300-800	0,02%	1
3	Nave/nava	Nava	Nava	130-800	3,84%	249
4	Nave attia/navetta	Ratna nava	Nave attia = State warship		0,03%	2
5	Nave da guerra	Ratni brod	Warship		0,06%	4
6	Vascello	Vašel = nava >vascellum	Vessel = Nava >vascellum	130-800	1,27%	82
7	Galeone/oncino	Galijun/galijunčić	Galleon/Gallion	30-600	0,09%	6
8	Fusta	Fušta = Galeotta, mala galija	Foist = Galliot, small galley	up to 500	0,08%	5
9	Galeotta	Mala galija/galijica	Galliot	up to 500	0,28%	18
10	Fregatone	Fregaton/fregadun	Frigatton	80-500	5,25%	340
11	Fregata	Fregata	Frigate	300-400	0,17%	11
12	Marciliana	Marsilijana	Marciliana	60-400	2,69%	174
	Sveukupno nosivost >300 t / Total DWT > 300 t				13,83%	896
13	Petaccio/petacchio	Patač/pataka	Patache	80-300	0,54%	35
14	Sciabecco/sciabeccchino	Šambek >arap.	Xebec	150-300	0,52%	34
15	Tartanone	Tartanon	Tartanone/Big tartane	150-300	0,35%	23
16	Brigantino	Brigantin	Brigantine	100-300	0,48%	31

17	Tartana	Tartana	Tartane	80-250	13,43%	870
18	Goletta	Goleta/škuner	Schooner	50-250	0,03%	2
19	Brick	Brick	Brig	100-240	0,05%	3
20	Checcia	Ćeća/keč/kekja	Ketch	60-230	0,85%	55
21	Martigao	Martigana ~ šambek/keč	Martigana ~ Xebec/Ketch		0,14%	9
22	Polacca	Pulaka	Polacre	60-230	2,41%	156
23	Trabacolo/etto /73	Trabakul/trabakula	Trabacolo	14-200	22,72%	1.472
24	Manzera	Manzera >manzo = govedo	Manzera >manzo = ox	120-180	0,12%	8
25	Pinco/pinchetto/pincotto	Pinka	Pink	45-150	0,40%	26
26	Saica/saicotta	Šajka >tur.	Saick >Turkish	30-140	0,05%	3
27	Grippo	Grip	Grippo	15-100	0,60%	39
28	Pielego/pieleghetto	Pelig	Pielego	15-100	20,99%	1.360
29	Lancia	Lanca/šajka?	Skiff	2-100	0,03%	2
30	Lonza	~ Lancia = lanca	Lonza ~ Skiff	2-100	0,02%	1
31	Brazzera	Bracera	Brazzera	2,5-70	5,20%	337
32	Feluca	Feluka/Fijuga >arap.	Felucca >Arabic	15-70	1,11%	72
33	Cotter	Kuter	Cutter	20-50	0,02%	1
34	Tartanella	Tartanela	Tartanella/Small tartane	10-50	1,44%	93
35	Pedotta/peota/peotina	Pedota/peota	Pedota/peotol/peotina	do 30	0,68%	44

36	Barca	Barka/brodica	Bark/Small sailing ship	5-40	1,61%	104
37	Grippetto	Gripet	Grippetto/Small grippo	12-15	0,77%	50
38	Gaeta	Gajeta	Gaeta	2-12	0,35%	23
39	Leuto	Leut > arap.	Leuto > Arabic	4-8	0,03%	2
40	Caichio/caicchio/caicco	Ka(j)ić/kaik? > tur.	Caique > Turkish	up to 1	0,05%	3
41	Gazzella	?	Gazzella		0,23%	15
42	Gondola/gondoleto	Gondula	Gondola/Gondoleto		0,03%	2
43	Guata	??	Guata		0,02%	1
44	Latina	Mala lata?	Latina - Small lata?		0,23%	15
45	Londra	Londra > londrum	Londra > londrum		0,11%	7
46	Mozza = tartana mozza	= odsječena tartana	Mozza = Cut-off tartana		0,15%	10
47	Pandora	Pandora ~ Mala marsilijana	Pandora ~ Small marciliana		0,02%	1
48	Peota latina	Latinska pe(d)ota	Peota latina		0,02%	1
49	Piffero	?	Piffero		0,02%	1
50	Salamandron/e	?	Salamandrone		0,06%	4
51	Sultana	?	Sultana		0,03%	2
52-55	Sveukupno nosivost <300 t / Total deadweight <300 t				75,89%	4.917
	COMMON TERM				10,28%	666
	~ = similar				100%	6.479

The above table can be additionally synthesized, from which it is evident that about **76%** of ships had a **DWT of under 300 t**.

Table 4 Synthesis of DWT and frequency of sailer in RMC I

DWT	%	No. of ships
Max DWT >300 t	13,83%	896
Max DWT <300 t	75,89%	4.917
Unspecified	10,28%	666
TOTAL	100,00%	6.479

3. Conclusion

We have thus proven the thesis that sailing in the 18th c., unlike previous centuries, when it moved outside the confines of the Adriatic Sea into the Mediterranean and further on to the oceans, is mostly concentrated and focused on the Adriatic. Maritime relations and connections take place on a weekly, or even daily basis, a conclusion which we find in Čolak, who also cites the daily connections between the captains and *paroni* of the eastern coast with the western (Čolak, 1969, 612–634; Čolak, 1972, 331–348). For such short and quick connections, ships of smaller deadweight tonnage were more appropriate due to their agility and ease and speed of unloading.

A detailed analysis of all the ships has demonstrated their specific features, abundance and diversity in the very construction. For such smaller ships, smaller shipyards along the entire coast were sufficient, so we indirectly find out that this branch of economy, small shipbuilding, was represented at the time on all levels and through very diverse crafts connected with shipbuilding. The data speak of the liveliness and resourcefulness of the “little man”, who kept finding new paths and models of trading, overcoming in doing so the most severe work conditions, which at the time and to this day the Adriatic Sea places before seafarers.

It is evident that in the last century of Venice, when the central authority started to yield, a whole series of smaller hubs along the entire eastern coast became more prominent, from Istria in the north to Boka in the south – the weakness of the *Serenissima* was immediately taken advantage of by small shipbuilders, *paroni*, merchants, shipping agents and *parce-nevoli*, who established an amazingly lively and intensive trade, transport of goods, livestock, domestic products and people – some to the fairs, some to pilgrimages – intertwining the Adriatic with an incredible abundance of routes and types of sailing ships.

Further analysis of the published *Hrvatski pomorski regesti/Regesti marittimi croati/Croatian Maritime Regesta* (volume IV is currently in

preparation) and their continued publication will provide a fuller picture of this “*mare di mezzo*” that both divided and united us with the neighboring coast in many as of yet undiscovered ways.

Imena i značajke hrvatskih brodova 18. stoljeća u Jadranskom moru iz Hrvatskih pomorskih registra v. I

Sažetak

U ovome radu analizirani su svi nazivi i karakteristike brodova i brodice registriranih u *Hrvatskim pomorskim registima* I. sv. Riječ je o 4.890 dokumenata s podacima iz 18. st. o ulascima i izlascima brodova iz više jadranskih luka. Pronađeno je sveukupno 6.479 jedrenjaka 55 različitih naziva, a komparativnom analizom njihovih karakteristika i specifičnosti, dokazano je da se u 18. stoljeću između luka istočne i zapadne obale Jadrana svakodnevno intenzivno trgovalo. Iz raščlambe je vidljivo da su se trgovci te mali paruni radije koristili manjim brodovima, nosivosti između 20 i 300 tona, koji su bili brži i lakši za upravljanje te s dobrim plovidbenim svojstvima. Radilo se ponajprije o trabakulu (22,7% prisutnosti u trgovini), zatim o peligu (21%) i o tartani (15,4%). Za njima su slijedili braceri (5,2%), marsilijane (2,7%) pulake (2,4%), barke (1,6%) i gripi (1,4%). Malim brodovima ispod 300 t nosivosti pripadalo je čak 76% sveukupno navedenih brodova, dok veliki brodovi, s više od 300 tona nosivosti, među kojima fregaduni (5,3%) i goleme nave to jest vašeli (5,2%), su zadržavali 14% sveukupnog, ponajviše izvanjadranskog ali i izvanmediteranskog prometa. Prema prosječnoj veličini broda zaključeno je da su XVIII. stoljeće na Jadranu obilježili unutarnja plovidba i iznimna dinamičnost malog i srednjeg poduzetništva: gradili su se brodovi, njima se prevozilo robu i putnike te se trgovalo prekomorskim putevima duž cijele talijanske obale.

Ključne riječi: brodovi, brodice, Hrvati, Jadran, pomorstvo, trgovina, trabakul, pelig, tartana, fregadun, bracara, nava, marsilijana, pulaka.

Nomi e caratteristiche dei navigli croati del XVIII secolo nell'Adriatico dai Regesti marittimi croati vol. I

Sintesi

L'articolo analizza tutti i nomi e caratteristiche dei velieri registrati nei *Regesti Marittimi Croati* I vol. Si tratta di 4.890 documenti che

rilevano i dati sulle entrate ed uscite dei navigli nei vari porti di ambo le sponde adriatiche nel Settecento. Sono stati trovati in tutto 6.479 velieri di 55 differenti nominativi: mediante l'analisi comparata delle loro caratteristiche e peculiarità è stato dimostrato che fra i porti delle due coste dell'Adriatico nel Settecento vi era un intenso commercio quotidiano. L'analisi dimostra che commercianti e *paroni* preferivano bastimenti più piccoli la cui portata variava fra le 20 e 300 t, essendo più veloci e manovrabili con buone capacità di navigazione. Si trattava innanzitutto dei trabaccoli con il 22,7% di presenza, pieleghi (21%), tartane (15,4%), brazzere (5,2%), marciliane (2,7%), polacche (2,4%), barche (1,6%) e grippi (1,4%). I velieri minori, di portata inferiore alle 300 t, rappresentavano perfino il 76% di tutti i bastimenti nominati, mentre i velieri maggiori, di portata superiore alle 300 t, fra cui i fregatoni (5,3%) e le grandi *nave* ovvero vascelli (5,2%), avevano mantenuto il 14 % di tutto il traffico marittimo, extra-Adriatico, ed anche extra-Mediterraneo.

Si è arrivati alla conclusione che nel Settecento l'Adriatico sia stato caratterizzato, in riferimento alla portata media dei velieri, da una navigazione marittima interna e da un eccezionale dinamismo del piccolo e medio ceto imprenditoriale. È stato un secolo di costruzioni navali con cui si sono trasportati merci e passeggeri e il cui commercio d'oltremare ha interessato tutta la costa italiana.

Parole chiave: navi, navicelle, Croati, Adriatico, navigazione, commercio, trabaccolo, pielego, tartana, fregatone, brazzera, *nava*, marciliana, polacca.

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Version B of Table 1a / *Varijanta B Tablice 1a*

No.	Ship	Croatian term	English term	Length m	Width m	DWT	Height m	Crew	Oars	Ship's boat	No. of masts	Can-nons	Type of sail	Purpose	%	Total no.
1	Barca	Barka/ brodica	Bark/ Small sailing ship	4-8		5-40		2-4	2-6	no	1		lateen	transport of goods, fishing	1,61%	104
2	Bastimento	Baštimentat/ brod	Ship/ Sailer											COMMON NOUN FOR A SHIP	8,01%	519
3	Battello	Lada/ladica	Ship/ Sailer											COMMON NOUN FOR A SHIP	0,14%	9
4	Brazzera	Bracera	Brazzera	7-17	3-4	2,5-70	0.5-2	4-8	2-4	yes	1-2		lateen, lugsail	cargo transport	5,20%	337
5	Brick	Brik	Brig	26-32	6-9	100-240	3.5-6	11-17		1-2	2-3		square, foresail and gaff	trade, courier, warfare	0,05%	3
6	Brigantino	Brigantín	Brigantine			100-300		13-16	8-16		2	10-20	square and gaff	warfare, recon-naissance, convoy	0,48%	31
7	Caichio/ caicchio/ caicco	Ka(j)ic/ kaik? >ur.	Caïque >Turkish	2-6		up to 1			yes	no	1			ship's boat	0,05%	3

16	Galeone/ oncino	Galijum/ galijunčić	Galleon/ Gallion	15-30	5-10	30-600	2-5	10-75		2-3	2-4	up to 30	square and lateen	warfare, trade	0,09%	6
17	Galeotta	Mala galija/ galijica	Galliot	17-25	4-5	up to 500		up to 100	32-46		1-2	6-18	lateen	warfare, courier, transport of peo- ple and goods	0,28%	18
18	Gazzella	?	Gazzella											trade	0,23%	15
19	Goletta	Goleta/ škuner	Schooner	20-26	5-6.5	50-250		5-7			2-7		gaff and square	trade	0,03%	2
20	Gondola/ gondo- letto	Gondula	Gondola/ Gondo- letto						4		1		lateen	fishing, transport of people	0,03%	2
21	Grippetto	Gripet	Grippet- to/Small grippe	-	-	12-15			2		1-2		lateen	fishing, trade, passengers, cor- sairs	0,77%	50
22	Grippo	Grip	Grippo	10-15	1.5-5	15-100		3-20	10-12	yes	1-2	2-5	lateen	fishing, trade, passengers, cor- sairs	0,60%	39
23	Guata	??	Guata												0,02%	1
24	Lancia	Lanca/ šajka?	Skiff	7-10	2-3	2-100		2-4	2		1-2		lateen or lugsail	fishing, passen- gers, corsairs	0,03%	2

25	Latina	Mala lata?	Latina - Small lata?																0,23%	15
26	Legno	Brod >ignum fig. = drvo	>ignum fig. = wood = Ship																1,94%	126
27	Leuto	Leut >arap.	Leuto >Arabic	7-12	2.5-2.8	4-8	7-14	4-6	1										0,03%	2
28	Londra	Londra >londrum	Londra >londrum																0,11%	7

Version B of Table 1b / Varijanta B Tablice 1b

No.	Ship	Croatian term	English term	Length m	Width m	DWT	Height m	Crew	Oars	Ship's boat	No. of masts	Can-nons	Type of sail	Purpose	%	Total no.
29	Lonza	~ Lancia = lanca	Lonza ~ Skiff	7-10	2-3	2-100		2-4	2		1-2		lugsail?	fishing, passengers	0,02%	1
30	Manzera	Manzera >manzo = govedo	Manzera >manzo = ox			120-180					2-4			transport of live-stock, army, food	0,12%	8
31	Marciliana	Marsilijana	Marciliana	18-26	7,5-8	60-400	2.7				3-4		square and lateen	cargo	2,69%	174
32	Martigao	Martigana ~ šambek/ keč	Martigana ~ Xebec/ Ketch					60			2-3	12	lateen		0,14%	9
33	Mozza = tartana mozza	= odsječena tartana	Mozza = Cut-off tartana											cargo, passengers, fishing, warfare	0,15%	10
34	Nave/nava	Nava	Nava	16-18	6-8	130-800		20-24		2-3	2-4	4-8	square and lateen	trade, warfare	3,84%	249
35	Nave affa/ navetta	Ratna nava	Nave affa = State war-ship								3	yes		trade, warfare	0,03%	2

36	Nave da guerra	Ratni brod	Warship																0,06%	4
37	Navigio	Plovilo	Ship/Sailer																0,19%	12
38	Pandora	Pandora ~ Mala mar-slijana	Pandora ~ Small mar-ciliana																0,02%	1
39	Pedotta/peota/peotina	Pedota/peota	Pedotta/peota/peotina					up to 30		5-6	yes								0,68%	44
40	Peota latina	Latinska pe(d)ota	Peota latina																0,02%	1
41	Petaccio/petachio	Patač/pata-taka	Patache			15	6-7	80-300					2-3	6-8	square, lateen, foresail				0,54%	35
42	Pielego/pieleghetto	Pelig	Pielego			11-28	up to 6	15-100	up to 2,5	3-6	up to 4	-	2-3		lugsail and gaff				20,99%	1.360
43	Piffero	?	Piffero																0,02%	1
44	Pinco/pinchetto/pincotto	Pinka	Pink					45-150		6-15			3		lateen and square				0,40%	26

45	Polacca	Pulaka	Polacre	15-20	5-7	60-230	8-12		2-3	2-3	2-3	2-12	square and lateen + foresail and gaff	trade, passengers	2,41%	156
46	Saica/saicotta	Šajka >tur.	Saick >Turkish			30-140				2			square, fore-sail or lateen	trade, passengers	0,05%	3
47	Salamandron/e	?	Salaman-drone												0,06%	4
48	Sciabeco/sciabecchino	Šambek >arap.	Xebec	30-42	7-7.5	150-300	10-30	20	yes	3	14-24	lateen	corsairs, trade, fishing, courier, post, warfare		0,52%	34
49	Sulfana	?	Sulfana												0,03%	2
50	Tartana	Tartana	Tartane	13-18	5-7.5	80-250	10-20		yes	1-3	6-14	lateen, square or lugsail	cargo, passengers, fishing, warfare	13,43%	870	
51	Tartanella	Tartanella	Tartanella/ Small tartane			10-50	4-6			1-2		lateen, square or lugsail	cargo, passengers, fishing, warfare	1,44%	93	

52	Tartanone	Tartanon	Tartanone/ Big tartane	12-20	4-6	150- 300		15-20					3		lateen, square or lugsail	cargo, passengers, fishing, warfare	0,35%	23
53	Trabaccolo/ etto /73	Trabaku/ trabakula	Trabaccolo	12-30	3-8	14- 200	1.5	3-8	up to 4	yes	2-3		2-3	lugsail	cargo, trade, fish- ing	22,72%	1.472	
54	Urca	Urka	Urca	21	5.5	300- 800					1-2	lateen	trade	trade	0,02%	1		
55	Vascello	Vaşel = Nava >vas- cellum	Vessel = Nava >vas- cellum	16-18	6-8	130- 800		20-24		2-3	2-4	square and lateen	trade, warfare	trade, warfare	1,27%	82		
	~ = similar													TOTAL		100%	6.479	