

characteristic rowlocks of the Nordland boat, a crutch of tough wood \angle seized with bast to the upper strake, with a loop of bast to prevent the oar-loom from slipping in getting forward.

We have in these beautiful vessels, and in the less well-preserved relics which have been discovered by Thames, or Lea, or Seine, or by Southampton Water, the clearest proofs of the skill, originality, and success of the Scandinavian shipwright, whose observation and patience had been able to produce a boat able to row or sail, ride out a gale or make way in a calm, which should have "give" enough in her hull to stand a shock that would stave in and sink a stiff-built boat, but be stanch enough to carry a heavy mast and sail without strain; which should be of such light draught without being crank or unseaworthy, as to be able to creep into any haven, but of burthen enough to carry fifty men with stores and gear for a month or more.

And this model, so carefully adapted to its conditions of use, held its own till the twelfth century when the heavy, slow, carvel-built mediæval cog took its place as a vessel of burthen and war. The famous *Long Serpent* of Anlaf Tryggwason, built in 996 by his shipwright, Thorberg Shafting at Lathe-hammer, with a 74 ell (148 feet) keel and 34 benches, was perhaps the highest pitch of perfection to which any vessel on these lines ever attained.

To handle such craft as the Gokstad boat so as to get the most out of her and keep her out of danger in a gale in the North Sea, or a squall off the