

lanyard fastened it to the bowsprit. Interrupting this stay is a number 6, while a 5 is located above the main topmast stay. Both masts fly double ended pendants. The mizzenmast is stepped too far towards the stern and no rigging is applied. It looks like a sailor is hugging the mizzen yard to fasten the sail. The comparable waterline to waist height versus length over all decks is app. 1:11.

Fig.4) sketch marked as: **An irreplaceable sketch of the actual ship which visited Australia in 1606** is a bad copy of Fig.3 to the left of it. The numbers 6 and 5 are in similar position, the mizzen yard riding sailor has been erased and the fore flagstaff-stay is missing. The triangular lanyard of that stay was changed into a jackstaff with flying pendant (jack). Either the copyist was not a seaman or the copy was done a few years later because the jackstaff is completely wrong for that period.

Having seen two excellently executed sketches of a seaman from the same *Gelderlandt* journals⁹, (Fig.5 & 6), neither the sketch marked *Duyfken* expresses the same quality of penmanship nor do the others. If these sailor figures were sketched by Jooris Joostensz then he certainly has not drawn even one of these two ship sketches. Ships officers were usually trained in observing and sketching unknown shore silhouettes, ships etc.; for this reason alone it becomes questionable for Jooris Joostensz to being the *Duyfken* sketch artist.

Fig. 5)

Fig. 6)

A rough tracing (left picture) has been made for clarity from the faded originals on the right.

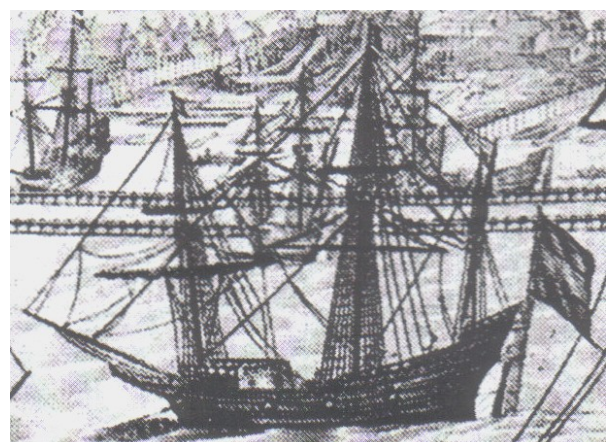


Fig.)
Left:
'30
Last

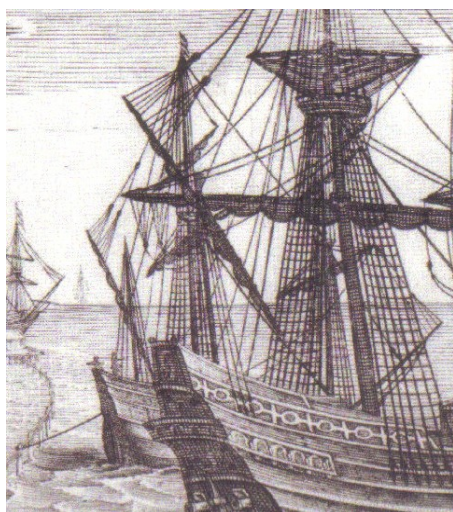
lacht' on the margins of the 1602 Hondius-Kaerius Map.



Fig.8) Right: R. de Baudous' 1610 etching of a pinasship



The next 'replica' design main stay is the 'Jacht 30 Last' on the margins of the 1602 Hondius-Kaerius map (Fig.7). What does she tell us? Only that she is one of the rare iconographic images of a small 30 last and three-masted, but unarmed merchantmen which expressively is termed: **Jacht**, and as the second designer so well stated: *That jacht has a flat stern*. However, by being loaded



right up to her wing transom, the observant reader can neither recognize a square nor a round tuck, while the stern part above the wing transom is very similar to the R. de Baudous 1603 etching Fig.9 below. Therefore she does not even figure as a lightweight in the discussion about this very construction detail.



Fig. 9) left: Excerpt from the Baudous etching of 1603 with a round tuck *Duyfken* size ship behind the first

Fig. 10) right: Excerpt from the Wieringen painting of 1607



Different is R. de Baudous' 1610 etching (Fig.8), she is a pinasship armed with a 5 or 6 gun broadside and in displacement at least twice *Duyfken's* size; she might have been a jacht but is not named as such. This is in short the foundation of the pinas styled *Duyfken* replica design. What does it tell us? Not much!

With no absolute knowledge to be found about the V.O.C. *Duyfken's* status as being pinas-shaped, thoughts of an alternate possibility were ignited, during that initial pictorial research for my first German article about the just built 'replica', by a R. de Baudous' etching from 1603 (Fig.9) on which the smallest of these ships was round tuck. Further supporting evidence came from a painting (Fig.10) by C.C. van Wieringen of the 1607 Gibraltar Battle, a 1618 R. de Baudous etching¹⁰, the 1620 oil painting by C.C van Wieringen¹¹ and the 1642 A. Willaerts oil painting¹² as well as a print by Hercules Segers from 1620 titled *The Small Ships*¹³ with four round tuck, three-masted and square rigged merchantmen

besides three square tuck warships evident, providing enough thrust to pursue this line further.

Fig. 11) Contemporary model of a Dutch or East Frisian Wadden-Convoyer from around 1650 restored for the City Museum of Oldenburg /Old. Germany.

Three-dimensional proof provided a small photo (Fig.11) of a very rare contemporary model of an East Frisian or Dutch Wadden-Convoyer from around 1650. It was taken during a restoration the author performed in the mid-1950s for the City Museum of Oldenburg / Germany. Wadden-convoyers safe-guarded those small merchantmen off the North Sea coast between Holland and North Germany. The model was a vessel of *Duyfken's* approximate size and is probably an extremely rare example of a round tuck small 17th century warship. Besides her baroque stern she

provides a close similarity to the Baudous 1603 etching. Her spritsail rigged masts are secondary to the question if such vessel had to be square or round-tucked; rigs could be altered and were a matter of economy or need for speed.

When designing a vessel like *Duyfken*, the first consideration should be what purpose served a small 25 to 30 last jacht in a voyage half around the world? Too small to be a transport, why was a normal crew of 5 or 6 for that size of vessel enlarged to 20 plus and why should she carry guns when a normal merchant ship of that tonnage would not? (See: 30 last Jacht) Questions arising in connection with her duties inside the fleet; to scout during the voyage, to transmit orders from ship to ship, to go where larger ships could not, having to sound out unknown straits, explore small islands and always be aware of hostile encounters.

Then further deliberating: what was the original purpose for those small 'Jacht' termed merchantmen? Logic is telling us that they were not built for long haul trading across oceans, but mainly for serving those small coastal and island harbours at North Sea's southern and eastern fringe, known as the Wadden-Sea, also between the many West, East and North Frisian islands. By sailing the Wadden-Sea, a distinctive tidal sea falling dry by low tide, such ships had to be of certain construction. A full-bodied hull with a wide mid-ship floor to stay upright when the tide was running out, together with a low depth in hold were the main requisites for good sailing in these waters; prerequisites also in good stead for exploration in unknown seas. Another two hundred year younger vessel for such purposes in Australian waters was the British H. M. Brig *Lady Nelson*. This rare seventeenth century model of a Wadden-Convoyer provides more than anything else a good idea of how the hull construction of some of those ships has been.

Marquardt's argument that the original Duyfken was built for Netherland's home waters appears to be baseless: he cites no evidence and we know of none. Furthermore, the VOC always modified ships that were not built in their own yards to fit them to their own specific uses¹⁴. Lack of evidence seems to free the replica designers from all constraints. They claim the ship was older than the V.O.C. (founded 1602), therefore any reference regarding V.O.C. yards etc. would not be relevant, and it is natural that a small 25 to 30 last merchant vessel was in the first place built for home water purposes. It should also be understood that such vessel had then to be modified for the V.O.C.'s particular purpose. Dismissing these forethoughts shows unawareness of the North Sea's southern coastal condition and the historical situation.

Let's close this part of the discussion with the replica designer's own words: *The identification of jachts in Dutch fine art iconography of c. 1600 is, in most examples, subjective.*¹⁵ (**Webster Dictionary/ Subjective:** Relating to an object that is known in or by the mind rather than the thing itself, which is independent of the mind.)

Why do we need an alternative design?

The next pages introduce you to a round tucked alternative design of a *Duyfken* size jacht from about 1600, also subjective and based on contemporary iconography. As long as we only know *Duyfken's* approximate size and doubtful sketches (1601 -1603? not 1606) which relate to her pinas shaped type, a round tucked *Duyfken* has similar reality value to the 'replica'.

The following listed chapters explain what is absolutely incorrect with the 'replica' design and what her designers had to say in defense of their work.

- 1.) *Duyfken* replica's dimensions are of a minimum 80% too large for a 25 to 30 last ship.
- 2.) Application of an 18th century stem.

- 3.) Failure to establish bulkheads for the forecastle and having a very open waist bulkhead for the half deck.
- 4.) A ship with a built-up forecastle could not have operated a windlass.
- 5.) The pumps set into the rear of the ship.
- 6.) Placing of armament.
- 7.) The foremast being placed in an impossible position

This work is not in competition with the current Fremantle ‘replica’, it presents to the public an alternate opinion to how *Duyfken* could have looked by following the R. de Baudous 1603 etching, other evidential contemporary iconography and written facts. Thereby taking also into consideration the circumstance of her Wadden-Sea sailing and the need for rebuilding such vessel into a scout and exploration ship with extra room for a four times larger crew, for armament etc. Even by choosing a pinas type square tuck design instead, the vessel would for these reasons alone be different from the Fremantle replica. The following drawings introduce you to how such small round tacked Jacht, armed and refitted as scout could have appeared in East India waters.

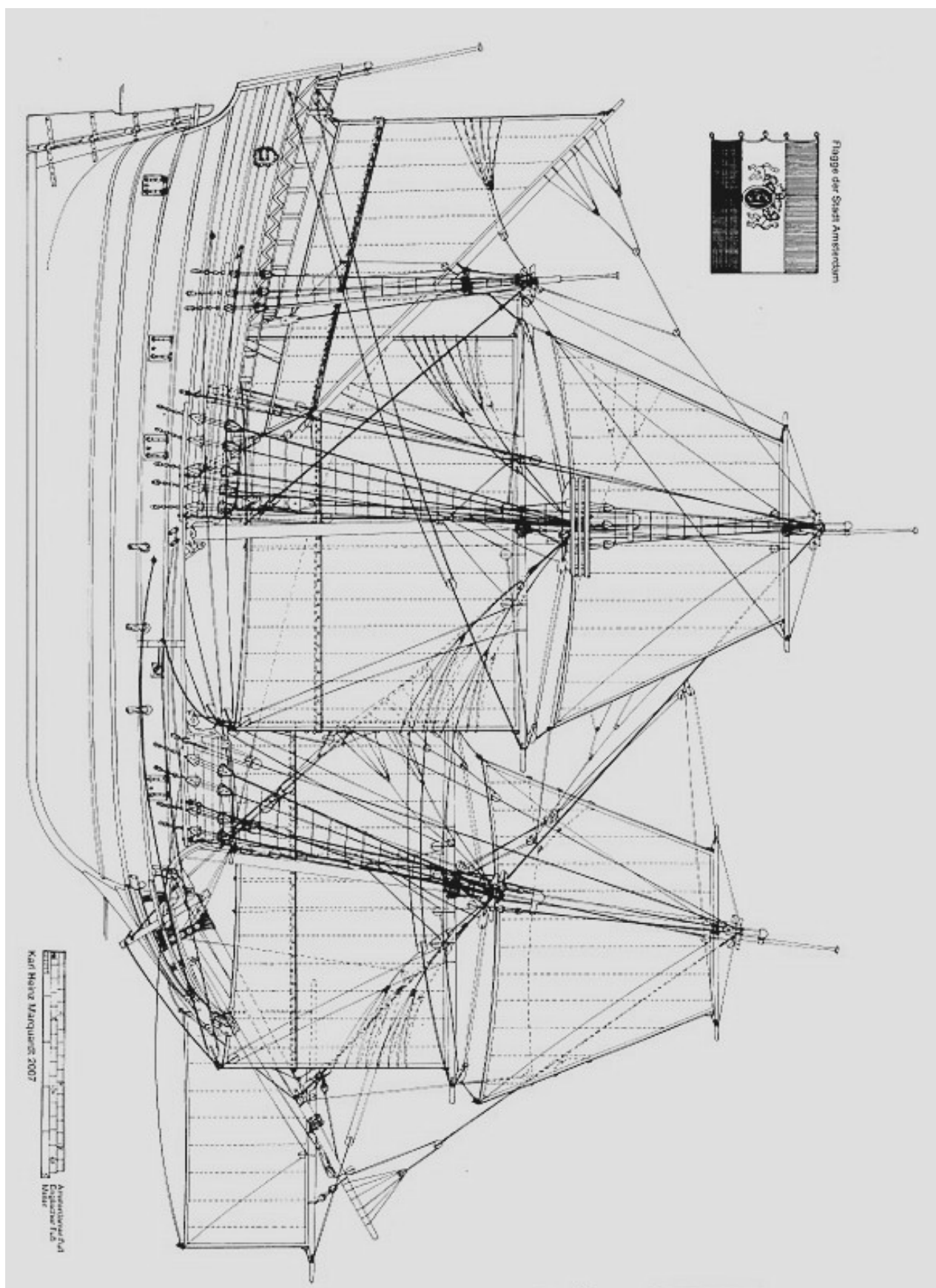


Fig.12). Armed round tacked Dutch merchantman from 1600, based on the approximate 25 to 30 last size of the original *Duyfken*. Side view and rigging plan by K. H. Marquardt.