Capítulo 9

DE LO DEMÁS QUE SE HACE CON LAS EMBARCACIONES HASTA ECHARLAS AL AGUA

Si es particular todo lo dicho, tocante a la fábrica de sus embarcaciones, y nada conforme a lo que se usa en Europa, no lo es menos lo que falta para perfecionarlas y acabarlas hasta que se echan al agua, de que trataremos en este capítulo.

Ya dijimos como en cada tabla dejan de popa a proa, en distancia de cinco a seis palmos, un pedazo mas gordo que llaman *tamboco*. Este se perfecciona y empareja como dijimos, de modo que están correspondientes no solo los de una tabla con la otra sino de un bordo con otro, con cuenta y medida y, acabados, parecen muchas como escaleritas que suben del plan del navío hasta el bordo más alto.

En cada uno de estos *tambocos* hacen dos agujeros, en aquél como zoquete, o escalón, que quedó más grueso sin llegar al cuerpo de la tabla que hace costado al navío; de cada uno de estos escaloncillos atraviesan a cada tabla de banda a banda un palo rollizo como el brazo, más a menos grueso, según es mayor o menor el navío (nunca es mayor que la muñeca, ni mayor que el molledo del brazo). Tienen cuidado de escogerlos de madera correosa, dura y liviana por otra parte, que por acá hay muchos palos al propósito. A cada palo de éstos, después de estar limpio y bien redondo, lo hacen uno, y, si es largo, dos agujeros en las

Chapter 9

CONCERNING THE REST [OF THE CONSTRUCTION] DONE ON THE SHIPS UNTIL THEY ARE LAUNCHED ON THE WATER

If all that has been said concerning the shipbuilding is strange and in no way similar to the practice in Europe, nonetheless, so is the process of completing them until they are placed in the water. We shall treat about it in this chapter.

We have already stated how they leave a thicker spot on each board at a distance of five or six *palmos* from stern to prow, which they call *tambuko.* This is finished off and adjusted, as we have said, so that not only do those on one board correspond to those on the other but also those on each side of the ship correspond in number and size. When finished, they seem very much like little ladders which ascend from the bottom of the ship up to the highest point of the side.

In each one of these *tambuko,* likewise, they make two holes, as well as in that sort of block or step which was left thicker, but without piercing the body of the board which forms the ribbing of the ship. On each one of these little steps, they lay across from side to side at each board a round peg about the thickness of an arm, depending on whether the ship is greater or smaller. The peg is never smaller than the wrist or larger than the fleshy part of the arm. They are careful to fashion it from strong wood, tough and light. Here, however, are many woods suitable for this purpose. After the peg is smoothed and well rounded, they make one, and if it is long, two holes in the ends of each peg which go

puntas, que los atraviesa de parte a parte y sirven de ir metiendo y sacando por ellos el bejuco labrado. Hay un género de bejuco pequeño, que llaman *talulura,*[1] que para este efecto es mejor y amarra los dichos palos con los agujeros que ya dijimos tienen los *tambocos,* sirviendo los de los palos rollizos para detenerlos, de modo que no pueden retirarse a la una banda ni a la otra, y los de las tablas los aseguran de popa a proa.

Amarran en todas las tablas dichos palos, que ya dijimos los llaman *agar,* y luego uno con otro, desde la quilla hasta el bordo, en tres o cinco diferentes distancias; con lo cual queda toda la embarcación, aunque no ligada a nuestro modo, sí al suyo, y no es menos fuerte que el nuestro; antes por acá mejor, que la experiencia muestra que con la mucha humedad de esta tierra y calidad de esta mar se echa a perder el hierro muy en breve, criando un genero de herrumbre que se va saliendo en capas delgadas y deja los clavos flacos. Y acá lo vemos cada día que, por donde primero flaquean las tablas y se desencajan, es por los clavos, que, además de quedar más delgados de cada día, pudren la tabla donde ellos entraron y faltan más presto y se abren los agujeros, por donde se clavan con clavos de hierro; lo cual no sucede con estos clavos y con los tarugos.

Y esta es la causa, además de la falta de hierro que antiguamente tenían, porque no hacían, ni hoy hacen, estos naturales y los demás de otras islas, sus embarcaciones clavadas con hierro; lo más que ponen hoy son los hierros del timón, los que usan a nuestro modo, y eso no todos, sino todo al modo dicho con tarugos de palo o palma, duros y atados muy bien con bejuco por ser para estas tierras y mares más a propósito, no por haber montes de piedra imán, como dice cierto autor, que de tales montes no hay por acá noticia. Y sí en las minas de Paracale[2], de que ya dijimos algo, se halla alguna piedra imán.

He yo hecho la experiencia, pues, con un pedacito, menor algo que un huevo de gallina, que tengo yo de imán de España,

through from side to side. These serve for inserting and drawing through them the braided rattan. There is a kind of small rattan which they call *talulura,*[1] which is better for this purpose and binds these pegs by means of the holes which we have already said the *tambuko* have. The holes in the rounded pegs serve to hold them so that they cannot be pulled either to one side of the ship or to the other. Those of the planks hold them fast from stern to prow.

To all of the planks they fasten these pegs which, as we have already stated, they call *agar.* As a result one board is fastened with the other from the keel to the top edge at three or five different distances. Thus, the whole ship is bound together if not in our fashion, yet in their own. Nor is it less strong than ours but even better here, as experience shows. Because of the great humidity of this land and the quality of this sea, iron is very quickly lost. It causes a kind of a rust which results in the becoming thinner in girth and leaves nails weak. We see this happening here every day; wherever the boards are first weakened and loose at the joints, it is because of the nails, which not only become thinner day by day but also rot the board where they are. They deteriorate more quickly and holes through which the iron nails are fastened to open up. This does not happen with these native nails and with the plugs.

This is the reason, moreover, apart from the lack of iron experienced in ancient times and why these natives, as well as the others in these islands, did not make, nor do they make today these vessels fastened with iron. The most that they use today is for the iron parts of the rudder, which they use in our fashion, but not in every case. However, all ships are made in the manner stated with plugs of hard wood or palm and fastened tightly with rattan because they are more suited for these lands and seas and not because they have mountains of lodestone, as a certain author says. There is no evidence of such mountains here; only in the mines of *Parakali*[2] can one find any lodestone about which we have said something.

I have made a little experiment with a little piece of lodestone from Spain, a bit smaller than a hen's egg that I posses, of lifting

levanto más hierro, o atrae la piedra, que con la de acá mayor que los dos puños; y ni aun para tocar agujas de marear, o agujones es buena la de acá, porque flaquea mucho, se mueve tardamente y se pierde presto la virtud; de modo que mal arrancaría los clavos ni detendría las embarcaciones su virtud, como dice dicho autor, atribuyéndole la causa a dicho imán del hacerse sin clavos de hierro las embarcaciones; que no es sino la humedad grande de la tierra y calidad salitral de este mar que gasta muy presto el hierro, como se ve en la embarcaciones y naos nuestras, y por la misma humedad las varan en tierra sobre grandes palos, procurando que les bañe el viento por todas partes, que no llegan de mucho al suelo; porque, en llegando a él, se pudren luego; y las hormigas blancas, que ya dijimos se llaman *anay,*[3] hacen sus casas en las tablas y quilla, que en breves días las echan a perder.

Estas, y la pobreza de los indios y falta de hierro, son las causas de dichas fábricas sin clavos, no el imán del otro.

Amarradas ya las tablas todas al modo dicho con sus *agares,* atraviesan cuatro o cinco, o más, llavetas, o cuadradas o redondas, de bordo a bordo en estas embarcaciones, dejándoles fuera de cada lado, o bordo, una braza o más, de largo a dichas llavetas; y en ellas, habiéndolas primero amarrado muy reciamente con todos los palos atravesados o *agares,* que están dentro del buque del navio y sirven como de bancos, aunque el mayor y más fuerte es esta llaveta que ellos llaman *batangan,*[4] que en esta lengua quiere decir "cosa que está en fiel y derecha," ponen ciertos palos de *mangle,* por ser madera recia, dos comúnmente en cada *batangan,* o llaveta, asientan en los lados de ellos, arrimados o cabezeados con un tarugo cuadrado y recio que atraviesa las puntas de dichas *batangan,* en que amarran reciamente los dichos palos, que llaman *tadic.*[5]

Estos son comúnmente tuertes hacia la parte baja, como una *ese* en ellos – que ya con la comba llegan cerca del agua – ponen a lo largo dos o tres, y a veces cuatro, cañas de las grandes de acá, a un lado y otro, de modo que quedan ladeadas y hacen un modo de cañizo, que vendrá a estar unas dos brazas, o cerca, de ellas por cada lado, lejos del cuerpo, o buque, de la embarcación.

more iron by the attraction of the stone than with one from here a size of two fists. The local variety is not good for making compass needles, even large ones, because it is very weak; it moves slowly, and quickly loses its power. As a consequence, it would scarcely draw out the nails nor hold back ships, as this author has said, who attributes the reason for making these vessels without iron nails to this lodestone. On the contrary, it is due to the great humidity of the land and the saline quality of this ocean which wastes away this iron very quickly, as can be seen in our own vessels and ships. On account of this humidity they store the vessels on land over large logs arranging so that the wind will bathe every part, and they scarcely touch the ground. This is because when they do touch it they soon rot, and the white ants, which we already have said are called *anay,*[3] make their homes in the boards and keel and in a few days cause a total loss.

These, and the poverty of the natives and the lack of iron, are the reason for these ships to be without nails, not the lodestone of that other *[writer].*

When all the boards are tied to their *agar,* in the manner indicated, they place across these ships four or five or more keys *(llavetas)* either square or round, from one side to the other, they allow these *llavetas* to extend from each side or edge of the ship for an arm's length or more. They first tie them very closely to each of the cross pieces or *agar* which are inside the hull of the vessel. They serve as seats in these little ships, although the larger and stronger is this *llaveta* which they call *batangan*[4] and in this tongue means "something that balances or makes upright". They place certain limbs of *mangle,* ordinarily two, because it is a tough wood, on each *batangan* or *llaveta,* laying them on the sides of these and fastening them as extension with a strong square plug which fits through the end of these *batangan.* On these they securely fasten these pegs, which they call *tadik.*[5]

These are usually twisted downward in an *"S"* shape. On these, which come close to the water because of the curvature, they place lengthwise on both sides two or three, and at times four, of the large bamboos found here. These will come to be about two arm's length on each side away from the body or hull of the vessel.

Cuanto mayores, apartan más estos que llaman *cates,* que sirven de llevar contrapesada la embarcación, que, aunque ladeen, *escora* en ellos y sirven de sostén para los balances; porque con estos *cates,* que son como barandas a un lado y otro, y a la lumbre del agua, son mucho menos por recibir las cañas primero, y con eso se ladea poco la embarcación; prevención necesaria, y más en los mares y olas grandes que hay en algunas partes de estas Islas, de que ya dije algo arriba, que sin este reparo, o estribos, se zozobraran muchas embarcaciones, que aun con ellos zozobran no pocas cuando no están bien contrapesadas y fuertemente atados dichos *cates.*

Este uso de los *cates* pienso que es sólo de estas Islas y sus circumvecinas, que no le leemos de otras gentes, por lo menos de este modo. Vimos algo de ésto en las islas de los Ladrones[6], que están trescientas leguas de estas de Bisayas, viniendo de Nueva España acá; pero los Ladrones llevan solo un *cate,* y es de un palo, hecho a modo de embarcación, aunque no cavado, y este le ponen a un lado no más con otros dos menores que salen del cuerpo de la embarcación principal y hacen como dos balanzas, y es como contrapeso.

Acá los *cates* son dos, al modo dicho, que, dejando la embarcación en medio, le sirven de un lado y otro de estribos; y, como son de cañas, por su naturaleza livianas, huecas delgadas de cancho, y tan grandes como por acá son, añadiéndoles mucha seguridad y fortaleza a las embarcaciones, las cargan poco, y más cuando están los palos, o labrados o enteros, secos y las cañas enjutas, y todo amarrado con los bejucos, que quizás los dió Dios en esta tierra en tanta abundancia para este efecto; que de suyo son recios más que las mimbres mejores de España, ni que otros cordeles o sogas, y son delgados casi como una trenzadera de las de algodón, después de labrados.

Duran mucho, y con la humedad y, en pudriéndose, se hallan en cualquiera parte y orilla del mar donde se llega, y más en estas Islas y costas de los Bisayas, que es infinito casi para renovarlo;

The larger it is the farther these frames extend which they call *katig*. They serve to balance the ship, and although they tip to one side, the ship is supported by them. They serve to maintain the balances when it rolls because these *katig,* which are like railings on both sides, receive the first shock of the water thereby reducing it. As a result the ship rolls little. This is a very important factor especially at sea in heavy waves, such as there are in some parts of these Islands. Of this I have said something above. Without this stabilizer or buttress many vessels would tip-over. Even with them, quite a few founder when these *katig* are not in equilibrium and strongly fastened.

I believe that this use of *katig* is restricted solely to these islands and their neighbors. I have not observed it among other peoples, at least in this fashion. We saw something like this in the Islands of the *Ladrones,*[6] which are three hundred leagues from these Bisayas as one comes here from New Spain. But the *Ladrones* vessels carry only one *katig* and it consists of one log fashioned in the shape of the vessel, but not carved out. They put this only on one side and with two smaller ones which project from the body of the ship itself. They act as two balances and is a kind of counterweight.

Here, the *katig* are two, as mentioned. Extending from the vessel in the middle, they serve as buttresses on both sides. Since they are of bamboo, which is naturally light and hollow, thin as far as circumference is concerned, and as large as they are here, they add very much to the safety and strength of the vessels, although weighing very little. This is especially so when the logs, either trimmed or whole, are dry and the bamboos are dried and the whole tied together with the rattan, which perhaps God has provided in such abundance in this land for this purpose. In themselves together they are better than the best reeds or any of the cords or ropes of Spain. They are thin, almost like a ribbon made of cotton.

They last a long time, despite the humidity. When they rot, others can be found in whatever place or seashore where one may come to, especially in these islands and coast of the Bisayas. There is almost an infinity of them available, and all was fore-

que todo lo previno la divina Providencia acá pues veía, según las circunstancias y calidades de la tierra y gente, que eran no sólo necesarias si no forzosas.

Encima de la llaves dichas, en que estriban los palos de los *cates,* ponen tres diferencias, y aun en algunas embarcaciones grandes cinco, de andamios o corredores, que añaden hermosura, comodidad y fortaleza a estas embarcaciones, y más a las que sirven, como por acá es ordinario, para pelear y andar en corso contra los muchos enemigos que hoy tenemos. Y en su antiguedad, para sus guerras, que eran aun más ordinarias y mayores que ahora, como veremos en su lugar.

En medio, pues, de la embarcación ponen uno, que llaman *burutlan.*[7] Este suele correr comúnmente de popa a proa en las embarcaciones más grandes – en las menores no tanto – y tiene dos tablas que, puestas de lado o de canto, son como bordos a la larga de la embarcación, dejando a una mano y a otra lugar zafo y bastante a los remeros para remar; y viene a quedar como crujía de una galera, aunque su suelo es de cañas partidas y muy bien atadas, como un cañizo, bastantes para andar por él sin peligro, y más liviano que si fuera de tablas.

En este *burutlan* están los que marean las velas, los pasajeros y parte de la carga que es menester tener más a mano: y en él, con los otros dos de los lados, se pelea en ocasiones de guerra. Este *burutlan* mayor, y como crujía, está en medio de las embarcaciones. Luego, a cada lado, siguiendo el bordo de un lado y otro de la embarcación y encima del lugar que se dejó para los remeros, levantan proporcionadamente, dando lugar para que los remeros puedan levantarse, entrar y salir y meter la carga, otros dos *burutlanes* que llaman *pagquirai,* que quiere decir que "son como las dos cejas de la cara," del mismo modo y hechura que el del medio, aunque más estrechos, pero no tanto que no pueda dormir un hombre en ellos.

Estos dos, y aun el de en medio, cuando se hacen con curiosidad, se rodean de balustres, torneados con mucha igualdad, que causan no poca hermosura; de modo que cada embarcación de

seen by Divine Providence here for He provided according to the conditions and characteristics of the land and the people, which are not only necessary but urgently so.

On top of the *llaves,* on which they support the logs of the *katig,* they place three different, and even in some of the larger vessels, five, platforms or runways which add symmetry, convenience and strength to these vessels, especially for those which are used here, as is ordinarily the case, for fighting and pursuing a course against the many enemies which we have today. In ancient times, they were used for their wars, which were even more frequent and greater than now, as we shall see in its place.

In the middle of the ship, then, they place something which they call *burutlan.*[7] This usually runs from the stern to the prow in the large ships. In the smaller ones, not so large. It has two boards which are placed on edge or on their sides. They are like the sides, for the most part, of the vessel, leaving on both sides a free and sufficient place for the rowers to row. It comes to be like the open space from stern to prow in a galley. Its flooring, however, is of bamboo, split and very well fastened like a mat. This is sufficient for walking along it without danger, and is much lighter than if it were made of boards.

On this *burutlan* are situated those who work the sails, the passengers and part of the cargo which it is necessary to have closer at hand. Along it and on the other two sides they fight. In times of war, this *burutlan* is larger and like a gangway down the middle of the vessels. Along each side parallel to the edges of each side of the ship and on top of the place which was left for the rowers they construct two more *burutlan,* leaving room so that the rowers can get up, enter, leave and store the cargo. These they call *pagkiray,* which means to say "like the two eyebrows of the face". They are of the same form and shape as that of the center, but more narrow. But they are not so narrow that a person cannot sleep on top of them.

These two and even the one in the middle when they are made with ornamentation, are encompassed with rails turned out with great uniformity; this results in quite a pleasant effect. Con-

estas grandes lleva tres andamios o *burutlanes* al modo dicho que le sirven de mucha comodidad y hermosura.

Otra comodidad, aun mayor, tienen y que falta a todas las embarcaciones pequeñas del mar, así mediterráneo como del océano de Europa. Esta es, que atraviesan de cañas y bejuco de una parte a otra, amovible todo, quitan y ponen con facilidad unos como caballetes de un techo falso que, desplegando sobre ellos los *cayanes* de hojas de palma (ya dijimos lo que son) sirven de todo y reparo para los soles, que ni aun el resplandor pasa, para las aguas que las escupen y echan como una tabla, y de notable comodidad; pues, con los insufribles soles de por acá, fueran intolerables las navegaciones si se hubiesen de hacer como en Europa, a cureña rasa, o metidos bajo de escotilla. Todo lo cual se obvia con dichos toldos que son como techos de una casa; de modo que se puede decir que son las embarcaciones de acá techadas como casas, y esto aun las muy pequeñas y los *balotos* menores, que todo es necesario; y, como los dichos *cayanes* se doblan con facilidad, se pueden doblar cuando los vientos en contrario obligan a ello, y poner cuando dan lugar; y, cuando otra comodidad no tuvieran, es la muy grande cuando se da fondo, y, cuando llueve, mucho más, pues bajo de dicho toldo, como en los de las galeras, se recoge la gente o a la sombra contra el sol, o al abrigo contra el agua, que son dos enemigos grandes de los navegantes, aunque sean algún embarazo contra el viento.

No se acaba con los tres *burutlanes,* o crugías dichas, la obra de estas embarcaciones mayores, porque, además de ellos, se ponen los que llaman *daramba,*[8] que son otros dos andamios de dichas cañas, o enteras o partidas, que corren todo lo que ocupan las llaves, o *batangan,* en el cuerpo de la embarcación, en el remate o punta de dichas *batangan* de un lado y otros; y algunas embarcaciones de estas, cuando eran muy grandes, llevaban otro andamio, o *daramba,* en medio de dichas llaves.

Y sean dos por lado, o sean uno, en todas ellas llevaban remeros, de modo que fuera de los dos órdenes de ellos que van dentro de la embarcación, van otros dos afuera, y en las grandes

sequently, each vessel of these larger sizes has three gangways or *burutlan* of this kind which give convenience and adornment.

They have another even greater convenience which is missing in all the small seagoing vessels whether in the Mediterranean Sea or the European Oceans. This is that they cross bamboo and rattan from one part to another on top of the ship which are removable. Some things that appear like the gables of a false roof can be taken off and put back with ease. Over them the *kayang* of palm leaves, we have already said what these are, are spread serving as an awning and defense against the sun, and even its brightness. It stops the rains, which are thrown back and off as from a board, with remarkable advantage. With the insufferable sun they have here, travel on the water would be intolerable if they had to do without shelter as in Europe, or crowded into a hatchway. All this is obviated with these awnings which are like the roofs of a house. Thus, it can be that the vessels here have roofs like houses, and this is true even of the very small ones and the little *balutu*. Since these *kayang*, and it is all necessary, are folded with ease, they are folded when contrary winds require it and put up when the situation permits. When they have no other, it is a very great shelter when they are at anchor and when it rains hard, because underneath this awning, as in those of the gallies, the people gather either in the shade for protection against the sun or under a covering against the water. These are the two great enemies of sailors. However, these awnings may be some obstruction against the wind.

The construction of these large vessels is not finished with these three *burutlanes* or gangways. In addition to these they put on what are called *daramba*.[8] These are two other platforms of these bamboos, either whole or split which pass over all the keys or *batangan* of the hull of the ship, at the end or tips of these *batangan* extending from one side and the other. Some of these ships, when they are very large, carry another gangplank or *daramba* in between these braces.

There may be two on a side or one. In all of them they carry oarsmen in such a way that besides the two rows of them that travel inside the vessel, there are two others outside, and in the

cuatro; con que llevan tres órdenes de remos por cada lado, invención que no se ha hallado ni ejecutado en nuestro mar Mediterráneo, por ser allá de otra manera, hechura y traza las embarcaciones, y no usarse todos estos sobrepuestos de llaves, crujías, andamios y armatoste, que, aunque no se puede negar que son todas estas cosas de mucho volumen y ventolera, tampoco se puede negar que son de gran comodidad. Y llevando, como suelen llevar, estas embarcaciones dichas a seis órdenes de remos, o, por lo menos, a cuatro en los dos lados; y en cada orden, según es de grande, a doce o quince o veinte remos. Alguna de ellas lleva de boga, solamente, cerca de doscientos hombres, otras menores ciento; y, si añaden (suelen a las veces los enemigos cuando huyen, y los nuestros cuando les siguen) gente de boga en los *cates,* que, por ser de cañas enteras como dijimos, son capaces de ellos, son muchos más, con lo cual recompensan con aumentos lo pesado de tanto andamio, etc.

Todas estas embarcaciones llevan uno o dos árboles y sus velas cuadradas, aunque no todas de una misma manera. Nuestros bisayas en las suyas usaban y usan velas cuadradas o redondas, que llaman otros a nuestro modo los árboles, que los más suelen ser de cañas, que, juntándose en la parte superior donde están la garrucha y motones para izar las velas, por la parte inferior se dividen y abren, poniéndolas en dos encajes, o como cajas, con su tarugo, con que se dejan caer cuando es necesario y se levantan de nuevo siempre que quieren, con gran comodidad y facilidad. Y aun cuando es el árbol uno sólo, o de dichas cañas o de palo, que le buscan liviano y correoso para el efecto, se encaja en su caja al modo dicho para poderlo bajar o subir con facilidad, levantándolo cuando el tiempo es a propósito para tender las velas y navegar con el viento, y, cuando no lo es, dejándolo caer; con que no es de tanto impedimento, aunque se navegue con viento contrario.

Llevan estos árboles sus sogas, o agumenas, al modo de nuestras saetías del Mediterráneo; pero las embarcaciones por acá, que navegan al modo *Lutao*[9] que llaman – que es como los *joloes* y *mindanaos* y otros de estas Islas, no tienen ni usan más

largest ones, four. As a result, they carry three rows or oars on each side, a contrivance that has not been found to be practiced in our Mediterranean Sea. This is because the ships there are constructed in another fashion and plan, and they do not carry all these extra braces, gangway, platforms and encumbrances. And although one cannot deny that all these things are very bulky and are wind catchers, neither can it be denied that they are a very great convenience. They carry, as these vessels usually do, six rows of oars, or at least four on both sides, and each row, depending on the size, twelve or fifteen or twenty oars. Some of them carry as rowers alone about two hundred men; other smaller ones, a hundred. If there is added (as the enemy is at times accustomed to do in fleeing, and our own ships when pursuing) the rowers in the *katig,* which because they are of whole bamboo, as we have said, are able to hold them, there are many more. In this way they make up for the weight of the superstructure by these conveniences, etc.

All these ships carry one or two masts and their square sails, but not all in the same fashion. Our Bisayans among themselves used, and still do, squared or round sails, and they speak of the masts differently than our custom. The majority are ordinarily of bamboo. They are joined at the top where the pulley and tackle is located for raising and lowering the sails. At the lower end they are separated and apart being placed in two grooves or boxes with wooden pins. In this way the masts can be allowed to drop when necessary and be raised again as often as they wish with great facility and ease. Even when there is only a single mast, either of this bamboo or of wood, they search for a light and tough variety for this purpose. They insert it in its box, in the manner mentioned, so that they can raise it or lower it with ease. They raise it when the weather is suitable for unfurling the sails and navigating with the wind; when it is not, they drop it. In this way it is not such an impediment when traveling with a contrary wind.

These masts carry their ropes or *agumenas,* in the manner of our vessels with the lanteen sails of the Mediterranean. But these ships here sail in the *Lutao*[9] manner, as they say, which is like those from *Jolo* and *Mindanao* and others of these Islands. They

sogas que la que llaman *bugnuson;*[10] que es con la que izan las velas, y dos brazas, porque los árboles son de tres cañas que juntándolas por arriba, las abren por abajo como trévedes: la una ponen en la proa, o roda de ella, y sirve como de puntal; las otras dos, algo decantadas hacia a la dicha proa, las ponen una al un bordo, o *daramba,* y otra al otro; con que quedan todas tres fuertes. La vela, que es más ancha que alta, al uso *lutao,* lleva dos cañas fronteras, la una arriba, que es la verga; la otra abajo, en su oposición; de modo que tienen siempre la vela tendida entre las dos, con que la arrollan en ellas cuando no navegan, y este género de velas bolinean más, y en parte es más seguro por ser menos altas si las extienden.

Vengamos al varar de las embarcaciones o echar al agua, dejando un millón de supersticiones que tienen al cortar las tablas y hacerlas, contando los ñudos de cada tabla; porque del número de ellos y lugar donde caen en la embarcación adivinan, o soñaban, la ligereza y la dicha que había de tener, o lo contrario; todo ello sin fundamento ni traza, y así no me canso en contarlo.

Lo que en algunas partes tenían especial en las ocasiones de varar los navíos de guerra, y con que habían de salir a sus robos, era que entre los parrales que ellos llaman *hanglar,* que son los palos rollizos sobre que corre el navio hacia el agua, ponían a la fin un hombre, que solía ser alguno de los esclavos que en otras guerras habían cogido, y, pasando sobre él la embarcación, le estrujaban y dejaban hecho tortilla. Y este era un sacrifico que hacían al demonio para que aquella embarcación, y los que en ella iban, fuesen temidos de los enemigos, y valientes para coger cautivos.

Esto que llaman en su lengua *baclag,*[11] hacían en el *Ibabao* antiguamente, y en *Guiuan* y otras partes; y en Calagan lo hacían para pedir salud por algún principal que estaba muy malo, dando como por rescate de la vida del enfermo la del que sacrificaban

do not have or carry more ropes than what they call *bugnuson.*[10] It is with this that they raise and lower the sails, which has two arms, because the masts are composed of three bamboos which are joined at the top and spread out at the bottom like a tripod for a cooking pot. One is set at the prow or its stem and serves as center point. The other two are somewhat slanted towards the prow. One is placed at one side or *daramba* and the other at the other side; as a result, all three are made firm. The sail, which is wider than it is high, in the *Lutao* style, is carried on two bamboos in front, one above which is the yard, the other below and opposite. In this way, the sail is always stretched between the two and is rolled upon them when not sailing. They can sail closer to the wind with this kind of sail and, in part, it is safer because it is not so high when unfurled.

We now come to the lowering of the vessels or launching them into the water. We shall put aside the million superstitions they have about cutting the boards and fashioning them. They count the knots of each board, for example, because from their number and the place where they fall on the vessel they predict or imagine the maneuverability of it and the fortune which it would have, or not have. All this is without basis, nor shadow of truth, and so I shall not tire myself in recounting it.

There is a special way they used to have in some places for getting the ships of war down to the water's shore, so that they might go forth in their plundering. This was that among the logs or scaffolds, which they call *hanglar,* and are the rounded logs over which the ship rolls towards the water, they used to put at the end one of the slaves who had been taken in some war. The vessel passed over him, squeezed him and left him totally flattened. This was a sacrifice they made to the devil so that that ship, and those who sailed in her, might be feared by enemies and be brave in making captives.

In their language they called this *baklag.*[11] In ancient times they did this in Ibabaw, in Guiuan and other places. In Calagan they did it to ask safety for some chief who was very ill, giving, as it were, in exchange for the life of the sick individual, the one

de dicha manera; y decían que con aquella sangre que llevaban del sacrificado, iba fondable y tremendo el dicho navío (cosa de bárbaros y sin Dios). Y así tenían un provervio suyo que decia: *Dao hadluc sin, igin baba kalag-na,* que es decir "que causaba miedo y pavor," como lo tienen todos los que estaban expuestos dispuestos para este sacrificio. Y, con ésto, puesta ya la embarcación en el agua, diremos lo que hacían y de su modo de navegar, remos y lo demás concerniente.

whom they sacrificed in this manner. They said that with that blood, which they took from the victim, this vessel would be formidable and dreadful thing (this is something godless and barbaric!). Hence, they had a proverb of theirs which stated, *"Daw hadluk sin, iginhaba kalag-na,"* which is to say: "that it caused the same fear and terror as all the souls that were swallowed". With this, then, the ship was placed in the water. We shall relate what they did next and their method of navigating, about their oars and the other pertinent matters. ❑

Chapter 9

ANNOTATIONS

[1] *Talulura:* "A fine and an excellent bamboo which thrives along the seashores. Its fruit, a little bigger than a chickpea, is edible. When cut the rattan distills a very rich liquor to cure the children. De la Rosa-Alcázar [1914], *op. cit.*, p. 419, *Suppl.* Sánchez had the entry under *talalul* or *talulura:* A type of bamboo.

[2] *Paracale. Parakali:* Located in the Bikol Region, in the present Province of Camarines Norte and on the eastern coast facing the Pacific Ocean. Famous in early Spanish times for the gold mines.

[3] *Anay.* A termite or often called 'white ant'. The white ants or *anay* make and fashion mounds or little hills, called *pusgu,* from deep underground, where the 'queen' lives, is fed and gives birth to millions constantly, and which appears above-ground. The mound which rises higher and higher is as hard as a rock; even when watered-down, it is tough to destroy. These *anay* or worms are excellent feed for chickens when the mound is broken.

These creatures are terribly destructive to everything made of wood such as houses and buildings; cardboard or paper product, etc. Or as De la Rosa-Alcázar describes these *anay*: A very destructive ant, some are white and black; the white ones which become red in due time are the worse [1914] op. cit., p. 17. – *pusguun na ining balay."* Sánchez [1711], *op. cit.*

"Anay: A very destructive ant; some are white and black; the white ones, which in time become red, are the worse. De la Rosa-Alcázar [1914], *op. cit.*, p. 17. Perhaps the black *anay* is known as *bukbuk* in Bisayan. – *Bukbuk:* the rotten part of the wood. *Ibid.*

[4] *Batangan.* There is only a term *"batang:* fallen tree or log, in the earth or at sea; also it is a name of a *taro* known as the *apari."* De la Rosa-Alcázar [1914], *op. cit.,* p. 47.

"Batang: Fallen trees or logs, placed on the earth or water to enable people to cross to the other side. – *batangan:* the beams of the house, placed either under the soil or near the roof; these are also called *sukug."* Sánchez [1711], *op. cit.* Actually these *batangas* are the *katig* or bamboo poles tied to the vessel on both sides to balance it.

[5] *Tadic. Tadik.* "Long bamboo poles that stretch across the sea-vessel, front and back and then parallel with the vessel on both sides

called *katig* which prevents the vessel from capsizing and which gives it great stability. *Tadikan:* [an outrigger] – *Ibid.*

[6] *Ladrones.* The Mariana Islands (also called Marianas): a Western Pacific chain of islands, 370 square miles, lying 1,500 miles east of the Philippines. Prior to the turn of the 20th century the islands were under the jurisdiction of the Philippines, at that time under Spanish rule.

[7] *Burutlan.* Unable to locate this term *burutlan.* Further in the text, Alcina describes it as a gangway built on the sides of larger vessels.

[8] *Daramba.* Seats over the *katig* of the boat, to row there with greater ease. *Darambaan an atun sakayan, or magdaramba kita."* Sánchez [1711], *op. cit.*

[9] *Lutao. Lutaw.* People so-called who live on the sea, with houses and passageways all on stilts rising from the waters; also in sea-vessels. *Barutu* [baloto] is their house. They live by fishing and bartering their fish for other necessary things like the people of Dapitan [on Mindanao]. – Also *"Lutaw:* It is not death penalty, but rather to serve and suffer personally. *An mga linutaw sa Infierno. – Ginlutaw sa singbahan sin duha katuig* – i.e. Was condemned to serve in the church for two years. *Ibid.*

[10] *Bugnuson.* "A *mecate* to raise or lower the sails. – Also a somewhat large shellfish." De la Rosa-Alcázar [1914], *op. cit.,* p. 60.

"Bugnas: to break or to snip a line or a thread, etc. *Bugtu. Nabugnas, minugnas an higut sa duyan, an pisi nga ibinitay sa babuy, isda, etc. Bugnasun mo yadtu."* Sánchez [1711], *op. cit.*

[11] *Baklag.* Or *Tagikan.* derv. *Tagik:* A flake, either of woven cane, called *linagahit;* or of woven rattan, which is properly the *tagik,* vel, *tagikan.* The flake of the *pansag,* is called *tagik.* When still standing is called *sarimbal pagtagik.* Once it is finished it is called *tagik;* but *baklag.* It is *pagtagik kun lubid* or *lapnis* or *rattan*; like twisting two-*kawu* and in each round there is a fissure. *Ibid.*

"Tagik: a wall prepared as a fish corral and made of woven bamboo splits of *tanganan* bamboo; split bamboo flooring with platform." Tramp, 1995, *op. cit.,* p. 418.

A kind of a mat or a fence made of split-bamboo used in fish corrals. v. To spread or extend the said mat. De la Rosa-Alcázar [1914], *op. cit.,* p. 25. To extend or place the *petate* or mat.