

which it was found impracticable to work by free enlistment, or otherwise than by slaves under the most cruel driving.* I am not well enough read to say that war-galleys were never rowed by slaves in the Middle Ages, but the only doubtful allusion to such a class that I have met with is in one passage of Muntaner, where he says, describing the Neapolitan and Catalan fleets drawing together for action, that the gangs of the galleys had to toil *like* "forçats" (p. 313). Indeed, as regards Venice at least, convict rowers are stated to have been first introduced in 1549, previous to which the gangs were of *galeotti assoldati*.†

29. We have already mentioned that Sanudo requires for his three-banked galley a ship's company of 250 men. They are distributed as follows:—

				Crew of a Galley and Staff of a Fleet.
Comito or Master	. . .	1	Orderlies 2
Quartermasters	. . .	8	Cook 1
Carpenters	. . .	2	Arblasteaders 50
Caulkers	. . .	2	Rowers 180
In charge of stores and arms	. . .	4		250‡

This does not include the *Sopracomito*, or Gentleman-Commander, who was expected to be *valens homo et probus*, a soldier and a gentleman, fit to be consulted on occasion by the captain-general. In the Venetian fleet he was generally a noble.§

The aggregate pay of such a crew, not including the *sopracomito*, amounted monthly to 60 *lire de' grossi*, or 600 florins, equivalent to 280*l.* at modern gold value; and the cost for a year to nearly 3160*l.*, exclusive of the victualling of the vessel and the pay of the gentleman-commander. The build or purchase of a galley complete is estimated by the same author at 15,000 florins, or 7012*l.*

We see that war cost a good deal in money even then.

Besides the ship's own complement Sanudo gives an estimate for the general staff of a fleet of 60 galleys. This consists of a captain-general, two (vice) admirals, and the following:—

* See the *Protestant*, cited above, p. 441, *et seqq.*

† *Venezia e le sue Lagune*, ii. 52.

§ *Mar. Sanut.*, p. 30.

‡ *Mar. Sanut.* p. 75.