

THE REPAIR OF THE SHIPS & TEST OF LUCK  $\neq$  MARCO POLO

tenders that they carry quite 1000 baskets of pepper. But I tell you too that they  
 FB Z VA take 40, 50, some 60, some 80, some 100 sailors, and these go with oars<sup>1</sup> and with  
 P Z sails when there is opportunity. And often again they help to tow the great ship with  
 ropes, that is hawsers, when they are moved with oars, and also when they are moved with sails  
 if the wind prevails rather from the beam, because the smaller go in front of the larger and tow  
 it tied with ropes; but not if the wind blows straight, for the sails of the larger ship would  
 prevent the wind from catching the sails of the smaller and so the larger would overtake the  
 Z FB smaller. They take two and three of these large tenders, but the one is larger than the  
 P other. And of small ships which we call boats also they take quite ten, to anchor and  
 P to catch fish and to wait upon the large ship in many other ways. And the ship  
 Z P carries all these boats through the water lashed to her sides outside, and when necessary  
 FB they put them in the water; but they tow the two large ones astern, which each have their mariners  
 and their sails and all that is needed for themselves and for them. And again I tell you that  
 L L the said two large tenders also carry small boats. Moreover I tell you again that when  
 VA the great ships<sup>2</sup> wish to be decorated, that is to be repaired, and it has made a great  
 P Z voyage or has sailed a whole year or more and needs repair, they repair it in such a way.  
 Z For they nail yet [72a] another board over the aforesaid original two all round the  
 L FB ship, without removing the former at all, and then there are three of them over the whole  
 FB ship everywhere, the one nailed above the other, and then, when it is nailed, they also caulk and  
 L FB oil it with the foresaid mixture; and this is the repair which they do. And at the end of  
 L VA the second year, at the second repair they nail yet another board, leaving the other boards so  
 FB Z Z that there are four. And in this way they go each year from repair to repair up to the number  
 FB of six boards the one nailed above the other. And when they have six boards the one upon  
 Z FB the other nailed, then the ship is condemned and they sail no more in her on too high seas but  
 in near journeys and good weather, and they do not overload them; until it seems to them that  
 they are no more of any value and that one can make no more use of them. Then they dismantle  
 Z and break them up. And so we will tell you how, when any ship must go on a voyage, they  
 prove whether its business will go well or ill on that voyage. The men of the ship indeed will  
 have a burdle, that is a grating, of withies, and at each corner and side of the burdle will be  
 tied a cord, so that there will be eight cords, and they will all be tied at the other end with a  
 long rope. Again they will find someone stupid or drunken and will bind him on the burdle;  
 for no wise man nor undepraved would expose himself to that danger. And this is done when a  
 strong wind prevails. They indeed set up the burdle opposite the wind, and the wind lifts the  
 burdle and carries it into the sky and the men hold by the long rope. And if while it is in the

<sup>1</sup> armes FB,TA,Z,&c. support the correction a remes.

<sup>2</sup> FB: les ij.nefz