

SPAIN  
AND  
PORTUGAL

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HANDBOOK FOR TRAVELLERS

BY

**KARL BAEDEKER**

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WITH 9 MAPS AND 57 PLANS

THIRD EDITION

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## 54. Gibraltar.

**Arrival.** The Algeciras steamers lie alongside the *Commercial Mole*, the extension of the *Old Mole*. Some of the ocean-steamers drop their anchors in the unsheltered bay at a considerable distance from the town, but land their passengers in tenders (free). For landing in other cases there is a fixed tariff: to or from a steamer 1s. 6d., luggage up to 56 lbs. free, each addit. 56 lbs. 6d., but most passengers compound for their luggage at 2s. In bad weather the tariff is increased by one-third, doubled, or trebled, according to the signals hoisted at the landing-place (red, blue, or blue and white). — The *Custom House Examination* takes place at the Harbour Gate; it is usually limited to tobacco, spirits, and firearms. — *Permits of Residence* for non-British visitors must be obtained at the Police Office opposite; these are valid until evening only and must be extended (apply to the hotel-landlord) if the night be spent on shore.

It should be noted that the gates are closed after the evening gun, but up to 11.30 p.m. free egress or ingress is obtained on application at the Police Station; between 11.30 p.m. and sunrise no one is allowed to enter or quit the town without special permission. — Visitors should not leave the main paths without permission, and it is prohibited to make either drawings or notes when near the fortifications.

**Hotels.** \*HÔT. BRISTOL (Pl. a), Cathedral Square, quietly and pleasantly situated; GRAND HOTEL (Pl. b), HÔTEL CECIL (Pl. c), both in Waterport Street (pens. from 16s. 6d. upwards at these three). — Less pretending: HÔTEL CONTINENTAL (Pl. d), Waterport Street; LONDON, City Mill Lane; FONDA DE ESPAÑA, Waterport St.; at these pens. from 7s. per day. In spite of their comparatively high prices none of these hotels is quite up to modern requirements. Table wine is charged extra. — BOARDING HOUSES: *Carlton House*, Scud Hill South; *Rugby House*, Prince Edward's Ramp.

**Café.** *Café Universal*, Waterport Street; ground-floor frequented by soldiers and sailors, 'saloon' up-stairs more select.

**Cabs** (stands at Waterport Gate, Commercial Square, and Cathedral Square). *Drive* (1-2 pers.) in the lower town, between Waterport Gate and the Alameda, 6*d.*; in the upper parts of the town (Governor's Street), 9*d.*, to Catalan Bay 1*s.* 3*d.*, to the lighthouse 1*s.* 4*d.*, to the Governor's Cottage 1*s.* 9*d.* *Per Hour* (1-2 pers.), 1*s.* 6*d.*, each additional ½ hr. 6*d.*; each extra person pays 3*d.* more (to the lighthouse or Governor's Cottage 5*d.*). Each article of luggage 2*d.* — The cabmen generally refuse to take a fare at these legal prices; it is necessary to make a bargain in advance. Night-fares are subject to agreement. Complaints should be addressed to the police.

**Saddle Horses** may be hired of *Frank Sant*, College Lane, or of *H. González*, Horse Barrack Lane (10 p. per day).

**Omnibus** every ½ hr. from Commercial Square to the New Mole Parade (20 c.).

**Post Office** (Pl. 1), Waterport Street, open 7 a.m. to 8 p.m. (on Sun. 8-10 a.m.). The overland English mail closes at 6.45 a.m. — **Telegraph Office** (*Eastern Telegraph Co.*) in the adjoining building, open from 6 a.m. till midnight. Tariff to England 3*d.* or (viâ Malta) 6*d.* per word; to America 1*s.* 4*d.*-1*s.* 11*d.* per word.

**Theatres.** *Theatre Royal* (Pl. 5), Governor's Parade, for operas; *Assembly Rooms* (Pl. 8), in the Alameda (p. 447), built in 1834-85, for dramas. — A **Military Band** plays on the Alameda on Sun. and Wed. afternoons.

**Banks.** *Anglo-Egyptian Bank*, Market Street, opposite the police-office; *Larios Hermanos*, Irish Town; *Cook & Son* (tourist agents), Waterport Street; *Mosley & Co.*

**Money.** British currency is legal tender and is alone accepted at the post office and other government departments, but Spanish money is freely accepted at shops, etc. The 5-peseta piece is usually called 'dollar'.

**Bookseller**, *A. Beanland*, 103 Church Street. — **Garrison Library**, Governor's Parade, founded in 1793, with about 50,000 vols. and large reading and club rooms; *Gibraltar Commercial Library*. — **Photographs.** *Benoliel & Co.*, Gunner's Lane; *A. Freyone*, 96 Waterport Street. — **Oriental Bazaar:** *Chelanam*, opposite Hôt. Cecil. — **Tobacco** (cheap) at *R. Povedano's*, next the Grand Hotel; *James Speed & Co.*, Waterport Street, etc.

**American Consul**, *R. L. Sprague*, Prince Edward's Road; vice-consul, *A. D. Hayden*. — **LLOYD'S AGENTS**, *Smith, Imossi, & Co.*, Irish Town.

**Steamboats** (comp. p. 442). Gibraltar has steamship communications with all the important harbours of the world (see the 'Gibraltar Chronicle'). To *Algeciras*, see p. 441; to *Cadiz* viâ *Tangier*, see p. 449; *Spanish Coasting-Steamers*, see pp. 287, 382, 433, etc. — Lines to and from *England*, see pp. xiv, xv. — *P. & O. Steamship Co.* (weekly in each direction) and the *Orient-Royal Steamship Co.* (fortnightly in each direction) between London, Plymouth, and the East (agents for both, *Smith, Imossi, & Co.*, Irish Town). — *Hall's Line* from Gibraltar viâ *Málaga* (1*l.*) to *Cadiz* (1*l.* 10*s.*) and *Lisbon* (London; agent, *W. J. S. Smith*, Bomb House Lane). — *North German Lloyd* (comp. p. xv) six times a month between New York, Gibraltar, and Genoa (agents, *J. Onetti & Sons*, Engineer Lane). — *Hamburg-American Line* (pleasure-cruises only; agents, *John Carrara & Sons*, Waterport St.). — *Oldenburg-Portuguese Steamship Co.*, once a month to the Moroccan coast (agents, *Maters & Sons*, Pitman's Alley). — *Adria Steamship Co.* (Hungarian), for Trieste, Messina, Algiers, Málaga, and Tangier (agents, *Bland & Co.*, Irish Town).

**Golf Links** at *Campamento* (p. 449); green-money 1*s.* per day. — Visitors with introductions have opportunities of joining the *Catpe Hunt* (1*l.* per month), the *Lawn Tennis Club*, the *Cricket Club*, etc.

**Principal Sight**s (one day). Morning: Visit the *Alameda* (p. 447) and *Galleries* (p. 447); walk up to the *Signal Station* (p. 448). Afternoon: excursion to *Europa Point* and *Governor's Cottage* (p. 447) or to *Catalan Bay* (p. 448). — *Guides* (10 p. per day; superfluous), at the hotels.

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*Gibraltar*, a town of 27,500 inhab. (incl. a garrison of 6500 men), an important British fortress, and the 'key of the Mediterranean', lies opposite Algeciras, on the E. side of the *Bay of Algeciras* or of *Gibraltar*, which forms the N.E. expansion of the *Strait of Gibraltar*, the *Fretum Gaditanum* or *Herculeum* of the ancients and the *Estrecho de Gibraltar* of the Spaniards. The widest part of the strait (ca. 28 M.) is towards its W. or oceanic end, between *Cape Trafalgar* (p. 454) in Spain and *Cape Spartel* (p. 454) in Morocco. The E. entrance is much narrower (12½ M.). The narrowest part of all (8 M.) is between the *Punta Marroquí* (p. 449), at Tarifa, and the *Cuchillos de Siris* in Africa. Navigation is always difficult and sometimes dangerous, partly on account of the frequent land-winds from both sides and partly owing to the strong currents. The lighter Atlantic current on the top sometimes sets at the rate of 5 M. per hour; below is the salter, and therefore heavier, current from the Mediterranean.

Gibraltar Bay, though little affected by these currents, is but an indifferent harbour owing to its want of shelter on the S.W. and E. The bay, which is 7 M. long and 4-5 M. wide, is in the form of a horseshoe, bounded on the W. by the *Sierra de los Gazules* (p. 442) with the *Punta Carnero*, on the N. by the plain of the *Palmones* and *Guadarranque* (p. 441), and on the E. by the *Peninsula of Gibraltar* with *Europa Point* (*Punta de Europa*).

The *Rock of Gibraltar*, consisting mainly of jurassic limestone, stretches almost exactly from N. to S., with a length of nearly 3 M. and a breadth of ½-¾ M. *Mt. Rockgun* (1356 ft.), the N. and lower summit, is separated by a saddle from the higher ridge to the S., with the *Signal Station* (1295 ft.), the *Highest Point* (1396 ft.), and *Sugar Loaf Hill* (*O'Hara's Tower*; 1361 ft.). The N. and E. sides of this huge gray mass are almost vertical, while to the S. and W. it descends in step-like terraces. The higher slopes are overgrown with cactus, and harbour a troop of about 40 Barbary apes (*Inuus ecaudatus*), the only wild monkeys in Europe. Barbary partridges (not elsewhere occurring in Europe) and rabbits abound. The vegetation is somewhat more luxuriant on the lowest stage of the W. side.

The Rock is united with Spain by a flat sandy *Isthmus*, ¾ M. long and only ½ M. wide. The central portion of this, about 550 yds. long, is maintained as a neutral zone between the frontiers of the British possession and Spain. To the N. of this zone lies the Spanish frontier-town of *La Línea de la Concepción* (p. 448).

'L'aspect de Gibraltar dépasse tout à fait l'imagination; l'on ne sait plus où l'on est ni ce que l'on voit. Figurez vous un immense rocher ou plutôt une montagne de quinze cents pieds de haut qui surgit subitement, brusquement, du milieu de la mer sur une terre si plate et si basse qu'à peine l'aperçoit-on . . . Ce qui ajoute encore à l'effet de rocher inexplicable, c'est sa forme; l'on dirait un sphinx de granit énorme, démesuré, gigantesque . . . La tête, un peu tronquée, est tournée vers l'Afrique, qu'elle semble regarder avec une attention rêveuse et profonde' (*Gautier*).

'It is the very image of an enormous lion, crouched between the Atlantic and the Mediterranean, and set there to guard the passage for its British mistress' (*Thackeray*).

*North Town*, or the town proper of Gibraltar, covers the N. third of the W. slope of the rock, while the other two-thirds are occupied by the grounds of the Alameda, the attractive villas of the suburb of *South Town*, and the *Lighthouse* at Europa Point. The houses of the town, of the same neutral gray tint as the rock itself, ascend in terraces to a height of about 260 ft. above the sea. The streets are dark and narrow, and seldom expand into a square of any size. Though the resident population (apart from the military) are mainly Spaniards and a heterogeneous swarm of Jews and immigrants of all nationalities from the shores of the Mediterranean, the town still contrives to present a somewhat English appearance. The most conspicuous figures in its streets are the red-jacketed British soldier, the kilted Highlander, and the numerous Moors, mostly dealers from Tangier. The traveller coming from Spain is pleasantly struck with the cleanliness of the streets and the absence of beggars.

The TRADE of Gibraltar consists mainly in the importation of live-stock and other provisions from Galicia and Morocco, especially from Tangier (comp. p. 451). There is also a good deal of smuggling over the Spanish frontier. The harbour is of great importance as a coaling-station and is entered annually by about 5000 vessels, with a burden of 4½ million tons.

The CLIMATE is not always such as to induce the visitor to protract his sojourn. The E. wind often brings a damp fog, which shrouds the entire Rock, while the W. side of the bay may be glancing in the sunshine. Or the N. wind may descend, charged with the icy cold of the snow-fields of the Serranía de Ronda. In summer the bare rock becomes a regular oven, reverberating the rays of the sun with almost intolerable vigour. The inhabitants then flee for refuge to their villas on the isthmus, which are open to the sea-winds on both sides, or to the lofty heights of San Roque (p. 441) or to Ronda (p. 438). The E. side of the rock is in shade in the afternoon. — Gibraltar depends for its DRINKING WATER on the rain collected in tanks, but a good supply for sanitary purposes is obtained from brackish springs discovered in 1868 on the North Front (p. 448).

In antiquity the almost uninhabited rock of *Calpe* (Gibraltar) and the African promontory of *Abyla* (now the Sierra Bullones, near Ceuta; p. 449) were known as the 'Pillars of Hercules' †. The strait between them was regarded as the S. entrance to the Ocean, while the channel between France and England was the N. entrance. Under the protection of their god Hercules Melkart, the Phœnicians pushed their adventurous voyages beyond the Pillars as far as Britain, whence, along with their cargoes of tin to be mixed with copper in order to make bronze, they brought the first tales of the North, with its long winter-nights. The earliest Phœnician

† The well-known sign for the dollar (\$) is sometimes explained as a representation of the Pillars of Hercules, united by a scroll with the inscription 'non plus ultra'.

settlement on the Bay of Gibraltar was also named *Calpe*, while *Carteia*, on the innermost recess of the bay (p. 441), must be regarded as of Iberian origin. *Carteia*, which was also an important seaport under the Carthaginians, received the first Roman colony on the Iberian Peninsula in B.C. 171 and seems to have vanished from the face of the earth at the time of the Vandal invasion. It is not till 711 that the bay again appears in history. In that year the Arab *Târik ibn Ziyâd*, at the head of a plundering expedition sent to Spain by *Mâsa*, the African viceroy of the Caliph of Damascus, landed near the present Algeciras and afterwards established a fortress on the commanding rock of Gibraltar (comp. p. 448). It is from this Moorish warrior that Gibraltar derives its modern name, a contracted form of *Gebel al-Târik*, or 'hill of Târik'. In 1160 the fortifications were considerably strengthened by *Abdelmûmin* (p. 369), the Almohad. In 1309 *Al. Pérez Guzmán el Bueno* captured the place for Ferdinand IV. of Castile, but it was recaptured by the Moors in 1333, and it was not till St. Bernard's Day (Aug. 20th), 1462, that it was again taken by *Guzmán, Duke of Medina Sidonia*, and passed permanently into the power of Castile. In 1465 the duke was invested with the castle and Campo de Gibraltar (p. 441) as a perpetual fief, but his descendants had to relinquish it to the crown in 1502. Gibraltar was sacked in 1540 by *Khairéddin* (Barbarossa), the Algerian pirate, in consequence of which Charles V. had the works rebuilt by *Speckel* of Strassburg (1540) and caused new fortifications, extending from the S. side of the town to the crest of the rock, to be constructed by *Giov. Batt. Calvi*, an engineer of Milan (1552). In 1610 the Spanish admiral *Don Juan de Mendoza* escorted the Moriscos back to Morocco from the very harbour where their forefathers had begun their victorious career through the Peninsula. More celebrated than all the ten sieges it underwent in its earlier history was that which took place in 1704 during the War of the Spanish Succession, when the British fleet under *Admiral George Rooke* and *Prince George of Hesse-Darmstadt* surprized and overpowered the weak Spanish garrison. The twelfth siege took place in 1704-5, when the British succeeded in retaining possession of the fortress in spite of a six months' bombardment by the combined forces of France and Spain. At the Peace of Utrecht in 1715, and again at the Peace of Seville in 1729, after another ineffectual siege (1727), the Spaniards had to submit to leaving Gibraltar in foreign hands. The last great siege of Gibraltar extended from 1779 to 1783, and had the same result, in spite of the floating batteries invented by the Frenchman *D'Arçon*, which, though described as 'incombustible and unsinkable', were destroyed by the British artillery. The British commander was *General Eliott*, afterwards Lord Heathfield. Since the Peace of Versailles (1783) Great Britain's claim to Gibraltar has not been questioned.

The *Older Fortifications* include the numerous batteries along the sea-shore from the Land Port on the N. to Europa Point on the S., the batteries on the S. slope above Europa Point, and the subterranean galleries on the N. side. The summit of the rock has recently been fortified with modern guns of the largest calibre, and strangers are no longer allowed to visit the Rock Gun and Highest Point. Other works are in progress.

From the *Old Mole*, the N. harbour-mole constructed in 1309, we proceed to the S.E. through the *Old Mole Gate*, past the *Market*, and through the inner *Waterport Gate*, on the site of the wharf of the Moors, to (5 min.) **CASEMATES SQUARE.**

**WATERPORT STREET**, running hence to the S., contains most of the hotels, the post and telegraph office (Pl. 1), and other public buildings. Along with the street named *Irish Town*, running parallel on the W., it forms the focus of business.

Waterport Street ends at Commercial Square, containing the *Exchange* (Pl. 3), beyond which it is continued by **CHURCH STREET**. In this street, to the left, stands the **Roman Catholic Cathedral**

(Pl. 4; *St. Mary the Crowned*), originally a Moorish mosque and rebuilt by Ferdinand and Isabella in 1502. It was robbed of its treasures of art in 1704 and now offers little of interest except the Moorish Court of Oranges. — A little farther on, on the same side, is the *Supreme Court* (Pl. 7), with a pretty garden. To the right, in Cathedral Square, stands the **Anglican Cathedral** (Pl. 6; *Church of the Holy Trinity*), erected in the Moorish style in 1821.

Church Street, in turn, is prolonged by **SOUTHPORT STREET**, in which, to the right, is the **Convent**, or residence of the Governor (*Sir Frederick Forestier-Walker*), erected in 1531 as a Franciscan convent. In the garden is a dragon-tree (*Dracaena draco*), believed to be at least 1000 years old. — The street ends at *Southport Gate*, erected under Charles V. and rebuilt in 1883. Outside the gate, to the left, lies the small *Trafalgar Cemetery*, containing the graves of many of the British who fell at the battle of Trafalgar (p. 454). To the right are the *Ragged Staff Stairs*, where the British under Adm. Rooke landed in 1704.

The **\*Alameda**, beyond the gate, laid out by *Governor George Don* (ca. 1814), is one of the chief lions of Gibraltar. Its luxuriant subtropical vegetation includes gigantic geraniums and heliotropes, castor-oil plants, daturas, and daphnes. In the midst of it lie the *Assembly Rooms* (Pl. 8; p. 443) and a *Café* (band, see p. 443). Two indifferent busts commemorate the *Duke of Wellington* and *General Elliott*, the defender of Gibraltar in the 'Great Siege' (p. 446).

To the S. W. of the Alameda lies the **Naval Harbour**, with the *Dock Yard*, founded in the 17th cent. and recently much enlarged. The harbour is protected by the long *New Mole*, begun in 1620 and much lengthened in 1851. Many extensive works, requiring years for completion, are now in hand. Steep streets ascend from the *New Mole* through the suburb of *Rosia* to the *Europa Main Road*.

The **\*Europa Main Road**, beginning at *Prince Edward's Gate* at the N.E. corner of the Alameda, ascends gently along the W. slope of the rock, between villas and gardens, to the point of view named *The Mount*. It then runs past the *Naval Hospital* and above the *Buena Vista Barracks* to (1½ M.) *Europa Point*, the S. extremity of the peninsula, undermined by the waves. A large **LIGHTHOUSE** was erected here in 1841 on the site of the once much frequented sanctuary of the *Virgen de Europa*. — The road (not accessible beyond *Europa Flats*) now turns to the N.E., affording a fine view of the Mediterranean coast of Spain, dominated by the *Sierra de Estepona* (p. 441), and passes the **GOVERNOR'S COTTAGE** or summer-villa. Farther on, amid the cliffs, is the *Monkeys' Cave*.

The so-called **\*Galleries** form the second great sight of Gibraltar. They consist of a series of passages tunnelled through the living rock on the N. face of the peninsula during the 'Great Siege' (1782). They are said to have been suggested by a *Sergeant Ince* and were constructed under the care of *Lieut. Ewoleth, R.E.* We ascend from



Waterport St. through Bell Lane, which leads to the E. opposite the post-office, and then mount, partly by flights of steps, to (10 min.) the *Artillery Barracks*, which lie to the left below the Moorish Castle (see below). Here we inscribe our names in a book and have a soldier assigned as guide (fee 1-2 p.). Visitors are generally shown part of the *Lower* or *Union Gallery* (entrance 590 ft. above the sea), commanding views of the bay and the Mediterranean coast. The visit takes about  $\frac{1}{2}$  hr. Wraps are desirable, as the galleries are damp and chilly. — The *Moorish Castle*, above the Artillery Barracks, begun by *Târik* in 713 (p. 446) and finished in 742, is shown by special permission only. Beautiful view. Beside it is the *Civil Prison*. Farther to the S. is the *Castle Tank*, a large reservoir for the water from the North Front (see below).

Access to the Signal Station, O'Hara's Tower, and St. Michael's Cave is now limited to British subjects armed with a permission from the Governor's Office (comp. p. 446). From the *Signal Station* (1295 ft.), the highest point on the rock but one, all vessels entering the straits are announced to Gibraltar.

The \*View embraces the entire Bay of Gibraltar, with the green Campo de Gibraltar on the N. and the Sierra de los Gazules on the W.; the coast of Morocco from the Sierra Bullones and Ceuta to the Bay of Tangiers and Cape Spartel; and the coast of the Mediterranean to the N.E., with the Sierra Nevada and the valleys of the Alpujarras.

A similar view is obtained from *O'Hara's Tower* (1361 ft.), to the S., named after a ruined tower, said to have been built during the 'Great Siege' by Gen. O'Hara to observe the Spanish fleet in the harbour of Cadiz (!).

**St. Michael's Cave** is one of the numerous stalactite caverns in the heart of the rock, anciently used either as dwellings or as graves, and often containing the bones of prehistoric animals.

To the N.E. of Casemates Square (p. 446) is the *Land Port* or *Spanish Gate*, which is adjoined by strong fortifications and is closed at sunset, after gunfire (see p. 442). Outside it is the so-called *Inundation*, an area that can be put under water if desirable for purposes of defence. Beyond this lies the **North Front**, or British part of the isthmus, lying at the foot of the vertical N. face of the rock. The Devil's Tower Road runs hence to the S.E., passing (left) the *Jewish, Roman Catholic, and Protestant Cemeteries*, to the ( $\frac{1}{2}$  M.) *Devil's Tower*, an old watch-tower, probably built by the Genoese. The road then turns to the right (S.) and leads to ( $\frac{1}{2}$  M.) **CATALAN BAY**, where the steep sandy side of the rock barely leaves room for the fishing-hamlet of *Caleta*, which is often exposed to danger from stones falling from above. In the neighbourhood are several interesting caves, including the *Maiden Hair Cavern*, named after its ferns.

With the visit to this bay may be conveniently combined an excursion to *La Linea de la Concepción*, a town (29,630 inhab.) on the Spanish frontier,  $1\frac{1}{2}$  M. from Gibraltar, beyond the neutral zone (p. 444). During the siege of 1727 the Spaniards took advantage of an armistice to construct an entrenchment between the Bay and the Mediterranean, defended at the

W. end by the *Castillo de San Felipe* and at the E. by the *Castillo de Santa Bárbara*. In 1810, however, these works were razed by the British at the request of the Spaniards themselves, as the Spanish army under *Ballesteros*, which had taken refuge under the guns of Gibraltar, feared that they might be taken advantage of by the French. La Línea is thus now an undefended town, inhabited mainly by labourers, among whom are many returned convicts. The market of Gibraltar is supplied from the *Vegetable Gardens* of La Línea, which extend on the N. to the *Sierra Carbonera*.

About 1½ M. to the N.E. of La Línea is *Campamento*, a village of labourers and smugglers, and also a sea-bathing resort, containing several handsome villas. It has a small eucalyptus-grove. About ½ M. farther on is *Puente Mayorga* or *Orange Grove*, the port of San Roque.

## 55. Excursion to Tangier.

FROM GIBRALTAR TO TANGIER, 36 M. (32 knots), steamer in 2½-3 hrs. A steamer of the *Compañía Transatlántica* (agents, John Onetti & Sons, Engineer Lane) starts every Tues., Thurs., and Sat. at 7 a.m. for Tangier, and thence at 10.30 a.m. for (105 M.) *Cadiz*, which it reaches at 5.30 p.m. Fares to Tangier 15 p. (saloon) or 10 p.; to Cadiz 44 p. 25, 31 p. 25 c.; from Tangier to Cadiz 38 p. or 30 p. — *Bland Line* (M. H. Bland & Co., Irish Town) from Gibraltar to Tangier, on Mon., Wed., and Frid. at 11 a.m., returning the following days (lower fares). Provisions extra in each case. — Tariff for landing and embarking at Gibraltar, see p. 442; at Tangier, see below; at Cadiz, see p. 431.

The excursion to Tangier is well worth making in good weather for its charming views of sea and land alone, to say nothing of the highly interesting glimpse it affords of the world of the Moslem and the Moor. The passage thence to Cadiz is recommended to good sailors only.