

GASPÉ OF YESTERDAY

## SEA TERMS

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The era of wooden ships and iron men had its own set of sea terms that were a normal part of the mariner's vocabulary. Such terms had gradually entered the language over generations.

While some of these terms remain with us today, others have been dropped from common usage.

As "GASPÉ OF YESTERDAY" frequently recalls the days of sail, it seems appropriate to recall the following sea terms.

KEN ANNETT

## EXPLANATION OF SEA TERMS.

**ABACK.** The situation of the sails when their surfaces are pressed aft against the masts by the force of the wind.

**Abaft or Aft.** The hinder part of a Ship, or all those parts which lie towards the stern; used relatively, it signifies further aft, or nearer the stern.

**Aboard or Inboard.** The inside of a Ship.

**About.** The situation of a Ship as soon as she has tacked.

**About Ship!** The order to the Ship's crew to prepare for tacking.

**Abreast.** Side by side.

**Adrift.** The state of a Vessel broken loose from her moorings, and driving about without controul.

**Afloat.** Buoyed up by the water from the ground.

**A-lee.** The position of the helm when it is put down to the lee side.

**Aloft.** Up in the tops, or at the mast-heads, or any where in the higher rigging.

**Aloof.** At a distance.

**Apron.** A square piece of sheet lead tied over the touch-hole of a cannon to keep the water out.

**Athwart.** Across; as, "we discovered a fleet steering athwart us," that is, steering across our way.

**Athwart hawse.** The situation of a Ship or Vessel when driven by accident across the fore part of another.

**Avast!** The order to stop or pause in any exercise or operation.

**Awning.** A canopy of canvass extending over the decks of a Ship, or over a Boat, in hot weather, to protect the officers and crew, and preserve the decks from the heat of the Sun. Also, part of the poop deck which is continued forward beyond the bulk head of the cuddy in East India Ships.

**Bale.** To bale a boat is to throw the water out of her which has got in by means of a leak, the spray of the sea, or otherwise.

**Bare Poles.** When a Ship at sea has no sails set, she is then said to be under bare poles.

**Ballast.** A certain portion of stone, iron, gravel, or any such like materials, deposited in a Ship's hold, when she has no cargo on board, or not sufficient to bring her low enough down in the water, so as to prevent her from upsetting.

**Barge.** A Vessel or Boat of State: those employed in the Navy are for the use of the Admirals, Captains, and superior Officers. Also, the name of a flat-bottomed Vessel of burthen, used in loading or unloading Ships.

**Batten.** A long thin piece of wood.

**To batten down the hatches.** To lay battens upon the tarpaulins which are over the hatches, in bad weather, and nail them down that they may not be washed or blown off.

**Beach.** The sea shore, or margin of the sea.

**Beacon.** A post, or stake, erected over a shoal, or sand bank, as a warning to seamen to keep at a distance. Also, a signal placed at the top of hills, &c.

**Beams.** Strong thick pieces of timber, stretching across the Ship from side to side, to support the decks, and retain the sides at their proper distance.

**Bearing.** The situation of one place from another, with regard to the points of the Compass. The situation, also, of any distant object, estimated from some part of the Ship, according to her situation.

**To belay.** To fasten any running rope; as, "belay the main brace;" that is, make it fast.

**Bend.** That part of one rope which is fastened to another, or to an anchor, &c.

**To bend.** To fasten one rope to another; to bend sails, is to extend and fasten them to the yards.

**Bight.** The double part of a rope when it is folded, in contradistinction to the two ends. Also, a small inlet of the sea.

**Bilge.** To break; as, "the Ship is bilged;" that is, her planks are broken in by violence.

**Bilge-water.** Water which by reason of the flatness of a Ship's bottom, lies on her floor, and cannot go to the well of the pump.

**Binnacle.** A wooden case or box, on the deck of a Ship, containing the Compasses by which the Vessel is steered.

**Birth.** A place; as "the Ship's birth," that is, the place where she is moored; it also signifies the place where the Officers, or any of the Ship's company, mess or sleep in.

**To Birth the Ship's company.** To allot to each man the place where is to mess and hang up his hammock.

**Bitts.** Very large pieces of timber round which the cables are fastened, when the Ship is at anchor; there are also smaller bitts where the top-sail sheets are made fast to.

**Block.** A piece of wood with a sheave or wheel in it, through which a rope is put to add to the purchase.

**Bluff.** Broad; as "the Ship is bluff bowed;" that is, has broad and flat bows.

**Boatswain.** The Officer who has the charge of all the cordage, rigging, anchors, &c.

**Bolt rope.** A rope to which the edges of a sail are sewed, in order to strengthen them; the side ropes are called *leach ropes*, that at the top the *head rope*, and that at the bottom the *foot rope*.

**Bonnet.** An additional part made to lace on to the foot of the sails of small Vessels in light winds.

**Bowline.** A rope fastened near the middle of the leach of a square sail, by three or four subordinate parts, called *bridles*, to keep the weather leech forward when the Ship is close-hauled to the wind.

**Bowsprit.** A large mast or piece of timber which runs out from the bows of a Ship.

**Boxhauling.** A particular method of veering a Ship, when the swell of the sea renders tacking impracticable.

**Braces.** Ropes by which the yards are turned about to form the sails to the wind.

**To brace to.** To ease off the lee braces and haul in the weather ones, in order to assist the motion of the Ship's head in tacking.

**To brace up.** To ease off the weather braces and haul up the lee ones.

**To bring by the lee.** See *to broach to*.

**To broach to.** To incline suddenly to windward of the Ship's course so as to present her side to the wind, and endanger her oversetting. The difference between *broaching to* and *bringing by the lee*, may be thus explained: Suppose a Ship under great sail is steering South, having the wind at N.N.W.; then West is the weather side, and the East the lee side. Now, if by any accident, her head turns round to the westward, so that her sails are all taken aback on the weather side, she is said to *broach to*; but if on the contrary, her head declines so far eastward as to lay her sail aback on that side which was the lee side, it is termed *bringing by the lee*.

**Broken-backed.** The state of a Ship so loosened in her frame, either by age, weakness, or accident, as to droop at each end.

**Bumkin.** A short boom or beam of timber projecting from each bow, to extend the clue or lower corner of the foresail to windward.

**Buntlines.** Ropes fastened to the foot ropes of square sails to draw them up to the middle of the yards, for the facility of furling.

**Buoy.** A sort of close cask or block of wood, fastened by a rope, called the *buoy rope*, to the anchor, in order to point out its situation.

**Life-buoy.** A machine thrown into the sea when a person falls overboard; it is generally made of cork, or plank, with a pole run through the middle; the lower end is loaded with lead, and on the upper is fixed a flag and bell; the flag to direct the people in the boat where to find him by day, the bell by night; it is generally made sufficiently buoyant for a man to sit upright upon it.

**Cabin.** A room or apartment in a Ship where any of the Officers usually reside.

**Cable.** A large strong rope of considerable length, to hold the Ship when at anchor.

**Caboosc.** The cook-room or kitchen in Merchantmen.

**Call.** A silver pipe or whistle of a peculiar construction, used by the Boatswain and his Mates, to summon the Sailors to their duty, and direct them in the different employments of the Ship.

**Cap.** A strong thick block of wood having two large holes through it, the one square, the other round; used to confine two masts together.

**Capsize.** To upset or turn over.

**Capstern.** An instrument in large Ships by which the anchor is weighed out of the ground; used at other times when a very great purchase is required.

To carry away. To break ; as, "that Ship has carried away her bowsprit;" that is, has broken it off.

Cat-heads. Two strong beams of timber over the Ship's bows, with sheaves in them, to which the anchor is hoisted after it has been hove up by the cable.

Chain-plates. Plates of iron fastened to the Ship's sides, to which the dead eyes are fixed.

Channels or Chain-wales. A place built on the sides of a Ship projecting out with notches cut in them, in order to receive the chain-plates, and to give the rigging a greater spread.

Chestrecks. Two stout pieces of wood fastened to the Ship's sides, with holes in the upper part, through which the main tack passes.

Clue of a sail. The lower corners of square-sails, but the aftermost only of stay-sails, the other lower corner being called the tack.

Clue-lines. Ropes which come down from the yards to the lower corners of the sails, by which means the clues, or lower corners of the sails, are hauled up.

Coat. A piece of tarred canvass nailed round the lower part of a mast, close to the deck, to keep the water from going down.

Cock-pit. The place where the wounded in battle are carried to be dressed.

Companion. The passage from the quarter deck to the lower part of the Ship.

Conning or Cunning. The art of directing the Steersman to guide the Ship in the proper course.

Cot. A particular sort of bed frame suspended from the beams of the Ship for the Officers to sleep in.

Crank. The quality of a Ship, which, for want of a sufficient weight below, is rendered incapable of carrying sail without being in danger of upsetting.

Cuddy. In East India Ships, the foremost of the two apartments under the poop deck.

Davit. A long beam of timber used as a crane, whereby to hoist the flukes of the anchor to the top of the bow, without injuring the planks of the Ship's sides as it ascends. There is also a davit of a smaller kind fixed to the long boat, in order, if required, to weigh the anchor by the buoy-rope.

Dead-eyes. Blocks of wood with three holes in each, but no sheaves, through which the lanyards of the shrouds are rove.

Dead-lights. Strong wooden ports made exactly to fit the cabin windows, in which they are fixed on the approach of a storm.

Dead wind. A wind blowing from that point of the Compass to which it is wanted to steer the Ship.

Dog-watch. The watches from four to six, and from six to eight in the evening.

To douce. To lower or haul down, as, "Douce the top-gallant sails;" that is, lower them down.

Down haul. A rope by which any fore and aft sail is hauled down.

To drive. To be carried at random by the force of the wind or tide, when the Ship's anchor does not hold in the ground.

Dunnage. A quantity of loose wood laid at the bottom of a Ship to keep the cargo from being damaged in case of leaks.

Earrings. Small ropes employed to fasten the upper corners of sails to the yards.

Elbow in the hawse. This expression is used when a Ship being moored in a tide way, turns twice the wrong way, thereby causing the cables to take half a round turn on each other.

End for end. Applied to a rope that has entirely passed out of the block through which it was reeved.

Ensign. The flag worn at the stern of a Ship to denote what nation she belongs to.

Fag-end. The end of any rope which is become untwisted by frequent use; to prevent which, the ends of ropes are wound round with pieces of twine, which operation is called *whipping*.

Fake. One of the circles or windings of a cable or hawser as it lies disposed in a coil.

Fall. That part of a tackle on which the people pull.

To fall off. To fall to leeward.

Fathom. A measure of six feet.

Fid. A square bar of wood or iron with a shoulder at one end; used to support the weight of the top-mast when erected at the head of the lower one. It means also a pin of hard wood tapering at one end; used to open the strands of a rope when splicing.

To fish the Anchor. To draw up the flukes of the anchor towards the top of the bows after it has been catted.

Flag. A certain banner by which an Admiral is distinguished at sea from the inferior Ships of his squadron; also, the colours by which one nation is distinguished from another.

Fore-and-Aft. Throughout the whole Ship's length. Lengthways of the Ship.

Fore-castle. A short deck placed in the fore part of the Ship above the upper deck.

Foul. A term generally used in opposition to clear, and implies, entangled, embarrassed, or contrary to; as, "A Ship ran foul of us;" that is, entangled herself about our rigging.

Foul Anchor. The state of the anchor when the cable is twisted round the stock or flukes.

To Founder. To sink at sea by filling with water.

To freshen the hawse. To veer out, or heave in, a little of the cable, in order to let another part of it endure the stress at the hawse-holes. It is also applied to the act of renewing the service round the cables at the hawse-holes.

To furl. To wrap or roll a sail close up to the yard or stay to which it belongs, and, winding a cord round it, to keep it fast.

Gangway. That part of a Ship's side, both within and without, by which persons enter and depart.

Garboard Streak. The first range or streak of planks laid in a Ship's bottom next the keel.

Gasket. A sort of plaited cord passed round the sail to keep it firm when it is furled.

Grappell. A sort of small anchor with four or five flukes and no stock; commonly used to fasten Boats, or other small vessels.

Gratings. A sort of open cover for the hatches, resembling lattice work; serving to give light to the lower apartments, and to permit a circulation of air.

Ground Tackles. A general name given to all ropes and furniture belonging to the anchor.

Ground Tier. The tier of any thing that is lowest in the hold.

Gunnel or Gunwale. The upper edge of a Ship's side.

Gun Room. A division in the aftermost part of the lower deck; for the use of the Gunner and his stores.

Guy. A rope used to keep steady any weighty body while it is hoisting or lowering.

Halliards. Ropes by which any sail is hoisted or lowered.

Handing. The same as furling.

Hawse-holes. Certain holes cut through the Ship's bows on each side the stem, through which the cables pass.

Hawser. A kind of small cable used on various occasions.

To Heave. To turn about the capstern, or other machine of the like kind, by means of bars, handspikes, &c.

To Heave short. To draw so much of the cable into the Ship, as that she will be almost perpendicularly over her anchor.

To Heave-to. To stop the Ship's course when she is advancing, by arranging the sails in such a manner that they shall counteract each other, and prevent her from either advancing or retreating; it is generally done by backing the fore or main top-sail.—See Lying-to.

Heave of the Sea. The power that the swell of the sea has upon a Ship in driving her out, or faster on, in her course, and for which allowance is made in the day's work.

Helms. The instrument by which a Ship is steered; it includes the rudder, the wheel, and the tiller.

To Hoist. To draw up any body by the assistance of one or more tackles. Pulling by means of a single block is never termed hoisting, except only the drawing of the sails upwards along the masts or stays.

Hold. The space between the lower deck and the bottom of the Ship; where her stores and cargo lay. To stow the hold, is to place the things in it.

Horse. A rope reaching from the middle of a yard to its arms or extremities, for the men to stand on when they are loosing, reefing, or furling a sail.

Hoy. A small vessel usually rigged as a Sloop, and employed in carrying goods from one place to another.

Hulk. A name given to any old vessel laid up as unfit for further sea service.

Hull. The frame or body of a Ship, exclusive of her masts, yards, sails, and rigging.

Hull down. A term applied to a Ship when she is at such a distance as that only her masts and sails are to be seen.

Jack. A sort of flag, or colours, displayed from a staff erected on the bowsprit end.

Jamming. The act of enclosing any object between two bodies so as to render it immoveable. A cask, box, or any other thing is also said to be jammed when it cannot be dislodged without difficulty.

Jeers. The tackles by which the lower yards of a Ship are hoisted or lowered down.

Jeer Blocks. The blocks through which the jeers are rove.

Jib. The foremost sail in a Ship, set upon a boom which runs out from the bowsprit.

Jib-boom. A spar that runs out from the bowsprit end.

Jolly Boat. The smallest Boat belonging to a Ship.

Junk. Old cable or old-rope.

Jury Mast. A temporary or occasional mast erected in a Ship in the place of one which has been carried away by accident.

Keckling. The art of winding old rope round a cable to preserve its surface from being rubbed against the Ship's bows or bottom.

Kedge. A small anchor with an iron stock.

Keel. The principal piece of timber in a Ship, which is usually first laid on the blocks in building.

Keel hauling. The punishment of dragging a person backwards and forwards under the Ship's keel for certain offences. This practice is now laid aside in the British Navy, but is practised by other powers.

Kelson or Kelson. A piece of timber forming the interior of the keel; being laid on the middle of the floor timbers immediately over the keel, and serving to unite the former to the latter.

Kentledge. Pigs of iron for ballast, laid upon the floor, near the kelson, fore and aft.

Kink. A sort of twist or turn in a cable or rope.

To Labour. To pitch or roll heavily in a turbulent sea, by which means the masts and hull of the Ship are greatly endangered.

Landfall. The first land discovered after a sea voyage.

Laniard. A short piece of rope or line, fastened to several machines in a Ship, and serving to secure them in a particular place, or to manage them more conveniently; such are the laniards of the gun-ports, the laniard of the buoy, the laniard of the cat-hook, &c. The principal laniards used in a ship, are those employed to extend the shrouds and stays of the masts by their communication with the dead eyes and hearts, so as to form a sort of mechanical power, resembling that of a tackle.

Larboard. Left. A name given by seamen to the left side of the Ship, when the spectator's face is turned towards the head.

Larboard Tack. The situation of a Ship sailing with the wind on her left side.

Leak. A chink or breach in the decks, sides, or bottom of a Ship, through which the water passes into her hull.

Leaches. The borders or edges of a sail.

Lee. That part of the hemisphere to which the wind is directed, to distinguish it from the other part, which is called to windward.

Lee-shore. That shore upon, or against which the wind blows.

Lee-way. The lateral movement of a Ship to the leeward of her course; or the angle which the line of her way makes with her keel when she is close-hauled.

Lifts. The ropes which come from the mast heads to the ends of yards, and by which they are suspended when lowered down.

Limbers or Limber-holes. Square holes cut through the lower part of a Ship's floor timbers, very near the keel; forming a channel for water, and communicating with the pump well throughout the whole length of the floor.

List. An inclination to one side; as, "The Ship has a list to port;" that is, she leans to the left.

Log. A machine by which the Ship's rate in going is ascertained.

Log-board. Two boards shutting together like a book, and divided into several columns, containing the hours of the day and night, the directions of the wind, the Ship's course, and all the material occurrences that happen during the 24 hours.

Log-book. A book into which the contents of the log-board is daily transcribed at noon.

To Luff. To come nearer to the wind, or, to bring the Ship's head more to windward.

Lumpers. Labourers employed to load or unload a Merchant's Ship when in harbour.

Lying-to. The situation of a Ship when she is retarded in her courses, by arranging the sails in such a manner as to counteract each other with nearly an equal effort, and render the Ship almost stationary with respect to her progressive motion or head-way.

Magazine. A close room built in a Ship's hold where the powder is kept.

To make the Land. To discover it from a distant situation.

To make sail. To increase the quantity of sail already set; either by unreefing or setting others.

Marling spike. An iron pin tapering to a point, and principally used to separate the strands of a rope when splicing.

Maul. A large iron hammer used for various purposes.

Messenger. A large rope used to unmoor or heave up the anchors of a Ship by transmitting the efforts of the capstern to the cable.

To miss stays. A Ship is said to miss stays when her head will not fly up in the direction of the wind in order to get her on the other tack.

To Moor. To secure a Ship with two anchors and cables.

Mouse. A kind of ball or knob, wrought upon the collar of the stays.

Mustering. The act of calling over a list of the whole Ship's company, or any particular detachment thereof, who are accordingly to answer to their names.

Narrows. A small passage between two lands.

Neap Tides. Those tides which happen when the Moon is nearly at the second and fourth quarters; the neap tides are low tides in respect to their opposites, the spring tides.

Nippers. Certain pieces of cordage used to fasten the messenger to the cable in heaving up the anchor.

Nothing off. A term used to direct the man at the helm not to go from the wind.

Near or no Nearer. Not to come any nearer.

Oakum. The substance into which old ropes are reduced when they are untwisted and drawn asunder.

Offing. Out at sea, or at a competent distance from the shore.

Orlop Deck. The deck on which the cables are stowed.

To over-haul. To clear away or disentangle any rope or tackle; also, to come up with the chace; as, "We over-haul her;" that is, we gain ground on her.

Palm. An instrument used instead of a thimble in sewing canvas.

To parcel a rope. To put a quantity of old canvass round a rope before the service is put on.

Parting. The state of being driven from the anchors by breaking the cable through the violence of the winds, waves, &c.

Pawl. A short bar of wood, or iron, fixed close to the capstern, or windlass of a Ship, to prevent those engines from rolling back, or giving way, when they are charged with any great effort.

To Pawl the Capstern. To fix the pawls so as to prevent the capstern from recoiling during any pause of heaving.

To Pay. This term applied to naval affairs, implies to daub or anoint the surface of any body, in order to preserve it from the injuries of the water or weather.

To Pay the Seams. To pour hot pitch upon the seams after caulking.

To Pay out the Cable. To shove it out at the hawse-holes.

Pendant. The long narrow flag worn at the mast-head of all Ships of war in actual service.

Brace Pendants. Those ropes that secure the brace blocks to the yard arms in ships of war; they are generally double in case that one being shot away, the other may secure the yard in its proper position.

Broad Pendant. A kind of flag terminating in one point, used to distinguish the Chief of a squadron.

Port. A term used for larboard, or the left side. Also, a harbour or haven.

Port the Helm! The order to put the helm over to the larboard side.

Points. Flat pieces of plaited cordage, tapering from the middle towards each end, whose lengths are generally double the circumference of the yard, and used to reef the courses or topsails.

Poop. The highest and aftermost deck of a Ship.

Ports. The embrasures or openings in the sides of a Ship of war, wherein the artillery is ranged upon the decks above and below.

Preventer. An additional rope employed at times to support any other, when the latter suffers an unusual strain, particularly when blowing fresh, or in a gale of wind.

Quarter. That part of a Ship's side which lies towards the stern, or which is comprehended between the aftermost part of the main chains and the Ship's stern, whence it is terminated by the quarter pieces.

Quarters. The respective stations of the officers and people in time of action; hence, *quartering* signifies distributing the men to different places.

Quarter Bill. A list of the Ship's company, with their stations in time of action noticed therein.

Quarter Wind. A term applied to the wind when it blows in, abaft the main shrouds.

Raft. A sort of float formed by an assemblage of various planks, or pieces of timber, fastened together side by side, so as to be conveyed more commodiously to any short distance, in a harbour or river, than if they were separate.

Raft Port. A square hole cut through the stern of a Ship, immediately under the counter, to receive planks and other pieces of timber which, on account of their length, could not be got into the hold otherways.

Range of a Cable. A sufficient length of cable drawn upon deck before the anchor is cast loose, to admit of its sinking to the bottom without any check.

Ratlins. Small lines which traverse the shrouds of a Ship horizontally at regular distances from the deck upwards, and forming a variety of ladders whereby to climb or descend from any of the mast heads.

Ready about! A command of the boatswain to the crew; and implies that all the hands are to be attentive, and at their station for tacking.

Reef. A certain portion of a sail comprehended between the top or bottom, and a row of eyelet holes generally parallel thereto. The intention of the reef is to reduce the surface of the sail in proportion to the increase of the wind, for which reason there are several reefs parallel to each other in the superior sails; thus the top-sails of a Ship are generally furnished with three or four, and there are always three or four reefs parallel to the foot or bottom of these main sails and fore sails which are extended on booms.

To Reeve. To pass the end of a rope through any hole, as the channel of a block, the cavity of a thimble, cleat, cringle, ring bolt, &c.; hence to pull a rope out of a block is called unreeving.

Ribs of a Ship. A figurative expression for the timbers.

To ride. To be held in a particular situation by one or more anchors and cables.

To Ride at Anchor. A term applied to a Ship when she is held by her anchors, and is not driven by wind or tide. To ride athwart, is to ride with the Ship's side to the sea.

To Right the Helm. To bring it into midships after it has been put either to starboard or to port.

To Rig. To fit the shrouds, stays, braces, &c. to their respective masts and yards.

Rigging. A general name given to all the ropes employed to support the masts, to extend or reduce the sails, or to arrange them to the disposition of the wind.

Road or Roadstead. A bay or place of anchorage at some distance from the shore on the sea coast.

Robands or Rope-bands. Short flat pieces of plaited rope having an eye worked at one end; they are used in pairs to tie the upper edges of the square sails to their respective yards.

Round-house. A name given in East-Indiamen and other large merchant Ships to a cabin or apartment built on the after part of the quarter deck, and having the poop for its roof; this apartment is frequently called the *Coach* in Ships of war. Round-house is also a name given on board Ships of war, to certain necessaries built near the head, for the use of the Mates, Midshipmen, and Warrant Officers.

Rounding. Old ropes wound firmly and closely about that part of the cable which lies in the hawse or athwart the stern, &c. it is used to prevent the cable from being chafed.

To Rouse. To pull together upon the cable or ropes, without the assistance of tackles.

Rudder. The machine by which a Ship is steered.

Run. The aftermost part of a Ship's bottom where it grows extremely narrow as the floor approaches the stern post. Run is also the distance sailed by a Ship; it is likewise a term used among sailors to imply the agreement to work a single passage from one place to another, as, from Jamaica to England, &c.

Rullocks. The niches in a Boat's side in which the oars are placed when employed in rowing.

Sally Port. A large port in each quarter of a fire Ship, out of which the officers and men make their escape into the Boats as soon as the train is fired.

Scant. A term applied to the wind when it becomes unfavourable to a Ship's course, after having been fair.



Scantling. The dimensions of any piece of timber with regard to its breadth and thickness.

Scraper. An iron machine, having two or three sharp edges, used to scrape off the dirty surface of the planks of a Ship's side or decks, or to clean the top masts, &c.

To Scudd. To go right before the wind; in a tempest going in this direction without any sail set, is called *spooring*.

Scuppers. Certain channels cut through the water ways and sides of a Ship at proper distances, and lined with sheet lead in order to carry the water off the decks into the sea.

Scuttle. A small hatchway, or hole, cut for some particular purpose through a Ship's decks, or sides, or through the coverings of her hatchways, and furnished with a lid which firmly encloses it when necessary.

Scuttling. Cutting large holes through the bottom or sides of a Ship either to sink her, or unload her expeditiously when stranded.

Seizing. The operation of fastening any two ropes, or different parts of one rope together, with a small line or cord.

To serne. To wind something about a rope to prevent it from chafing.

Shank. The beam or shaft of an anchor.

Shank Painter. A short rope and chain which sustains the shank and flukes of an anchor against the Ship's side after it has been fished.

Sheave. The wheel on which the rope works in a block.

Shear. The longitudinal curve in a Ship's sides or deck.

Sheer Hulk. An old Ship of War fitted with an apparatus for fixing or taking out the masts of Ships, as occasion may require.

Sheers. Spars lashed together and raised up for the purpose of hoisting in and getting out the lower masts of a Ship.

Sheet. A rope fastened to one or both of the lower corners of a sail, in order to extend and retain it in a particular situation.

When a Ship sails with a side wind, the lower corner of the main and fore-sails are fastened by a tack and a sheet, the former being to windward, and the latter to leeward; the tack is, however, only disused with a stern-wind, whereas the sail is never spread without the assistance of one or both of the sheets; the stay-sails and studding-sails have only one tack and one sheet each; the stay-sail tacks are fastened forward, and the sheets drawn aft, but the studding-sail tacks draw the outer corner of the sail to the extremity of the boom, while the sheet is employed to extend the inner corner.

To sheet home. To haul home a sheet, or to extend the sail till the clue is close to the sheet-block.

Ship-shape. In a seaman-like manner; as, "That mast is not rigged ship-shape,"—"Put her about ship-shape," &c.

Shivering. The state of a sail when it shakes or flutters in the wind.

Shoe of the Anchor. A small block of wood, convex on the back, and having a hole sufficiently large to contain the point of the anchor fluke on the fore-side; it is used to prevent the anchor from tearing the planks on the Ship's bow when ascending or descending.

Shrouds. A range of large ropes, extended from the mast heads to the right and left sides of a Ship, to support the masts and enable them to carry sail.

Skidds. Long compassing pieces of timber, formed to answer the vertical curve of the Ship's side. They are notched below so as to fit closely upon the wales, and extend from the main-wale to the gun-wale, being strongly nailed to the side. Their use is to preserve the planks of the Ship's side when any weighty body is hoisted or lowered against it.

Slip. A place lying with a gradual descent on the banks of a river or harbour, convenient for Ship-building.

To Slip the Cable. To let the cable run quite out when there is not time to weigh the anchor.

To Slue. To turn any cask or package round another way.

To Sound. To try the depth of the water with the plummet sunk from a ship to the bottom.

To splice. To join the two ends of a rope together, or to unite the end of a rope to any part thereof by interweaving the strands in a regular manner.

Split. The state of a sail rent by the violence of the wind.

Spray. The sprinkling of the sea which is driven from the top of a wave in stormy weather.

Spring. A crack running transversely or obliquely through any part of a mast or yard, so as to render it unsafe to carry sail thereon.

Spring Tides. The tides at new and full Moon, which flow highest and ebb lowest.

Spring Stays. A smaller sort of stays; they are placed above the larger ones, and are intended to answer the purpose of the latter if they should be shot away.

Spun Yarn. A small line or cord formed of two, three, or more rope yarns twisted together by a winch; the yarns are usually drawn out of the strands of old cables and knotted together; it is used for various purposes, such as seizing and serving ropes, weaving mats, &c.

Starboard. The right side of a Ship when the eye of the spectator is turned towards the head.

Stay. A large strong rope, employed to support the mast on the fore part, by extending from its upper end towards the stern of the Ship, as the shrouds are extended on each side.

To Stay a Ship. To arrange the sails, and move the rudder so as to bring the Ship's head to the direction of the wind in order to get her on the other tack.

Steady! The command given to the helmsman in a fair wind, to steer the Ship in the line on which she advances at that instant, without deviating to the right or left; to which the Helmsman answers, "Steady," to shew his attention to the order.

Steerage. An apartment before the great cabin from which it is separated by a partition or bulk head.

Stem. A circular piece of timber into which the two sides of a Ship are united at the fore end; the lower end is scarfed to the keel and the bowsprit rests on the upper end.

To stem a Tide. To acquire a velocity in sailing against the tide equal to the force of the current.

Stern. The posterior part of a Ship, or that part which is presented to the view of a spectator, placed on the continuation of the keel behind.

Stoppers. Certain short pieces of rope, which are usually knotted at one or both ends, according to the purpose for which they are intended.

Stoppers of the Cable, commonly called *deck-stoppers*, have a large knot and laniard at one end, and are fastened to a ring-bolt in the deck by the other; they are attached to the cable by the laniard, which is fastened securely round both by several turns passed behind the knot, or about the neck of the stopper, by which means the cable is restrained from running out of the Ship when she is at anchor.

Strand. One of the twists or divisions of which a rope is composed, it also implies the sea beach.

Stranded. This term, speaking of a cable or rope, signifies that one of its strands are broken;—applied to a vessel, it means, that she has run aground on the sea shore, and is lost.

To stream the buoy. To let it fall from the Ship's side into the water previous to casting anchor.

Stretch out! A term used to men in a boat, when they should pull strong.

To strike. To lower or let down any thing; used emphatically to denote the lowering of colours, in token of surrender, to a victorious enemy.

To strip the masts. To unrig a Ship, or deprive the masts of their machinery or furniture.

Sued or Sewed. When a Ship is on shore, and the water leaves her, she is said to be sued, if the water leaves her two feet, she sues, or is sued two feet.

To surge the capstern. To slacken the rope heaved round upon it.

Swab. A sort of mop formed of a large bunch of rope-yarns, and used to clean the deck and cabins of a Ship.

To sway. To hoist.

To Tack. To change the course from one board to another, or to turn the Ship from the starboard to the larboard tack, or vice versa, in a contrary wind. This is called going about, and is performed by turning the Ship's head suddenly to the wind, whereby her head-sails being thrown aback, they receive the impression of the wind in a new direction, and cause her to fall off from the wind to the other tack.

Tackle. A machine formed by the communication of a rope with an assemblage of blocks, and known in mechanics by the name of pulley.

Taffarel. The uppermost part of a Ship's stern.

Tarpaulin. A broad piece of canvas well daubed with tar, and used to cover the hatches of a Ship at sea to prevent the penetration of the rain or sea water, which may at times rush over the decks.

Taunt. signifies high or tall. It is particularly expressed of the masts, when they are of an extraordinary length, as *square* is applied to yards on the same occasion.

Tell-tale. A small piece of wood, traversing in a groove across the front of the poop deck, and which by communicating with a small barrel on the axis of the steering wheel, indicates the situation of the helm.

"Thus, very well thus." The order to the helmsman to keep the Ship in her present direction when sailing close-hauled.

To Tide. To work in or out of a river, harbour, or channel, by favour of the tide, and anchoring whenever it becomes adverse.

Tide-gate or Tide-way. A place where the tide runs strong.

Tier. A name given to the range of cannon mounted on one side of a Ship's decks.

Tier of the Cable. A range of the fakes or windings of a cable which are laid within one another in an horizontal position.

Cable Tier. The space in the midst of a cable when it is coiled; also the place in which it is coiled.

Tiller. The bar or lever employed to turn the rudder in steering.

Timbers. The ribs of a Ship.

Tompson. A circular piece of wood, or bung, used to stop the mouth of a cannon to keep the wet out.

Tort or Taut. Signifies tight.

To Tow. To draw a Ship or Boat forward in the water by means of a rope attached to another vessel or boat, which advances by means of rowing or sailing.

Tow-line. A small hawser generally used to remove a Ship from one part of a harbour to another.

Trade winds. Certain regular winds blowing within or near the Tropics, and are either periodical or perpetual.

Transoms. Certain beams or timbers extended across the sternpost of a Ship to fortify her after-part, and to give it the figure most suitable to the service for which she is calculated.

Traveller. One or more iron thimbles with a rope spliced round them, sometimes forming a kind of tail, but more generally a species of grommet.

Traverse. To go backwards and forwards

Treenails or Trunnels. Long wooden pins employed to connect the planks of the Ship's side and bottom to the corresponding timbers, and are justly esteemed superior to spike nails, or bolts, which are liable to rust and loosen; their thickness is usually proportioned to the length of the Ship, allowing one inch to every hundred feet.

To trice or trice up. To haul up and fasten.

Trough. A name given to the hollow or interval between two high waves, which resemble a broad and deep trench, perpetually fluctuating. A Ship rolls heaviest when she is in the trough of the sea.

Truck. A round piece of wood put upon the top of flag-staffs, with sheaves on each side for the halyards of flags to reeve in.

Turning to windward. That operation in sailing wherein a Ship endeavours to make a progress against the wind by a compound course inclined to the place of her destination; this is otherwise called plying or beating to windward.

Vane. A small kind of flag worn at each mast head.

To veer. To let out, as, "veer away the cable," that is, let out the cable; it likewise signifies to shift, as, "the wind veers," that is, it shifts or changes. See to ware.

Viol. A large rope used to unmoor or heave up the anchors, by transmitting the effort of the capstern to the cable; it is more generally called the messenger.

To unbit. To remove the turns of a cable from off the bits.

To unrig. To deprive a ship of her standing and running rigging.

To unfurl. To cast loose the gasket of a sail.

To unbend. To cast off the sail from the yard.

Utraw. The piece of wood by which the legs of the crowfoot are extended.

Waist. That part of a Ship, which is contained between the quarter deck and the fore-castle.

Wake. The path or track impressed in the water by a Ship passing through it, leaving a smoothness in the sea behind. A Ship is said to come into the wake of another when she follows her in the same track, and is chiefly done in bringing ships to, or forming the line of battle.

To ware or veer. To cause a Ship to change her course from one board to another, by turning her stern to the wind, contrary to tacking.

Warp. A hawser or small cable.

To warp. To draw a Ship against the wind, &c. by means of anchors and hawsers carried out.

To weather. To sail to windward of some Ship or headland.

Weather-beaten. Shattered by a storm.

Water-line. The line made by the water's edge when a Ship has her full complement of stores in.

To work to windward. To make a progress against the direction of the wind.

To would. To bind round with ropes, as, "the mast is woulded."

Yard. A long piece of timber suspended across the masts on which the sails are spread.

Yarn. One of the threads of which the ropes are composed.

C.1829

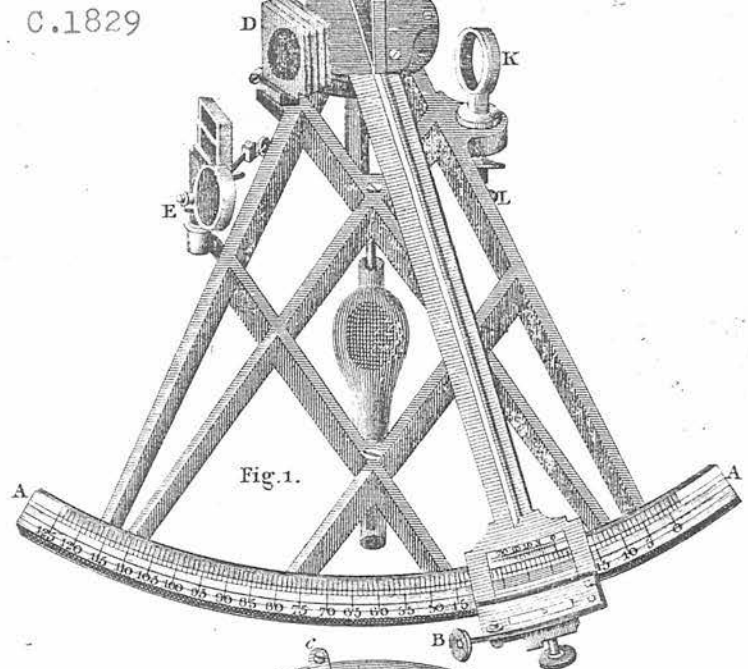


Fig. 1.

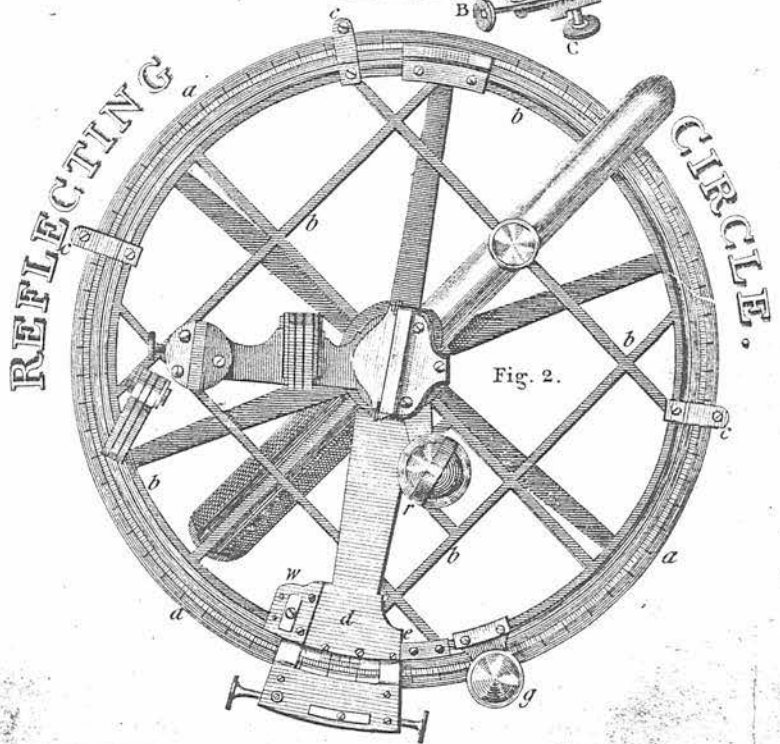


Fig. 2.

## DESCRIPTION AND USE

OF

## HADLEY'S SEXTANT.

THIS Instrument is constructed on the same principles as the Quadrant, but as it is used to measure the angular distance between the Moon and Sun, or a Star, in order to determine the longitude, the Arch is extended to 120 degrees, for the purpose of measuring their distance when greater than 90 degrees; it is also provided with some appendages not commonly annexed to a quadrant, in order to take the observation with greater accuracy; these appendages are what will be chiefly attended to in the following description, as it is presumed that the description and use of the Quadrant have been read, and therefore a repetition of many observations would be unnecessary.

Fig. I. Plate IX. represents a Sextant, the frame of which is generally made of brass, or other hard metal. The Arch AA is divided into  $120^{\circ}$ , each degree into 3 parts, of course equal to 20 minutes, which are again subdivided by the Nonius into every half-minute, or 30 seconds; every second division, or minute, on the Nonius, is cut longer than the intermediate ones. The Nonius is numbered at every fifth of these longer divisions, from the right towards the left, with 5, 10, 15, and 20, the first division towards the right-hand being considered as the Index division. 196

The best Sextants are usually divided to quarter minutes, in which case the degrees on the Arch are divided into 4 parts, or 15 minutes, and the minutes on the Nonius into the like number, each equal to 15 seconds.

In order to observe with accuracy, and make the images come precisely in contact, an adjusting, or tangent screw B, is added to the Index, by which it may be moved with greater regularity than it can by hand; but this screw does not act until the Index is fixed by the finger screw C. Care should be taken not to force the adjusting screw when it arrives at either extremity of its adjustment. When the Index is to be moved any considerable quantity, the screw C, at the back of the Sextant, must be loosened; but when the Index is brought nearly to the division required, this back screw should be tightened, and then the Index be moved gradually by the adjusting screw.

In some Sextants the lower part of the Index-glass, or that nearest the frame is silvered as usual, and the back surface of the upper part painted black; also a screen is fixed at the base of the Index-glass, turning on its axis, and may be placed over the sil-

vered part when the Sun's rays are strong, in which case the image is reflected from the polished surface of the upper part, and the error which might probably arise from the planes of the glass not being parallel, is thereby avoided.

There are four tinged glasses at D, each of which is set in a different frame turning on a center: they are used to screen the eye from the brightness of the solar image, and the glare of the Moon, and may be used separately or together, as occasion requires.

There are three more such glasses placed behind the horizon glass at E, to weaken the rays of the Sun or Moon when they are viewed directly through the horizon-glass. The paler glass is sometimes used in observing altitudes at sea, to take off the strong glare of the horizon.

The Sextant is furnished with a plain tube without any glasses; and to render the objects still more distinct, it has likewise two telescopes, one representing the objects erect, or in their natural position; the longer one shews them inverted; it has a large field of view, and other advantages; a little use will soon accustom the observer to the inverted position, and the instrument will be as readily managed by it as by the plane tube alone. By a telescope the contact of the images is more perfectly distinguished; and by the place of the images in the field of the telescope, it is easy to perceive whether the Sextant is held in the proper plane for observation. By sliding the tube that contains the eye-glasses in the inside of the other tube, the object is suited to different eyes, and made to appear perfectly distinct and well defined.

The telescopes are to be screwed into a circular ring at K; this ring rests on two points against an exterior ring, and is held thereto by two screws: by turning one and tightening the other, the axis of the telescope may be set parallel to the plane of the Sextant. The exterior ring is fixed on a brass stem that slides in a socket; and by means of the screw L, at the back of the Sextant, it may be raised or lowered so as to move the center of the telescope to point to that part of the Horizon-glass which shall be judged the most fit for observation.

A circular head, with tinged glasses, sometimes accompanies the Sextant, and is to be screwed on the eye end of the tube, or on that of either telescope. The glasses are contained in a circular plate, which has four holes; three of these are fitted with tinged glasses, the fourth is open. By pressing the finger against the projecting edge of this circular plate, and turning it round, the open hole, or any of the tinged glasses may be brought between the eye glass of the telescope and the eye.

To these appendages are added a small screw-driver, to adjust the screws; a magnifying glass, to read off the observation with greater accuracy; and a microscope for the same purpose, made to fit into a tube fixed at the lower end of the Index.