Glossary. @@1

*Λ. B.,“* able-bodied,” signifies a trained seaman. *Abaft* (prep, and adv.), rela­tively nearer the stern. *Abeam,* in a direction abreast the ship. *About ship,* to tack or turn head to wind. *Accommodation-ladder,* a flight of steps over the side, suitable for ladies. *Adrift,* severed from all security. *Aft,* towards the stern. *Arming the lead,* placing tallow in the cavity at the end to bring up specimens from the bottom. *Astern,* behind ; to pass astern is to go behind. *Athwart,* across; as across the bows. Avast (as in the expressions, “Avast there,” “Avast heaving”), stop.

*Back and fill,* a inode of drifting safely with the tide, against the wind. *Back a sail,* to let the wind press it the reverse way. *Backstay,* a support at the side and abaft an upper mast. *Bale-slings,* a long strap of rope for hoisting packages. *Ballast,* anything carried for the sake of its weight. *Banyan-day,* formerly a fast-day on which oatmeal was issued in lieu of meat. *Bare poles,* at sea without any sail set. *Barrica,* a small cask for water in boats. *Batten down,* to cover the hatchways with canvas secured with battens, in order to ex­clude the sea. *Beam,* the extreme width. *Beam-ends,* a ship is on her beam- ends when inclining over at a right angle. *Bear a hand,* make haste. *Bear away* and *bear up,* steer farther from the wind. *Bearing,* direction ; *down to her bear­ings,* a point in the inclination of a good ship at which she resists going further. *Becket,* a rope eye to receive a knot or toggle. *Bees,* strong projections bolted on each side the bowsprit. *Belay,* to secure a rope by turns round a belaying pin or cleat. *Bells,* one sound is made for each half-hour from setting the watch (see “watch”). *Belly,* in a mast, a curve with the convex side aft. *BeUy-band,* a broad strip of canvas across the middle of a sail, to strengthen it. *Belly-stay,* a rope from the centre of the mast led forward. *Bend,* sails are said to be bent to the yards ; a kink formed in a hemp cable when stowing it ; to make fast anything ; to bend on. *Bentick shrouds,* formerly used to assist the futtock shrouds and set up on deck. *Berth,* the situation of a ship or other thing. *Between wind and water,* at the water’s edge. *Bight,* a loop formed by a rope. *Bilge,* a gutter nearly the length of the bottom of the ship ; hence bilge-water. *Binnacle,* a box for the compass *Bite,* the anchor bites when it hooks the ground. *Bitts,* a rack with sheaves and pins ; cross timbers or iron to secure the cable. *Block,* a shell of wood or metal containing one or more sheaves. *Blue water,* clear of the English Channel ; at a distance from shore. *Bluff,* broad, as applied to the bows. *Boarding-netting,* a rope net to exclude an enemy. *Bobstays,* strong ropes or chains to keep the bowsprit down. *Bold shore,* that which has deep water close to it. *Bolsters,* soft wood and canvas under the eyes of the rigging. *Bolt-rope,* a superior description, made of fine yarn, used for roping sails. *Bonnet,* an addition to a try-sail (or other sail), attached by a row of beckets rove through each other. *Boom-irons,* supports for studding- sail-booms. *Booms,* spare spars (indefinitely). *Both sheets aft,* running before the wind. *Bower anchors,* the two principal anchors for use. *Bowline,* a rope to bow the leech of the sail forward ; *bowline-bridle,* a span for the same ; *to . sail on a bowline,* to sail close to the wind. *Bowse,* a violent pull. *Box,* or braced *abox,* the head-yards crossed the reverse way of the after-yards ; *box her off,* to force her bow from the wind. *Box-hauling,* letting the ship come to the wind, hauling round all the yards, making a stern-board, and wearing. *Brace to* or *by,* to bring the yards back a little, to make them shake or nearly so. *Brace up,* to place the yards as far forward as they will go. *Brail up,* to take in a sail by means of brails. *Break bulk,* to commence discharging cargo. *Break her sheer,* to pass the wrong side of her anchor. *Breast-fast,* a security at right angles to the side. *Bridle,* two parts of cable from the hawse to a mooring. *Bring by the lee,* to fall off till the wind, after crossing the stern, backs the sails. *Bring to,* either to anchor or to stop by backing a sail ; to connect the cable with the capstan, or a tackle to a rope. *Broaching to,* coming to the wind against the helm. *Broadside,* the whole side ; the dis­charge of every gun on one side. *Broadside on,* the flat side against anything. *Broken-backed,* a state caused by weakness or strain, when the centre sinks un­duly (see “ hogged ”). *Bucklers,* shutters and bars to secure the hawse-holes at sea. *Bulk,* the cargo is stowed in bulk when without sacks or packages. *Bull- rope,* a rope from the jibboom to keep a buoy or boat from the bows. *Bull’s- eye,* a wooden fair lead or a round thick piece of glass. *Bumpkin,* a short spar projecting from each bow, to which the fore-tack is hauled down ; it is sup­ported by *bumpkin shrouds. Bunt,* the centre part of a square sail when furled. *Bunt-lines,* ropes from the foot of a sail by which to haul it up. *Buoy-rope,* the rope between the crown of the anchor and the buoy. *Burton,* a long purchase with a double and a single block. *Bush of a sheave,* the brass lining upon which the pin rests. *Butt,* the end of a plank. *Butt-slings,* strong slings for casks. *By,* brace the yards by, nearly in the direction of the wind, but not so as to shake. *By the board,* overboard entirely, as a mast going over the side. *By the head* or *stern,* drawing more water forward or aft.

*Cable-laid,* the designation of nine-stranded rope. *Caboose,* a cook-house on deck. *Cant,* to turn over. *Cap,* a large piece of elm fitted on the top of a mast by a square hole, with a round hole for an upper mast to slide through ; with iron masts the cap is of iron. *Capshore,* a support to the fore-part of a lower cap. *Capstan,* a drum on a vertical spindle for heaving heavy weights. *Careen,* to heel over bottom out of water for repairs. *Cast off,* to let go. *Cat-block* and *cat-faU,* used in hoisting the anchor. *Catharpin legs,* short ropes connecting the lower parts of the futtock shrouds. *Cat-head,* timber-head projecting from the bow on which to hang the anchor. *Cat’s-paw,* a slight puff of wind ; a means of hooking a rope. *Caval,* a large cleat for securing ropes. *Chafing-mats,* mats to protect the rigging. *Chain-plate,* an iron plate securing a dead-eye. *Chain- pump,* the largest hand-pump, which by an endless chain and valves produces a continuous flow. *Channels or chains,* projections from the ship’s side to spread the rigging. *Chock-a-block* or *block and block,* when the blocks of a tackle meet together. *Choke-a-luff,* to pass turns of spun-yarn round both parts of the fall to prevent their moving when let go. *Cleat,* a piece of beech with two horns for belaying ropes ; a piece of wood nailed to secure a thing from slipping. *Clew-garnet,* for hauling up the clew of a course. *Clew-line,* the rope which hauls up the clew. *Cleιυ of a sail,* the corner to which the sheet is attached. *Clews,* an arrangement of small lines called knittles for hanging cots and ham­mocks. *Clinch,* the inner end of a cable ; also a mode of fastening a hemp cable to an anchor, and for other purposes. *Clubbing, dredging,* or *driving,* each word implies dropping with the tide, while the ship is governed by the helm and an anchor scraping the bottom. *Club-haul,* to tack by means of letting go and losing an anchor. *Coamings,* the raised frame of a hatchway. *Cockbill,* when the anchor hangs loose from the cat-head. *Collars,* the upper parts of the stays and large straps round the bowsprit. *Come up,* to render slack or let go. *Coming up,* when the change of wind allows a nearer approach to the course. *Commander,* a large mallet for hammering rope. *Companion,* a high covering over a hatchway. *Compressor, a* curved bar to squeeze the chain cable against a beam as a stopper. *Conning,* directing the helmsman. *Counter,* the angle of the stem on either side. *Courses,* fore sail and main-sail of a square-rigged vessel. *Crank,* unstable, easily turned over. *Cringle,* an iron ring to confine a sail to a stay; an eye formed by a strand on the leech of a sail. *Crossing the bows,* passing close ahead. *Cross-trees,* spreaders under the tops and at the top mast heads to support the top-gallant rigging. *Crow’s- foot,* several spans of small rope brought to a common centre. *Crow’s-nest,* a seat for a lookout man at the top-gallant mast-head. *Crupper,* a chain to

keep down the heel of the jibboom. *Crutch,* an iron rest for a boom ; a metal swivel for an oar to work in. *Cut and run,* to cut the cable and go in haste.

*Davit,* a derrick of wood or iron to lift a weight. *Deaden her way,* to retard progress. *Dead-eye,* a clump of wood with three holes, without sheaves ; an iron frame for setting up rigging. *Derrick,* a single spar held by guys to lift a weight. *Dog,* to pass the tails of a stopper or other ropes zigzag. *Dog's-ear,* the ieech of the sail between the reefs when allowed to stick up. *Dog-vane,* made of feathers for the use of the quartermaster. *Dog-watch,* 4 to 6 and 6 to 8 p.m. ; figuratively, a short time. *Dowse,* to lower a sail ; put out a light. *Drag,* applied to an anchor not holding. *Draught,* the depth of water required to float the ship. *Draw,* when a sail takes the wind properly. *Dredging,* see “clubbing.” *Drift,* floating without guidance. *Driving,* dragging the anchor unavoidably in a gale ; dropping intentionally with the tide and very little cable. *Drop astern,* to fall behind. *Drop of a sail,* the distance the foot is from the yard. *Dunnage,* firewood or valueless things placed under the cargo.

*Earings,* the upper corners of a square sail ; the ropes by which they are secured to the yard. *Ease her,* in steamers, go slow. *Ease off,* to slacken a rope. *Ease the helm,* move it back towards midships. *Edge away,* to steer farther from the wind, or obliquely from a ship. *Edge in with, to* steer obliquely towards something. *Elbow,* an angle formed by two cables or ropes. *Embrail,* to brail up (obsolete). *End for end,* changing a half-worn rope, substituting a strong part for a weak. *End on,* in a direct line with the length of the ship. *Estivador* or *stevedore,* a man who stows holds but does not go to sea. *Even keel,* when a ship draws as much water forward as aft.

*Fag-end,* the end of a rope unlaid ; refuse. *Fair-way,* the free passage to a harbour. *Fair wind,* a wind which allows a ship to steer direct for her destination. *Fake,* one circle of a coil of rope. *Fake down,* to arrange a rope to and fro clear for running. *Fall, of* a tackle, the part which is hauled upon. *Falling off,* when the change of wind obliges the ship to deviate farther from her course. *False keel,* an addition to the main keel, not vital to the strength of the ship. *Fetch way,* to move through being insecure. *Fid,* a piece of wood or iron to key up a mast or keep out a cutter’s bowsprit ; a wooden cone used by riggers. *Fill,* to place the sails to the wind so as to propel the ship forward. *Fish,* a piece of wood or irop secured to a weak mast or yard to strengthen it. *Fish-davit, a* derrick for hoisting the flukes of an anchor ; hence *fish-block, fish­hook, fish-fall. Flat aft,* when the sheet of a sail is as taut as it can be ; *flatten in* is the order to produce that effect. *Flaw of wind,* wind sudden and un­stable in force and direction. *Fleet,* to rearrange a purchase for another pull. *Flemish horse, a* foot-rope at the yard-arm for men to stand on. *Flotilla,* a fleet of small vessels. *Flowing sheet,* the sheet eased off to a fair wind. *Flush,* level. *Flush-decked,* having neither poop nor forecastle. *Foot-ropes,* ropes on the yards, the jibboom, and the flying-jibboom for men to stand upon. *Fore and aft,* from one end to the other lengthways of the ship. *Fore-and-aft sails,* those not set on yards, therefore capable of being placed in a line with the keel. *Forecastle,* the front part of the upper deck, but more correctly the deck built over that part ; *top-gallant forecastle,* a short piece of deck open beneath. *Fore peak,* under the front part of the deck ; the forward extremity. *Fore reach,* to sail faster through the water than another when on a wind, though not gaining to windward. *Forge ahead,* the ship moving ahead slightly when hove to, or in a calm, or over a shoal. *Foul,* entangled (of a rope) ; contrary (of a wind) ; weedy (of the bottom). *Foul hawse,* when the cables are twisted. *Frapping,* an irregular lashing to bind things together. *Freeboard,* that part which is above water. *Freshen the nip,* to veer a little cable, or any rope, in order to relieve the parts strained. *Full and by,* to steer close to the wind, keeping the sails full. *Funnel,* a copper sheath at the top-mast or top-gallant-mast head. *Furl,* to roll up square sails ; other sails are *stowed. Futtock-shrouds,* short ropes below each top.

*Gammoning, a* strong lashing of rope or chain to secure the bowsprit down to the head knee. *Gangboard,* a plank with battens for people to walk upon. *Gangway,* the narrow deck between the quarter-deck and forecastle ; the en­trance to a ship ; any passage kept clear. *Gaskets,* bands of platted rope-yarns to secure the sails when furled. *Gird-lines,* ropes which are on a mast when it is hoisted in and by which the shrouds are triced up. *Girt,* when the mooring cables are so stretched as to prevent the ship swinging freely. *Glut,* a piece of wood which keeps a knot or hitch from closing. *Goose-neck, a* crooked iron to support a studding-sail-boom. *Goose-wings,* the parts of a course which are exposed to the wind when confined by clew-garnets and bunt-lines only. *Graft,* to cover a rope with fine line in an ornamental manner. *Griping,* coming up to the wind against the helm. *Ground-tackle,* anchors, cables, and all con­nected with them. *Grow,* a term applied to the direction of the cable when it is being hove in. *Grummet,* a rope ring made by a strand. *Gudgeon,* that part of the hanging of a rudder which is bolted to the stern-post. *Guess- warp,* a rope stretched taut to haul something to and fro upon. *Gunnel* or *gunwale,* the highest part of the bulwark. *Guys,* ropes to keep a spar or other thing in the desired position. *Gybe,* to let a fore-and-aft sail shift from one side to the other when nearly before the wind.

*Halyards,* ropes exclusively for hoisting sails. *Hand over hand,* to pull with one hand after the other ; figuratively, done quickly. *Handsomely,* an in­junction signifying slow motion ; with care. *Handy billy,* a small axe kept on deck. *Hard down* and *hard-a-lee,* position of the helm, the reverse of *hard-a- weather* and *hard up. Haul on board,* the usual order for hauling down the main-tack. *Haul up,* altering the course more towards the wind. *Haxvse-holes,* the openings in the bows through which the cables pass,—the iron lining is the *hawse-pipe* ; a large piece of wood which stops the hole at sea is the *hawse- plug ; open hawse,* when the cables are clear of each other ; *a cross,* when the ship has swung half round ; *an elbow,* when once round ; *a round turn,* when twice round ; *in the hawse,* in the space close ahead. *Hawser,* a large rope for moving a ship, now frequently of steel wire. *Head-sails,* the flying-jib, jib, and fore-top-mast stay-sail. *Head sea,* when the waves run contrary to the course though the wind may not be so. *Headway,* motion in the direction of the vessel’s head. *Heart,* a block of hard wood, which takes a large rope round it and many turns of a lanyard through it. *Heave down,* to careen for repairs. *Heave in stays,* to come up in the wind for tacking. *Heave short,* to heave in the cable to a short scope. *Heave the lead,* to cast the lead to ascertain the depth. *Heave the log,* to throw the log over to test the speed. *Heel,* the lower part of a mast, spar, rudder, or stern-post. *Heel chain,* from the bowsprit cap to keep the jib-boom out. *Helm's a-lee,* a word of command implying that the helm is down. *Hog,* to scrub or scrape the bottom. *Hogged,* applied to a vessel when through weakness the bow and stern droop, so that the profile is that of a hog’s back (see “broken-backed”). *Home,* when sheets are close down to the yard they are home ; when an anchor is hove upon and draws through the ground it is said to come home. *Hoops,* broad wooden bands used with gaff-sails and wind-sails. *Horse,* a bar upon which the fore or main sheet blocks of small vessels run. *Hounds,* large cheeks on a mast to support the trestle - trees. *Housing,* of a mast, the part below the upper-deck. *Hove to,* an abbreviation of *hove to the wind,* to bow the sea ; to stop. *Hulk,* an old vessel without masts. *Hull,* the body of the vessel exclusive of masts and rigging. *Hull-down,* so far distant that the hull is below the horizon.

*Inboard,* any place within the ship. *In irons,* when the sails are so badly arranged that the vessel will not obey the helm. *In the wind,* too close, the sails flapping.

*Jack-stay,* a tight rope to which others are made fast. *Jacob's ladder,* a rope

@@@1 See also the explanation to fig. 35 at p 494.