ladder with wooden steps. *Jaw-rope,* to confine the jaws of a gaff to the mast. *Jeers,* a heavy purchase for swaying up the fore and main yards. *Jewel-block,* at the extremity of a yard for the studding-sail halyards. *Jew's harp,* a shackle at the head of an anchor. *Jigger,* a small handy tackle with a double and a single block. *Junk,* old cable or large rope, used for making swabs, mats, spun- yarn , &c. *Jury-mast, jury-yard, jury-rudder,* temporary substitutes for mast, &c.

*Keckle,* to pass old rope round a hemp cable to protect it from chafing. *Kedging,* to move by means of warps and kedge anchors. *Keelson,* a timber inside on top of the keel. *Keep away,* steer farther from the wind. *Keep her full,* the helmsman to keep the sails full of wind. *Keep your luff* and *keep to the wind,* synonymous expressions. *Kink,* a knotty twist in rope ; a bend in wire-rope which is difficult to straighten. *Knees,* angular supports of iron or wood. *Knittle-stuff,* small line made by hardening two or three rope-yarns and twisting them together. *Knot, a* geographical mile (see art. Loo).

*Lacings,* small lines securing sails and other things. *Landfall,* finding the land as expected. *Landlocked,* protected by land in every direction. *Lanyard,* a rope for tightening larger ropes ; a line to fasten knives, marling-spikes, &c. *Larboard,* the old name for the left side, now called *port. Lash,* to secure two or more things together by ropes. *Lay to,* to wait ; to heave to. *Lazy-guy,* a rope or tackle on a spanker-boom or main-boom to keep it steady. *Lead,* the weight for ascertaining the depth of water. Lead, the lead of a rope is its proper direction through the blocks. *Leech,* either side of a square sail and the lee-side of all others (see “ luff”). *Leech-lines,* on courses only, to haul the leech of the sail close up to the fore-side of the yard. *Lee lurch,* a deep roll to lee­ward. *Lee shore,* a shore upon which the wind blows directly and which is unsheltered. *Lee side,* the side farthest from the wind, either inside or outside the ship. *Under the lee,* a ship is so spoken of in relation to the land by which it is protected ; similarly a boat may be said to be “ under the lee” of a ship. *Lee-way,* the distance a ship drifts out of her course, indicated by the angle formed by the wake. *Legs,* spars carried by cutters to keep them upright when on the ground. *Life-lines,* small ropes to steady the men when standing on the yards, to hold by when being lowered in boats, and for similar purposes. *Lift,* a rope near the extremity of each yard to top it up, *i.e.,* lift it. *Limbers,* boards or plates to keep the bilge clear. *List,* to lean over continuously. *Lizard,* a lanyard with a thimble to confine another rope or to slip at pleasure. *Loose sails,* letting them fall free to dry or for use. *Lubber,* a man not skilled in seamanship. *Lubber's hole,* an open space in the top near the eyes of the rigging, through which a man can crawl instead of going outside. *Luff,* an order to steer closer to the wind ; of a sail, the fore-part of a stay-sail, try-sail, or jib, and the weather-side for the time being of any square sail. *Luff-tackle,* is formed of 3-inch or 4-inch rope, a double and a single block, and is used for various temporary purposes.

*Make sail,* to set sail. *Make unter,* to leak. *Manger, a* tight enclosure to catch the water from the hawse-pipes. *Man-rope,* placed over the side at the gangway for people to climb up by, and at other places. *Man yards,* men to stand in a row on each, as a salute. *Marl,* to secure things together by a suc­cession of half-hitches. *Marling,* soft-laid white line for securing sails to the bolt-rope. *Marling·spike,* an iron or copper spike used by sailmakers and riggers. *Marry,* to fit the strands together ready for splicing. *Martingale,* a tackle to keep down a spar. *Maul,* a large double-headed hammer used by riggers. *Messenger,* an endless rope or chain from the capstan to bring in the cable. *Mid- ships,* the centre, or, when applied to the helm, the neutral point. *Miss stays,* to try to tack and fail. *Mooring-swivel,* a swivel with four short legs to meet two cables from the anchors and two bridles from the hawse. *Mouse,* a swelling or obstruction raised on a stay ; also a seizing across the point of a hook.

*Neaped,* of a ship, to be in a dock or on shore requiring more water to float than neap-tides afford. *Near,* a caution to the helmsman that the ship is too close to the wind. *Necklace,* a chain or band round a lower mast for the futtock rigging to be set up to, or round the top-mast for the top-gallant rigging to reeve through. *Nip,* the part of the rope which bears the chief strain ; to freshen the nip is to veer out and change the place. *Nipper,* a selvagee, rope, or chain for binding the messenger to the cable. *Norman,* a block of wood placed in one of the holes of a capstan for veering a rope by. *Nun-buoy,* a buoy of any material in the form of a double cone.

*Offing,* a distance from the laud. *Off the wind,* not so close as she might be if sailing *on a wind. Open,* an anchorage is open when exposed to the sea ; the hawse when the cables are clear of each other; an object when visible, not obscured. *Orlop-deck,* the lowest in large ships. *Out of trim,* when the weights are wrongly placed. *Overhaul,* to slacken every part of a tackle ; to overtake ; to examine.

*Painter,* the rope by which boats arc made fast. *Parbuckle,* to hoist by rolling a thing with two ropes. *Parcelling,* covering a rope with strips of tarred canvas. *Parrels,* stout ropes covered with leather, used to confine an upper yard to the mast. *Parting,* breaking, as parting the cable. *Pay a seam,* filling it with pitch. *Pay away* and *pay out,* applied to slacking hawsers or cables. *Pay down,* lowering things, as the cable to be coiled or stowed. *Pay off,* from the wind, as by hoisting head-sail or putting the helm up ; to pay and dismiss the crew. *Peak,* the outer part of a gaff and of a gaff-sail. *Pendant,* a large rope with a tackle attached. *Pennant,* a narrow signal flag ; a long strip flown by ships of war. *Pig,* one part of iron ballast ; the largest is 3 cwt. *Pintle,* a large pin bolted to the rudder, by which it is hinged. *Pitching and sending* signifies plunging the bow into one wave and the stern into another. *Plain sail,* all except studding-sails and stay-sails between the masts. *Point,* a plat­ting or line to tie up a reef ; to secure the end of a rope with knittles. *Pooped,* a vessel is said to be pooped when a wave breaks over the stern. *Port,* the modern word for left. *Press of sail,* very much sail. *Preventer-brace,* an additional rope to support the yard during a gale. *Prize,* to move by a lever or a spar ; a lawful capture. *Purchase,* a tackle or lever.

*Quarter* the part of the side near the stern, hence quarter-boat ; also the part of a yard between the centre and the yard-arm.

*Rack,* a frame with sheaves and belaying pins. *Rake,* to fire through a ship from end to end ; the inclination of the masts aft. *Range of cable,* it was for­merly customary to haul up cable equal to the depth of water. *Rap-fuU,* the wind acting fully on every sail. *Ratlins* or *ratlings,* small lines as steps up the rigging. *Razee,* a ship reduced in height by one or more decks. *Reach,* the open straight part of a river between two bends. *Ready about, ready o' ready,* words of warning preparatory to tacking. *Reef-tackles* and *reef-pendants,* for hauling up the leeches of top-sails and courses ready for reefing ; the latter also on a boom for reefing a sail. *Reeving-line,* a small rope rove through blocks to drag a larger one after it. *Refit,* general repair. *Relieving tackles,* placed on a tiller to assist the wheel-ropes during a gale. *Rendering,* slipping, not holding as a knot or fastening should. *Ribs and trucks,* flat boards and rollers alternating ; used for jaw-ropes and parrels. *Riding between wind and tide,* when balanced between the two. *Ruling cable,* the cable bearing the strain. *Rigging stoppers,* for securing the standing rigging when broken. *Right a vessel,* to recover the upright position. *Right the helm,* to relinquish the position the helm is in at any moment and place it in midships. *Ring- ropes,* cable stoppers which pass through the ring-bolts. *Robands,* small tyers to fasten a top-sail or course to a jack-stay. *Rogue's yarn,* a thread of worsted spun in the rope to mark it ; each British royal dockyard formerly used a differ­ent colour. *Rolling tackle,* stretched from the lee quarter of a yard to the mast, to relieve the parrel or truss from the jerking strain of the lee roll. *Roping,*

the bordering of every sail. *Round down,* to overhaul, to slack by hand. *Rounding,* old 3-inch or 4-inch rope for hack purposes. *Round in the weather- braces,* the wind becoming more favourable, to bring the yards nearer to square. *Roundly,* to lower or veer quickly. *Bound to,* to come to the wind and heave to. *Round turn,* a double twist in a cable ; to veer a rope round a bit-head or cleat. *Bound up,* to shorten up a tackle ; to pull up a slack rope through a block. *Rouse it in,* as hauling a hawser by hand without a purchase. *Rowlock,* an opening in the gunwale of a boat for an oar. *Rudder chains* and *pendants* are shackled to a band on the rudder ready to steer the ship if the rudder-head gives way. *Rudder coat,* canvas or leather round the aperture and rudder-head to exclude the sea. *Runner and tackle,* a long pendant and tackle for staying lower masts ; the chief support aft to a cutter’s mast *Running rigging,* that which is rove through blocks, or is otherwise hauled upon.

*Saddle,* a wooden rest for the heel of the jibboom and the end of the spanker boom. *Sag to leeward,* to make more leeway than headway. *Sail close to the wind,* to sail with the sails barely full. *Sail large* or *free,* to sail off the wind, as “with a flowing sheet.” *Sail tackle,* from the top-mast-head to sway up top-sails and top-sail-yards. *Samson-post,* a strong piece of elm to fit against a beam above it and in a step on the deck. *Scandalize a boom main-sail, to* trice up the tack and drop the peak. *Scope of cable,* the length veered out of the hawse. *Scotchman,* an iron plate to protect a part of the rigging from chafing. *Scudding,* running before a gale either with or without sail ; the latter is described as “under bare poles.” *Scull,* a small oar. *Sculling,* propelling a boat by moving the flat of the oar over the stern to and fro while changing the angle. *Scupper,* a passage for water to run off a deck. *Scuttle,* a hole in the side to admit light and air ; a hole made in the side or deck to let water flow in. *Sea,* a wave ; a *long sea* or a *short sea* has reference to the distance between the waves. *Sea-boat,* a vessel is said to be a good or bad sea-boat according as she behaves in a gale. *Sea-room,* free from land or shoals. *Seizing,* a small lashing. *Selvagee,* a strap made of yarns or small rope wound as a skein and marled together. *Sending,* see “pitching.” *Sennit,* a platting of three or more rope-yarns. *Serving,* covering a rope closely with spun-yarn, hove on by a *serving mallet. Set up,* applied to standing rigging to make it tight. *Setting-fid,* a large cone of wood used in fitting rigging. *Sewed,* to be lifted out of the water, as by running on a ledge, or being left by the tide. *Shackle,* a curved bar, with two eyes and a bolt, for joining chains. *Shank- painter,* a stopper which holds up the fluke of an anchor at the bows. *Shape a course,* to steer in the desired direction, the wind favouring. *Shear-hulk,* a vessel fitted permanently with shears. *Shears,* two large spars with their heads lashed and heels spread, for masting ships and lifting heavy weights. *Sheave,* a wheel of brass or lignum vitæ for ropes to travel on ; all the fakes of a coil of rope to complete a layer. *Sheer,* to swerve from the course, the curve formed by the bow and stern being higher than the centre. *Sheer-batton,* a bar of iron to keep the dead-eyes square. *Sheer off,* to edge away. *Sheet,* the rope which holds the lee lower corner of a sail. *Sheet-anchor,* one of the largest, and the third for use. *Sheet home,* to haul the sheets of square sails to their positions. *Shift the helm,* put it over the other way. *Shipped,* taken on board ; anything fixed in its place for use. *Shipshape,* in a proper and seamanlike manner. *Shiver a sad,* to make it shake and render it neutral. *Shoot,* to go ahead after the propulsion has ceased. *Shorten sail,* to take in some portion. *Skid,* a spar for something to rest or slide upon. *Skin of a sail,* the part ex­posed when it is furled. *Skipper,* the old name for the master of a small vessel. *Slab of a sail,* the slack part which hangs down after the leech-lines are hauled up. *Sleepers,* timbers in the hold and strengthening pieces in the tops. *Slew,* to turn or cant over. *Slips,* ropes with toggles, shackles, and tongues, and various contrivances for letting go quickly. *Small helm,* when the sails are well balanced and the rudder but little used. *Small sail,* and *snug sail,* low and reduced, ready for bad weather. *Sound,* to ascertain the depth of the sea, or of water in the pump-well. *Span,* two parts of a rope spread to divide the strain, or for making a point secure in an intermediate place. *Spanish windlass,* a bar of iron and two marling-spikes to heave seizings taut ; tightening ropes by twisting them together by a lever. *Spell,* a turn or relief. *Spider,* a small iron outrigger, to keep the main-brace block clear of the counter. *Spilling-lines,* ropes passed round a part of a sail which is flapping, to confine it. *Spitfire-jib,* a small storm-sail used in cutters. *Splice,* to join two ropes by entwining the strands. *Splice the main-brace,* to give a glass of grog to every man after some unusual fatigue, or on some occasion of rejoicing. *Splicing-tails,* a short piece of chain with three tapering tails, for splicing to a hemp cable. *Spring,* a hawser from the after-part to cant the ship. *Spring a leak, to* cause a leak by straining. *Sprit-saU,* formerly set on the sprit-sail-yard ; an efficient four-sided sail for boats and barges, the peak of which is held up by a spar called a *sprit. Sprung,* cracked, fractured. *Spun-yarn,* rope-yarns laid up together softly. *Square-rigged,* having yards and square sails, as ships and brigs have. *Square sails,* those set upon such yards as have lifts and braces, regardless of their proportions. *Square yards,* to adjust them by means of their lifts and braces. *Stand by a rope,* to be in readiness to let it go. *Standing off and on,* sailing to and fro, as off a port. *Standing part,* the fixed end of a running rope. *Standing rigging,* such as shrouds and stays. *Stand on,* to continue the same progress and course. *Starboard,* the right-hand side. *Starboard* and *port tack* express the direction of the wind, on the right hand and on the left respectively. *Stay-sails,* any sail set on a stay, except the jib, flying-jib, and fore-sails of cutters and schooners. *Steady,* to the helm ; to keep the same course. *Steadying-lines,* passed from eye-bolts in the gunnel of a boat to the slings to keep it upright. *Steeve,* the angle which the bowsprit forms with the horizon. *Stem on,* striking head foremost at right angles, the reverse of *stern on. Stern-board,* having considerable stern-way. *Stevedore,* see “estivador.” *Stiffness,* stability under canvas. *Stirrup,* a short rope from a yard to support a foot-rope. *Stop,* a light temporary seizing. *Storm-sails,* stay-sails and try-sails of the strongest canvas. *Stranded,* when one strand is broken ; wrecked on a beach. *Stream-anchor,* about one-third to one-fourth the weight of a bower anchor. *Stream the buoy,* to throw over the buoy which is to watch over the anchor. *Strike,* to send down from aloft. *Strike colours,* a token of submission. *Strike soundings, to* succeed in reaching the bottom with the lead. *Studding-sails,* light four-sided sails set only with a fair wind. *Surge,* to slack back quickly, as a hawser round a capstan, to make it slip up to its place. *Swab,* a large bundle of rope-yarns for soaking up water ; a drunkard. *Sway away,* to hoist by running with a rope. *Sweep,* a large oar ; to search the bottom with a hawser or chain. *Swifter,* a single shroud, when there is an odd one ; to draw rigging together ; a rope or bar to keep things equidistant, or in their proper places. *Swinging,* the act of turning to the change of wind and tide. *Swinging boom,* a large spar for spreading the foot of the lower studding-sail ; in harbour for making boats fast.

*Tabernacle,* a frame for receiving the heel of a boat's mast to make it higher. *Tack,* the lower weather corner of every sail ; to change course by bringing the wind ahead and round to the other side. *Taken aback,* applied to a vessel when the wind coming ahead reverses the action of all the sails. *Taking in sail,* clewing it up and perhaps furling it. *Taunt,* high masts, comparatively. *Taut* (also *taught),* the only word among seamen to signify tight. *Tending to the tide,* beginning to swing to the change of tide in opposition to the wind. *Thimble,* an iron ring with a score to receive a rope ; *union thimble,* two thimbles welded within each other. *Thole pin,* a peg of wood on the gunwale of a boat to confine the oar. *Thorough-foot,* the fall of a tackle being foul,