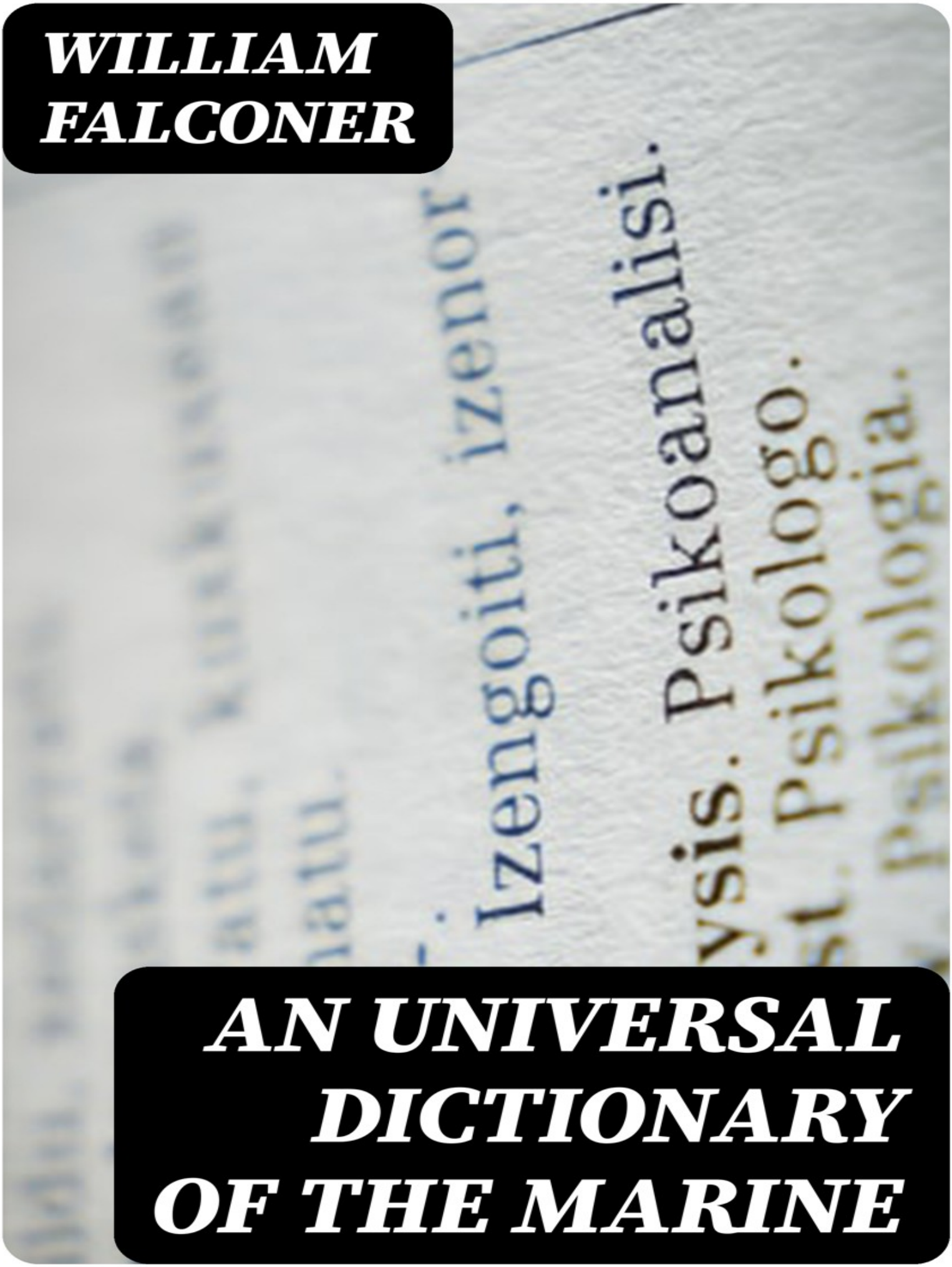
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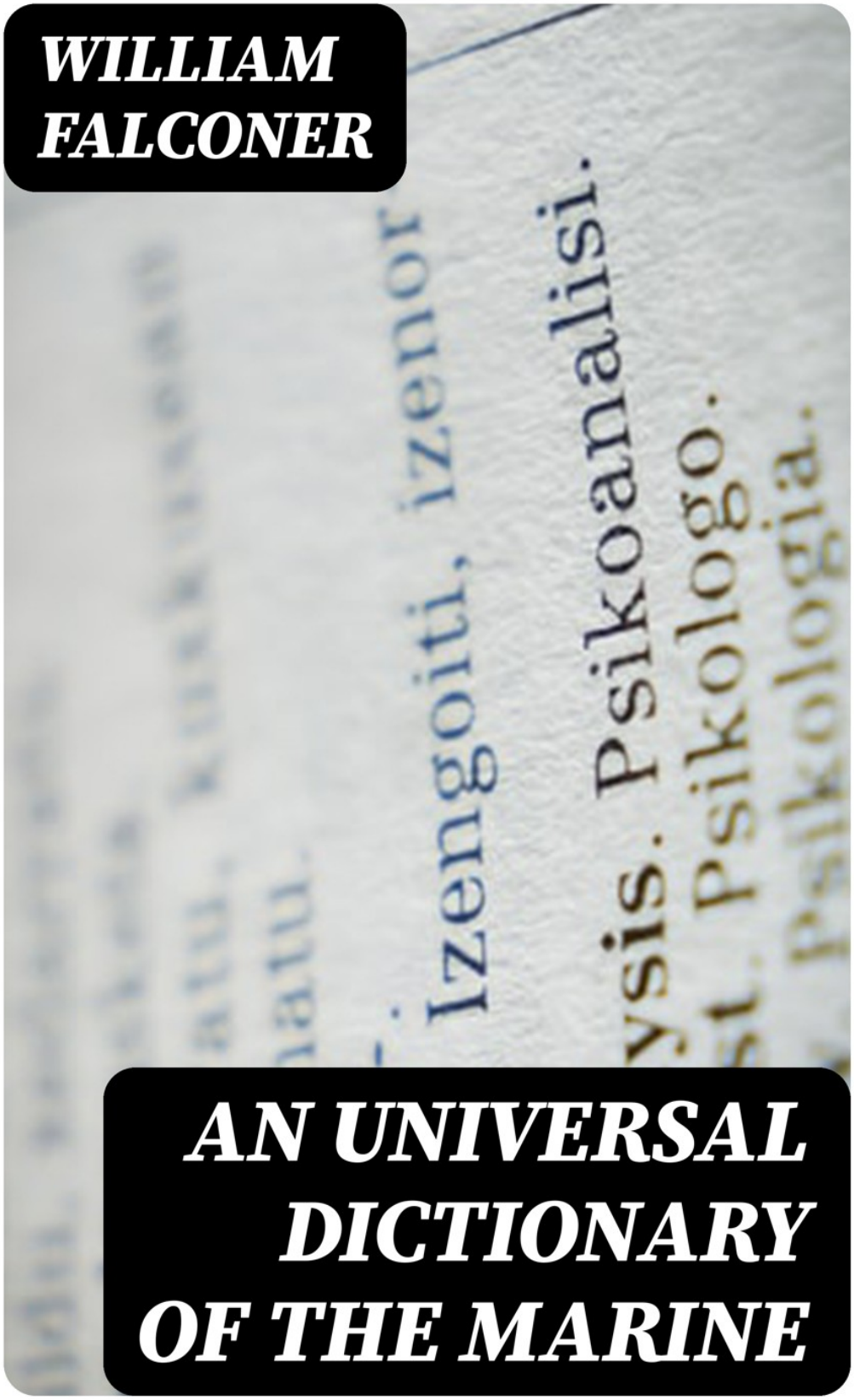
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William Falconer

An Universal Dictionary of the Marine

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PREFACE.

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The following work has engaged my utmost application for some years. Several performances on the same subject have already appeared; as Sir H. Manwaring's *Seaman's Dictionary*; Boteler's *Sea Dialogues*; Guillet's *Gentleman's Dictionary*, and Blanckley's *Naval Expositor*, &c. Far from exhibiting an enlarged and comprehensive view of naval affairs, these productions are extremely imperfect, according to the very circumscribed plan which their authors have adopted. There are besides, the *Dictionaire de Marine* of M. Aubin, published in Holland; and that of M. Saverien, published in France. These are indeed voluminous, but very deficient in the most necessary articles. Besides a circumstantial detail of the local oeconomy of different marine departments, they are swelled out with astronomy, navigation, hydrography, natural history, &c. all of which are abundantly better treated in other compositions. Of the machinery of a ship; the disposition of the rigging on her masts and yards; and the comparative force of her different mechanical powers, their accounts however are often vague, perplexed, and unintelligible.

With regard to her internal government in action; to the general regulations of the line of battle; and to the principal movements in sailing, they are almost totally silent. Had any of these works been executed with tolerable success, it might have rendered mine unnecessary; or probably have introduced it in the form of a translation.

I acknowledge with great pleasure the advantages I have derived in the prosecution of this work, from several authors of distinguished reputation: in reality however none of those above-mentioned are of the number. In that part which is dedicated to the theory and art of ship-building, I owe considerable obligations to the ingenious M. Du Hamel. The principal pieces used in the construction of a ship, together with their combination and disposition, are copiously and accurately described in his *Elements of Naval Architecture*: and his general account of the art itself is perspicuous and comprehensive. Many of his explanations I have therefore implicitly adopted.

In treating of the artillery, I have occasionally consulted *Le Blond*, *Muller*, and *Robins*, besides selecting some valuable materials from the manuscripts of officers of long experience and established reputation in that service. Whatever relates to the rigging, sails, machinery, and movements of a ship; or to the practice of naval war, is generally drawn from my own observations; unless where the author is quoted.

As there are abundance of books professedly written on astronomy, and the theory of navigation, I have totally omitted the terms of the former, as foreign to my plan; and slightly passed over the latter: because no reader could acquire a sufficient idea of those sciences from so partial a description. Many of the least important parts of a ship, as well as of her rigging, are very generally defined. To explain the track of every particular rope, through its different channels, would be equally useless and unintelligible to a land reader: to mariners it were superfluous: and even the

youths who are trained to the sea, would reap little advantage from it; because their situation affords them much better opportunities of making these minute discoveries.

I have in general endeavoured to give the etymology of the most material expressions, unless when their evident analogy to common words rendered this unnecessary. Many reasons may be alledged for introducing the French sea-terms and phrases; particularly that obvious one, of understanding their pilots, when we may have occasion for their assistance. Wherever it was found necessary to explain one technical term by another, the latter is usually printed in italics the first time it is mentioned; so that the reader may refer to it for a further explanation.

As the plates of this publication were intended to illustrate the various objects to which they refer, they are little ornamented; but have in general the recommendation of simplicity and geometrical truth. In this part I have been particularly favoured with many original drawings, which are usually considered amongst the inaccessible *arcana* of ship-building. They are much more numerous, useful, and correct, than what has hitherto appeared in any work of the kind. In fine, I have endeavoured, to the best of my judgment, to retrench the superfluities, and supply the deficiences of former writers on the same subject, as well as to digest and methodise whatever appeared loose or inaccurate therein.

This undertaking was first suggested to me by my worthy and ingenious friend George Lewis Scott, Esq; who considered it as a work of extensive utility, Indeed, in a

country whose principal sources of strength are derived from the superiority of her marine, it is evidently wanted. I have the pleasure also to know that Sir Edward Hawke, and several officers of respectable abilities in our navy, are of the same opinion. To this may be added, what the celebrated M. Du Hamel lately observed, in a letter to me, *s*. I mention this expressly, because some sea-officers have considered the work unnecessary. It is however submitted, with all possible deference, to superior judges; to men of science and letters, who know the difficulty of explaining the parts of a mechanical system, when the readers are unacquainted with the subject.

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A.

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ABACK, *coeffé*, the situation of the sails when their surfaces are flatted against the masts by the force of the wind.

The sails are said to be *taken aback*, when they are brought into this situation, either by a sudden change of the wind, or by an alteration in the ship's course. They are *laid aback*, to effect an immediate retreat, without turning to the right or left; or, in the sea-phrase, to give the ship *stern-way*, in order to avoid some danger discovered before her in a narrow channel; or when she has advanced beyond her station in the line of battle, or otherwise.

The sails are placed in this position by slackening their lee-braces, and hauling in the weather ones; so that the whole effort of the wind is exerted on the fore-part of their surface, which readily pushes the ship astern, unless she is restrained by some counter-acting force. See Backing, and Bracing.

It is also usual to spread some sail aback near the stern, as the mizen-top-sail, when a ship rides with a single anchor

in a road, in order to prevent her from approaching it so as to entangle the flukes of it with her slackened cable, and thereby loosen it from the ground. See Anchor.

Fig. 1. Plate III. discovers the plan of a ship, *a b*, with her main-top-sail, *c d*, aback; in which the curved dotted line expresses the cavity of it, as blown back by the wind on each side of the mast. The fore-top-sail, which is full, is exhibited by the line *e f*. Fig. 3. represents a perspective view of the ship in the same situation; and the dart shews the direction of the wind upon both.

Lay all flat Aback, the order to arrange all the sails in this situation.

ABAFT, *arriere*, (*abaftan*, Sax. behind) the hinder part of a ship, or all those parts both within and without, which lie towards the stern, in opposition to afore; which see.

Abaft, *arriere de*, is also used as a preposition, and signifies *further aft*, or *nearer the stern*; as, the barricade stands *abaft* the main mast, i. e. behind it, or nearer the stern.

ABOARD (*à bord*, Fr. *abordo*, Ital.) the inside of a ship: hence any person who enters a ship is said to go *aboard*: but when an enemy enters in the time of battle, he is said to *board*. A phrase which always implies hostility. See the article Boarding.

To fall Aboard of, *aborder*, to strike or encounter another ship, when, one or both are in motion; to be driven upon a ship by the force of the wind or current.

Aboard-*main-tack! amure la grande voile!* the order to draw the main-tack, i. e. the lower corner of the main-sail, down to the chess-tree. See Chess-tree.

ABOUT, *reviré*, (*abutan*, Sax.) the situation of a ship immediately after she has *tacked* or changed her course by going about, and standing on the other tack. See Tacking.

About-Ship! *adieu-va!* the order to the ship's crew to prepare for tacking.

ABREAST, *par le travers* (of *breost*, Sax.), side by side, or opposite to; a situation in which two or more ships lie, with their sides parallel to each other, and their heads equally advanced.

This term more particularly regards the line of battle at sea, where, on the different occasions of attack, retreat, or pursuit, the several squadrons, or divisions of a fleet, are obliged to vary their dispositions, and yet maintain a proper regularity by sailing in *right* or *curved* lines. When the line is formed *abreast*, the whole squadron advances uniformly, the ships being equally distant from, and parallel to each other, so that the length of each ship forms a right angle with the extent of the squadron or line *abreast*. The commander in chief is always stationed in the center, and the second and third in command in the centers of their respective squadrons. See this farther illustrated in the article Line.

Abreast, within the ship, implies on a line with the beam, or by the side of any object aboard; as, the frigate sprung a leak abreast of the main hatch-way, i. e. on the same line with the main hatch-way, crossing the ship's length at right angles, in opposition to *afore* or *abaft* the hatch-way. See Abaft.

We discovered a fleet Abreast of Beachy-Head, i. e. off, or directly opposite thereto.

ACORN, *pomme de girouette*, a little ornamental piece of wood, fashioned like a cone, and fixed on the uppermost point of the spindle, above the vane, on the mast-head. It is used to keep the vane from being blown off from the spindle in a whirlwind, or when the ship leans much to one side under sail. See plate I. fig. 1. where *a* represents the acorn, *b* the vane and stock, *c* the spindle, and *d* the mast-head.

ADMIRAL, *amiral*, an officer of the first rank and command in the fleet, and who is distinguished by a flag displayed at his main-top-mast-head. Also an officer who superintends the naval forces of a nation, and who is authorised to determine in all maritime causes.

The origin and denomination of this important office, which seems to have been established in most countries that border on the sea, have given rise to a great variety of opinions. Some have borrowed them from the Greek, others from the Arabic, while a third sort, with greater probability, derive both the title and dignity from the Saracens.[1] But since no certain conclusions have been deduced from these elaborate researches, and as it rather appears the province of this work to give the reader an idea of the office and duty of an admiral at sea, than to furnish an historical or chronological detail of the rank and power with which admirals have been invested in different nations, we shall contentedly resign this task to the ingenious lexicographers who have so repeatedly entertained us with such critical investigations.

The Admiral, or commander in chief of a fleet, being frequently invested with a great charge, on which the fate of a kingdom may depend, ought certainly to be possessed of

abilities equal to so important a station and so extensive a command. His fleet is unavoidably exposed to a variety of perplexing situations in a precarious element. A train of dangerous incidents necessarily arise from those situations. The health, order, and discipline of his people, are not less the objects of his consideration, than the condition and qualities of his ships. A sudden change of climate, a rank and infectious air, a scarcity, or unwholsomness of provisions, may be as pernicious to the former, as tempestuous weather or dangerous navigation to the latter. A lee-shore, an injudicious engagement with an enemy greatly superior, may be equally fatal to both. He ought to have sufficient experience to anticipate all the probable events that may happen to his fleet during an expedition or cruise, and, by consequence, to provide against them. His skill should be able to counter-act the various disasters which his fleet may suffer from different causes. His vigilance and presence of mind are necessary to seize every favourable opportunity that his situation may offer to prosecute his principal design; to extricate himself from any difficulty or distress; to check unfortunate events in the beginning, and retard the progress of any great calamity. He should be endued with resolution and fortitude to animate his officers by the force of example, and promote a sense of emulation in those who are under his command, as well to improve any advantage, as to frustrate or defeat the efforts of his ill fortune.

The most essential part of his duty, however, appears to be military conduct. As soon as the fleet under his command puts to sea, he is to form it into the proper order of battle,

called the Line. In this arrangement he is to make a judicious distribution of strength from the van to the rear, throwing the principal force into the center, to resist the impression of the enemy’s fleet; which might otherwise, at some favourable opportunity, break through his line, and throw the van and rear into confusion.

A competent knowledge of the seas, weather, and reigning winds, of the coast or region where he is stationed, is also requisite, as it will greatly facilitate his plans on the enemy. It will enable him to avoid being improperly embayed, where he might be surprised in a disadvantageous situation; and to judge whether it will be most expedient to attack his adversary, or lie prepared to receive his assault. When his fleet is forced by stress of weather or otherwise to take shelter in a road or bay, it will likewise suggest the necessary conduct of keeping a sufficient number of cruisers at sea, to bring him early intelligence, that they may be ready to cut or slip the cables when they are too much hurried to weigh their anchors.

As the forming a complete, strong, and uniform line is a very material article in naval war, the admiral ought frequently to arrange the fleet under his command into this order, that the inferior officers may observe to bring their ships, with greater dexterity and alertness, into their several stations, and maintain the regularity of the line when they tack, veer, or sail abreast. See Line.

When the admiral intends a descent on an enemy’s coast, or other attack which may be attended with complicated and unforeseen incidents, his orders should be delivered or drawn up with the greatest accuracy and

precision: they should be simple, perspicuous, direct, and comprehensive; they should collect a number of objects into one point of view, and, foreseeing the effects of success or defeat, appoint the proper measures to be adopted in consequence thereof. History and experience confirm the necessity of this observation, and present us with a variety of disasters that have happened on such occasions, merely by a deficiency in this material article. In the commanding officer, inattention, barrenness of expedient, or a circumscribed view of the necessary effects of his enterprize, may be equally pernicious. And general orders ought to be utterly free from pedantry and perplexity, which always betray a false taste and confused imagination, besides the probability of producing many fatal consequences.

When an admiral conquers in battle, he should endeavour to improve his victory, by pushing the advantages he has acquired as far as prudence directs; a conduct which merits his attention as much as any in the action! When he is defeated, he ought to embrace every opportunity of saving as many of his ships as possible, and endeavour principally to assist those which are disabled. In short, it is his duty to avail himself of every practicable expedient rather than sink under his misfortune, and suffer himself to become an easy prey to the enemy.

He should be sufficiently acquainted with civil law, to judge with propriety of the proceedings of courts-martial, and to correct the errors, and restrain the abuses which may happen therein by mistake, or ignorance, or inattention.

As secret treaties, propositions, or schemes of the enemy, may occasionally be submitted to his inspection, or fall into his possession by capture; and which it might be improper to discover to any person near him, he ought to have a competent knowledge of the modern languages, or at least, those of the countries against whom his military operations are directed, to be able to comprehend with facility the full scope and purport of such papers.

He ought to be well versed in geometry, to order proper and correct surveys of unknown coasts, roads, or harbours to be made, and to judge of their accuracy, and detect their errors. To ascertain the situation and longitude of different places, he should be also sufficiently skilled in astronomy, and the method of taking observations, which indeed is essentially necessary to the profession of a sea-officer, although too much neglected.

By his orders the admiral is likewise to assist at all councils of war that relate to naval affairs: to visit, as often as convenient, the other ships of his squadron: to enquire particularly into their condition, and observe the men mustered, taking care that no supernumeraries are borne on the books. He is directed to acquaint the secretary of the admiralty of all his proceedings relating to the service, for the information of the lord-high-admiral, or lords commissioners of the admiralty; and to attend him or them, on his return home, with an account of his voyage or expedition, and to transmit a copy of his journal to their secretary.

Much more might be observed on this occasion. It appears however by the general outline which we have

sketched, that the office and duty of an admiral requires greater skill and more comprehensive abilities than is generally supposed necessary to the command of a naval armament. And that he ought to be duly qualified, at least in this kingdom, to assist at the councils of his sovereign, and enter into the enlarged system of protecting his country from an invasion by sea, or of meditating a descent on an enemy’s coast; as well as to improve navigation, and open new channels of commerce. For further particulars of his charge, see the articles Engagement, Line, Squadron.

Admiral *of the fleet*, the highest officer under the admiralty of Great-Britain: when he embarks on any expedition, he is distinguished by the union flag at the main-top-mast-head.

Vice-Admiral, *vice-Amiral*, the officer next in rank and command to admiral; his flag is displayed at the fore-top-mast-head.

Rear-Admiral, *contre-amiral*, *lieutenant-général des armées navales*, the officer next in rank and command to the vice-admiral, and who carries his flag at the mizen-top-mast-head.

There are at present in England, besides the admiral of the fleet, three admirals of the white squadron, and four of the blue. Three vice-admirals of the red, three of the white, and four of the blue. Four rear-admirals of the red, four of the white, and five of the blue squadron: besides twenty-two rear-admirals that have carried no flag, who are superannuated upon half-pay.

Vice-Admiral is also a civil officer appointed by the lords-commissioners of the admiralty. There are several of these