

**YARDS** are the long spars to which the sails are tied, and those nearest the deck on the respective mast are called the *Fore Yard*, *Main Yard*, and *Mizen or Cross Jack Yard*, next, the *Fore Top Sail Yard*, *Main Top Sail Yard*, and *Mizen Top Sail Yard*; higher, the *Fore Top, Gallant Yard*, *Main Top Gallant Yard*, and *Mizen Top Gallant Yard*; and higher still *Fore Royal Yard*; *Main Royal Yard* and *Mizen Royal Yard*.

**THE MASTS** are named the same way, viz., *Fore Mast*, *Main Mast*, and *Mizen Mast*, *Fore Top Mast*, *Main Top Mast*, and *Mizen Top Mast*; *Fore Top*, *Gallant*, *Royal*, &c.

**A SHIP UNDER WAY** is a ship in motion with sail set, or steamer with engines working and going on her voyage.

**THE BOWSPRIT** is a heavy spar which projects from the Bow of the vessel, and is so secured that it helps to keep the *Fore Mast* in its place; the *jibboom* is another spar still further out, and is connected with the *Flying jibboom*, the farthest out of the whole. Sails are attached to these booms by means of stays; these stays reach from the *Fore Mast* heads to the boom ends, being strong ropes of either hemp, or now-a-days mostly wire.

**TO TACK SHIP** is to bring the ship round and go the opposite way when sail can be carried, very much the same as wearing ship in a gale of wind, with this difference, that more ground is lost in wearing than in tacking, when the wind is adverse.

**SQUARE SAILS** are suspended and set from the yards of the ship; fore and aft sails, as jibs, flying jibs, &c., are set from the ropes or stays already spoken of.

**THE SPANKER** is a fore and aft sail which is at the after end of the ship, and is extended by a *Boom* and *gaff* from the *Mizen Mast*.

**THE SERANG** is like the *Boatswain* of a ship and is the executive officer of the ship under the chief or 2nd mate of a ship when manned by native *Lascars* of India. It is pronounced *See-rang'*.

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