

12 Mizzen yards and sails

RIGGING TO THE MIZEN YARD AND SAIL

The parrel was made of ribs and two rows of trucks. Up to 1670 the parrel rope had a two hole deadeye seized in the bight and after that date, a wooden thimble; the two ends rove through the ribs and trucks; then, after the parrel was taken round the mast, the two ends were taken through the deadeye or thimble and were spliced together. The distance between the thimble or deadeye and the spliced ends was about 3 feet; this enabled plenty of slack to be obtained on the parrels when eased off. The parrel was secured to the yard by seizing the throat of the deadeye or thimble to the strap of the jeer block on the yard, the deadeye or thimble hanging just clear of the yard. The yard was generally carried on the starboard side of the mast.

A truss parrel superseded the parrel of ribs and trucks in about 1773 and comprised a piece of rope served all over; this rope was taken round the yard and a seizing put on so that the yard was seized tightly in the bight; the two ends were taken round the mast and rove through an iron thimble, seized to the jeer block strop close to the yard; the two ends were spliced together and a thimble seized in the bight.

up from the deck. After 1773, the upper block was hooked to the iron thimble in the bight of the parrel; the lower block was secured in the same position as before. From 1733 to 1773, instead of hooking the lower block to an eyebolt on deck, the block was

SEIZED TO
THE JEER BLOCK
STROP

MIZEN PARREL

MIZEN TRUSS
PARREL