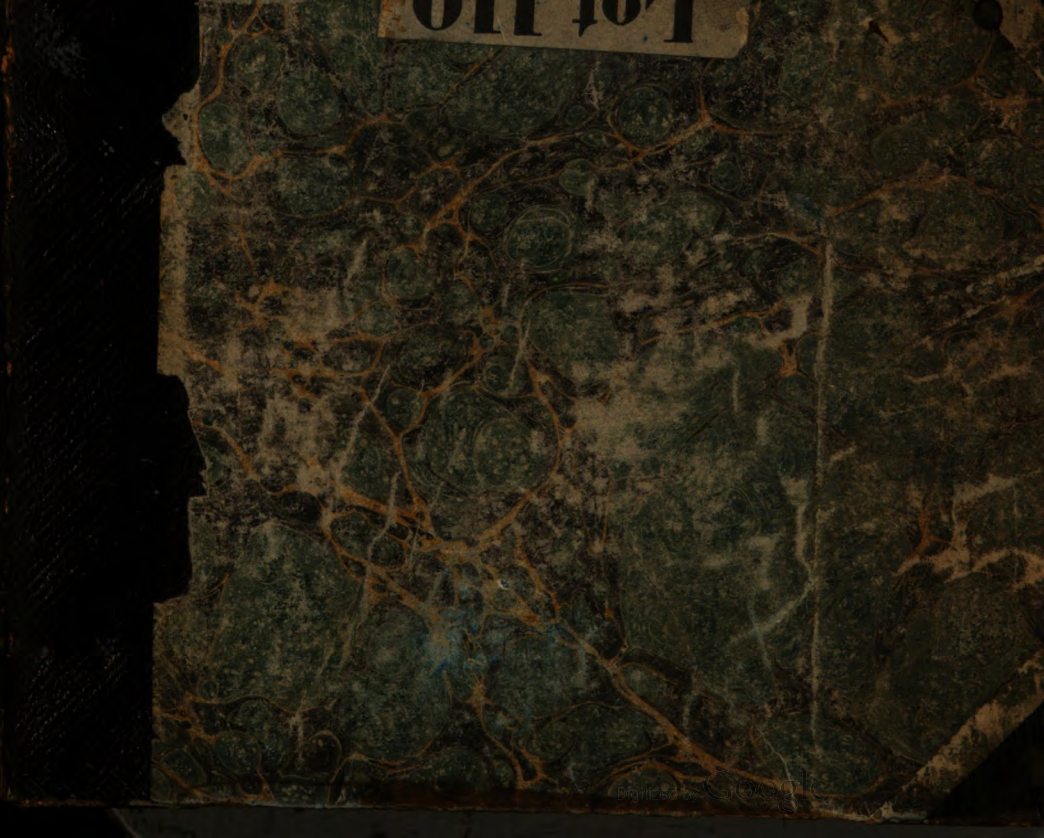

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Captain

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WATCH BILL,
STATION BILL AND ROUTINE,
FOR A 50-GUN FRIGATE 500—MEN.

(AS USED IN H. M. S. PHÆTON.)

BY

GEORGE ELLIOT, ESQ

Captain, R. N.

K

Malta

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No. Ham.	Boatswain's Mates, Starboard.	No. S. B.	Quarters.	Deck.	Duties, Working Ship
1					Main Mast
3					Mizen Mast
No. Ham.	Quarter-Masters, Starboard.	No. S. B.	Quarters.	Boat.	Duties.
5					Wheel.
7					Chains.
9					Furler Main Yard.
No. Ham.	Signalmen, Starboard.	No. S. B.	Quarters.	Boat.	Duties Aloft.
11					
13					
15					

No. Ham.	Boatswain's Mates, Port.	No. S. B.	Quarters.	Deck.	Duties, Working Ship.
2					Main Mast and Main Deck.
4					Fore Mast.
No. Ham.	Quarter-Masters, Port.	No. S. B.	Quarters.	Boat.	Duties.
6					Wheel.
8					Chains.
10					Furler Main Yard
No. Ham.	Signalmen, Port.	No. S. B.	Quarters.	Boat.	Duties Aloft.
12					
14					
16					

No. Ham.	Forecasue men. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
17					Let go anchor and F. Yard. Furler.
19					L. and F.
21					L. and F.
23					L. and F.
25					L. and F.
27					L. and F.
29					L. and F.
No. Ham	Forecastle Men. Starboard. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
31					Jib L. and F.
33					Jib L. and F.
35					Jib F.
37					Jib F.
39					Jib F.
41					
43					

No. Ham.	Forecastle men. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
18					Let go anchor and F. Yard. Furler.
20					L. and L.
22					L. and L.
24					L. and L.
26					L. and F.
28					L. and F.
30					L. and F.
No Ham.	Forecastle men. Port. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
32					Jib L. and F.
34					Jib L. and F.
36					Jib F.
38					Jib F.
40					Jib F.
42					
44					

No. Ham.	Forecastle men. Starboard. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
45					Fore Yard. L. and F.
47					Fore Yard. F.
49					Fore Yard. F.
51					Fore Yard. F.
53					Fore Yard. F.
55					Fore Yard. F.
57					Fore Yard. F.
No. Ham.	Forecastle men. Starboard. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
59					F. Yard. F.
61					F. Jib. L. and F.
63					F. Jib. F.
65					F. Jib. F.
67					Staysail. L. and F.
69					Staysail. F.
71					

No. Ham.	Forecastle men. Port. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
46					F. Yard. L. and F.
48					Fore Yard. F.
50					Fore Yard. F.
52					Fore Yard. F.
54					Fore Yard. F.
56					Fore Yard. F.
58					Fore Yard. F.
No. Ham.	Forecastle men. Port. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
60					F. Yard. F.
62					F. Jib. L. and F.
64					F. Jib. F.
66					F. Jib. F.
68					Staysail. L. and F.
70					Staysail F.
72					

No. Ham.	Foretop men. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
73					Topsail Yard. L. and F.
75					Topsail Yard. L. and F.
77					Topsail Yard. L. and F. Buntline Stopper.
79					Topsail Yard. L. and F.
81					Topsail Yard. L. and F.
83					Topsail Yard. L. and F.
85					Topsail Yard. L. and F.
87					Spare.
89					Boy.

No. Ham.	Foretop men. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties, Aloft.
74					Topsail Yard. L. and F.
76					Topsail Yard. L. and F.
78					Topsail Yard. L. and F. Buntline Stopper
80					Topsail Yard. L. and F.
82					Topsail Yard. L. and F.
84					Topsail Yard. L. and F.
86					Topsail Yard. L. and F.
88					Spare.
90					Boy.

No. Ham.	Foretop men. Starboard. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
91					Topsail Yard. F.
93					Topmast Staysail.
95					Topmast Staysail. Bunt Stopper Watch.
97					Top Gt. Staysail.
99					Top Gt. Staysail.
101					Royal Staysail.
103					Royal Staysail.
105					Spare.
107					Boy.

No. Ham.	Foretop men. Port. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
92					Topsail Yard. F.
94					Topmast Staysail.
96					Topmast Staysail. Bunt Stopper Watch.
98					Top Gt. Staysail.
100					Top Gt. Staysail.
102					Royal Staysail.
104					Royal Staysail.
106					Spare.
108					Boy.

No. Ham.	Foretop men. Starboard. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
109					Topsail Yard. F.
111					Topsail Yard. F.
113					Topsail Yard. F. Bunt Stopper.
115					Topsail Yard. F.
117					Topsail Yard. F.
119					Topsail Yard. F.
21					Topsail Yard. F.
23					Spare.
25					Boy.

No. Ham.	Foretop men. Port 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
110					Topsail Yard. F.
112					Topsail Yard. F.
114					Topsail Yard. F. Bunt Stopper.
116					Topsail Yard. F.
118					Topsail Yard. F.
120					Topsail Yard. F.
122					Topsail Yard. F.
124					Spare.
126					Boy.

No. Ham.	Foretop men. Starboard. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
127					Top Gt. Yard. L. and F.
129					Top Gt. Yard. L. and F.
131					Top Gt. Yard. F. Bunt Stopper Watch.
133					Top Gt. Yard. F.
135					Royal Yard. L. and F.
137					Royal Yard. L. and F.
139					
141					
143					Boy.

No. Ham.	Foretop men. Port. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
128					Top Gt. Yard. L. and F.
130					Top Gt. Yard. L. and F.
132					Top Gt. Yard. F. Bunt Stopper Watch.
134					Top Gt. Yard. F.
136					Royal Yard. L. and F.
138					Royal Yard. L. and F.
140					
142					
144					Boy.

No. Ham.	Maintop men. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
145					Topsail Yard. L. and F.
147					Topsail Yard. L. and F.
149					Topsail Yard. L. and F. Bunt Stopper
151					Topsail Yard. L. and F.
153					Topsail Yard. L. and F.
155					Topsail Yard. L. and F.
157					Topsail Yard. L. and F.
159					Topsail Yard. L. and F.
161					Spare.
163					Boy.

No. Ham.	Maintop men. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
146					Topsail Yard. L. and F.
148					Topsail Yard. L. and F.
150					Topsail Yard. L. and F. Bunt Stopper
152					Topsail Yard. L. and F.
154					Topsail Yard. L. and F.
156					Topsail Yard. L. and F.
158					Topsail Yard. L. and F.
160					Topsail Yard. L. and F.
162					Spare.
164					Boy.

No. Ham.	Maintop men. Starboard. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
165					Topsail Yard. F.
167					Peak of Main Trysail.
169					Peak of Main Trysail. Bunt Stopper Watch.
171					
173					
175					
177					
179					
181					Spare.
183					Boy.

No. Ham.	Maintop men. Port. 3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
166					Topsail Yard. F.
168					Peak of Main trysail.
170					Peak of Main Trysail. Bunt Stopper Watch.
172					
174					
176					
178					
180					
182					Spare.
184					Boy.

No. Ham.	Maintop men. Starboard. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties, Aloft.
185					Topsail Yard. F.
187					Topsail Yard. F.
189					Topsail Yard. F. Bunt Stopper
191					Topsail Yard. F.
193					Topsail Yard. F.
195					Topsail Yard. F.
197					Topsail Yard. F.
199					Topsail Yard. F.
201					Spare.
203					Boy.

No. Ham.	Maintop men. Port. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
186					Topsail Yard. F.
188					Topsail Yard. F.
190					Topsail Yard. F. Bunt Stopper.
192					Topsail Yard. F.
194					Topsail Yard. F.
196					Topsail Yard. F.
198					Topsail Yard. F.
200					Topsail Yard. F.
202					Spare.
204					Boy.

No. Ham.	Maintop men. Starboard. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
205					Top Gt. Yard. L. and F.
207					Top Gt. Yard. L. and F.
209					Top Gt. Yard. F. Bunt Stopper Watch.
211					Top Gt. Yard. F.
213					Royal Yard. L. and F.
215					Royal Yard. L. and F.
217					
219					
221					
223					

No. Harm.	Maintop men. Port. 4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
206					Top Gt. Yard. L. and F.
208					Top Gt. Yard. L. and F.
210					Top Gt. Yard. F. Bunt Stopper Watch.
212					Top Gt. Yard. F.
214					Royal Yard. L. and F.
216					Royal Yard. L. and F.
218					
220					
222					
224					

No. Ham.	Mizentop men. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
225					Topsail Yard. L. and F.
227					Topsail Yard. L. and F.
229					Topsail Yard. L. and F.
231					Topsail Yard. L. and F.
233					Topsail Yard. L. and F.
235					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
237					Topsail Yard. F.
239					Pk. of Driver.
241					Pk. of Driver.
243					
245					
247					

No. Ham.	Mizentop men. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
226					Topsail Yard. L. and F.
228					Topsail Yard. L. and F.
230					Topsail Yard. L. and F.
232					Topsail Yard. L. and F.
234					Topsail Yard. L. and F.
236					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
238					Topsail Yard. F.
240					Pk. of Driver.
242					Pk. of Driver.
244					
246					
248					

No. Ham.	Mizentop men. Starboard. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
249					Topsail Yard. F.
251					Topsail Yard. F.
253					Topsail Yard. L.
255					Topsail Yard. F.
257					Topsail Yard. F.
259					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
261					Top Gt. Yard. L. and F.
263					Top Gt. Yard. L. and F.
265					Top Gt. Yard. F.
267					Royal Yard. L. and F.
269					Royal Yard. L. and F.
271					

No. Ham.	Mizentop men. Port. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
250					Topsail Yard. F.
252					Topsail Yard. F.
254					Topsail Yard. F.
256					Topsail Yard. F.
258					Topsail Yard. F.
260					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
262					Top Gt. Yard. L. and F.
264					Top Gt. Yard. L. and F.
266					Top Gt. Yard. F.
268					Royal Yard. L. and F.
270					Royal Yard. L. and F.
272					

No. Ham.	Afterguard. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
273					
275					Main Yard. L. and F.
277					Main Yard. L. and F.
279					Main Yard. F.
281					Main Yard. F.
283					Main Yard. F.
285					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
287					
289					Foot of Main Trysail.
291					Foot of Main Trysail.
293					
295					
297					
299					

No. Ham.	Afterguard. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
274					
276					Main Yard. L. and F.
278					Main Yard. L. and F.
280					Main Yard. F.
282					Main Yard. F.
284					Main Yard. F.
286					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
288					
290					Foot of Main Trysail
292					Foot of Main Trysail.
294					
296					
298					
300					

No. Ham.	Afterguard. Starboard. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
301					Main Yard. F.
303					Main Yard. F.
305					Main Yard. F.
307					Main Yard. F.
309					Main Yard. F.
311					
313					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
315					
317					
319					
321					
323					
325					
327					

No. Ham.	Afterguard. Port. 2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
302					Main Yard. F.
304					Main Yard. F.
306					Main Yard. F.
308					Main Yard. F.
310					Main Yard. F.
312					
314					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
316					
318					
320					
322					
324					
326					
328					

No. Ham.	Poop Afterguard. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
329					
331					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
333					Foot of Driver.
335					Foot of Driver.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
337					
339					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
341					
343					

No. Ham.	Poop Afterguard. Port. 1st. Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
330					
332					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
334					Foot of Driver.
336					Foot of Driver.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
338					
340					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
342					
344					

No. Ham.	Gunnery. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
345					Main Yard. L. and F.
347					Main Yard. L. and F.
349					Main Yard. L. and F.
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
351					Look out for Buoy.
353					Do.
355					Do.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
357					Main Yard. L. and F.
359					Main Yard. L. and F.
361					Main Yard. L. and F.
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
363					Main Yard. L. and F.
365					Main Yard. L. and F.
367					Main Yard. L. and F.

No. Ham.	Gunnery. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
346					Main Yard. L. and F.
348					Main Yard. L. and F.
350					Main Yard. L. and F.
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
352					Look out for Buoy.
354					Ditto.
356					Ditto.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
358					Main Yard. L. and F.
360					Main Yard. L. and F.
362					Main Yard. L. and F.
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
364					Main Yard. L. and F.
366					Main Yard. L. and F.
368					Main Yard. L. and F.

No. Ham.	Carpenters. Starboard. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
369					
371					
373					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
375					
377					
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
379					
381					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
383					
385					
387					

No. Ham.	Carpenters. Port. 1st Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
370					
372					
374					
No. Ham.	3rd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
376					
378					
No. Ham.	2nd Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
380					
382					
No. Ham.	4th Part.	No. S. B.	Quarters.	Boat.	Duties Aloft.
384					
386					
388					

No. Ham.	Working Idlers. Starboard. 1st Part.	No. S. B.	Quarters.	Duties.
389				Blacksmith.
391				Cook's Mate
393				Purser's Steward's Mate.
395				Carpenter's Yeoman.
No. Ham.	3rd Part.	No. S. B.	Quarters.	Duties.
397				Mid. Servant.
399				Sai maker.
401				Cooper's Crew.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Duties.
403				Tailor.
405				Captain of the Mast.
407				Painter.
409				Armourer.
No. Ham.	4th Part.	No. S. B.	Quarters.	Duties.
411				Waister.
413				Waister.
415				Lower-Deck Sweeper.

No. Ham.	Working Idlers. Port. 1st Part.	No. S. B.	Quarters.	Duties.
390				Captain of Hold.
392				Cook's Mate
394				Purser's Steward's Boy.
396				Boatswain's Yeoman.
No. Ham.	3rd Part.	No. S. B.	Quarters.	Duties.
398				Cook's Mate.
400				Cooper.
402				Butcher.
No. Ham.	2nd Part.	No. S. B.	Quarters.	Duties.
404				S. Cook's Mate.
406				Ropemaker.
408				Armorer's Mate.
410				Gunner's Yeoman.
No. Ham.	4th Part.	No. S. B.	Quarters.	Duties.
412				Waister.
414				Waister.
416				Lower-Deck Sweeper.

No. Ham.	Idlers Excused. Starboard.	No. S. B.	Quarters.	Duties.
417				
419				
421				
423				
425				
427				
429				
431				
433				
435				

No. Ham.	Idlers Excused. Port.	No. S. B.	Quarters.	Duties.
418				
420				
422				
424				
426				
428				
430				
432				
434				
436				

No. Ham.	Boys. Starboard.	No. S. B.	Quarters.	Duties.
437				
439				
441				
443				
445				
447				
449				
451				
453				
455				
457				
459				

No. Ham.	Boys. Port.	No. S. B.	Quarters.	Duties.
438				
440				
442				
444				
446				
448				
450				
452				
454				
456				
458				
460				

No. Ham.	Band. Starboard.	No. S. B.	Quarters.	Duties.
461				
463				
465				
467				
469				
471				
473				
475				
477				

No. Ham.	Band. Port.	No. S. B.	Quarters.	Duties.
462				
464				
466				
468				
470				
472				
474				
476				
478				

No. Ham.	Quarters.	MARINES.		Quarters.	No. Ham.
		Starboard. 1st Part.	Port. 1st Part.		
479					480
481					482
483					484
485					486
487					488
489					490
491					492
493					494
495					496
497					498
499					500
501					502

No. Ham.	Quarters.	MARINES.		Quarters.	No. Ham.
		Starboard. 3rd Part.	Port. 3rd Part.		
503					504
505					506
507					508
509					510
511					512
513					514
515					516
517					518
519					520
521					522
523					524
525					526

No. Ham.	Quarters.	MARINES.		Quarters.	No. Ham.
		Starboard. 2nd Part.	Port. 2nd Part.		
527					528
529					530
531					532
533					534
535					536
537					538
539					540
541					542
543					544
545					546
547					548
549					550

No. Ham.	Quarters.	MARINES.		Quarters.	No. Ham.
		Starboard. 4th Part.	Port. 4th Part.		
551					552
553					554
555					556
557					558
559					560
561					562
563					564
565					566
567					568
569					570
571					572
573					574

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Letter.

Gentlemen.

Hammock Men.

Starboard.

Port.

BOATS' RECALLS.

Officers.

Coxwain.

PINNACE.

No. of Musket.	Starboard Boat's Crew.	Station.		Port Boat's Crew.	No. of Musket.

Spare.

Officer.

FIRST CUTTER.

Coxwain

No. of Musket.	Starboard Boat's Crew.	Station.	Port Boat's Crew.	No. of Musket.
		Spare.		

Officer.

SECOND CUTTER

Coxwain.

No. of Musket.	Starboard Boat's Crew.	Station.	Port Boat's Crew.	No. of Musket.
		Spare.		

Officer.

Coxwain.

JOLLY BOAT.

No. of Musket.	Starboard Boat's Crew.	Station.	Port Boat's Crew.	No. of Musket.
		Spare.		

Officer.

Coxwain.

GIG.

		Spare.		

Officer.

Coxwain.

DINGY.

No. of Musket.	Starboard Boat's Crew.	Station.		Port Boat's Crew.	No. of Musket.
		Spare.			

SECOND GIG.

ARMED BOAT'S CREWS.

PROVIDING STORES ARMS &C.

Each man will bring one Box and one Cartridge Case, one containing spare Caps and Tubes, the other the Tube Box, Priming Wire, Vent Bit, Two Trigger Lines, Twelve Vent Plugs, Tangent Sight, Elevating Screw and the Gun Locks, also the Apron made fast, unless they are with the Gun.

Breeching Tackle, Wads, Sponge, Rammer, Worm.

Shot, round and case. (3 cases for each Gun.)

Anchor, Cable, Buoy and Rope.

Harness Cask. (If provisions are ordered.)

Breaker of Water.

Bread Barge, and Cocoa, Tea and Sugar Barge. (If ordered.)

Hanging Stove and a Swab. (Pikes). (If provisions are ordered.)

Coals and Wood. Tomahawks. Rocket Sticks. (If provisions are ordered.)

Lantern in a Bucket, Candles and Spirits.

Boat's Compass, Match Tub, Lead Line.

Ensign, Signals, and Rifle. Takes charge of Spirits, attends lowering the Boat, and receiving Guns and Stores &c.

Tools and Bag containing Nails, Grease, Oakum, Lead, Fearnought, also Tarpauling and Hatchet.

Provides Magazine, and takes charge of it, containing Powder, Two Bluelights, Two Rockets, Spare Cartridges for Pistols and Muskets.

REMARKS—Every Man will provide the Arms appointed him, and look after them. All the spare numbers will get the boats alongside. The officer is answerable that a substitute for sick men is forewarned, and knows what he has to provide. If it is preferred, let one man supply all the Pikes for each Boat, and another all the Muskets. In manning and arming Boats for Service—

	LAUNCH.		BARGE.		CUTTER.		GIG.	
Where Found.	No. of Thwart.	Watch.	No. of Thwart.	Watch.	No. of Thwart.	Watch.	No. of Thwart.	Watch.
Gunner's Store-Room.	1	S	1	S				
Waist.	1	P	1	P				
Shot Rack.	2 & 7		2					
Boat.	3		3	S	1		1	
Main Deck.	3		3	P	2		2	
Boat.	4		4		3		3	
Purser's.	5		5		4		4	
Galley.		S		S				
Coal Locker.	6	P	6	P				
Purser's.		S		S	5	S	5	
Store Room.	8	P	7	P	5	P	Coxwain.	
	Coxwain.		Do.		Do.		Do.	
Carpenter's Store-Room.	Carpenter.		Do.		Do.		Do.	
	Gunners.		Do.		Do.		Do.	

When Provisions are to be supplied pipe away all Boats manned, armed, and provisioned.—When provisions are not received pipe away all Boats manned and armed.—When Landing Party and Field Pieces are to go, pipe away all Boats and Landing Party. N.B.—I prefer every man bringing his own musket, having all the muskets kept overhead between the beams and on the different decks, and served out to the quarters.

ARMS OF THE

Cutters and Gigs, 9 and 6 Men.	Cutters, 11 Men.	Barges.	Launch.	Stations.
Cutlass and Pistol.	Cutlass and Pistol.	Cutlass and Pistol.	Cutlass and Pistol.	1
Ditto and Pike.	Ditto and Pike.	Ditto Pike and Musket.	Ditto Pike and Musket.	3
Ditto and Musket.	Ditto and Musket.	Ditto Ditto and Ditto.	Ditto Ditto and Ditto.	5
Ditto and Pike.	Ditto and Ditto.	Ditto and Musket.	Ditto Ditto and Ditto.	7
Coxn. Pistol, Cutlass, & Rifle.	Ditto and Pike.	Ditto and Ditto.	Ditto Ditto and Ditto.	9
	Coxn. Cutlass, Pistol, Rifle.	Cutlass, Musket and Pike.	Ditto Ditto and Ditto.	11
		Pistol, Cutlass and Pike.	Ditto Ditto and Ditto.	13
		Coxn. Cutlass and Rifle.	Ditto Ditto and Ditto.	15
			Ditto Ditto and Ditto.	17
			Cutlass and Pistol.	19
			Coxn. Ditto and Rifle.	21
			Cutlass.	23

N.B.—More Muskets and Pistols may be added if it is thought desirable. Each man should know what particular Musket or Pistol he is to take, or else let one Man bring all the Muskets for

BOAT'S CREWS.

Stations.	Launch.	Barges.	Cutters, 11 Men.	Cutters and Gigs, 9 and 6 Men.
2	Cutlass and Pistol.	Cutlass and Pistol.	Cutlass and Pike.	Cutlass and Pike.
4	Ditto Pike and Musket.	Ditto and Pike.	Ditto and Ditto.	Ditto and Ditto.
6	Ditto Ditto and Ditto.	Ditto and Ditto.	Ditto and Musket.	Ditto and Musket.
8	Ditto Ditto and Ditto.	Ditto and Musket.	Ditto and Ditto.	Ditto and Pike.
10	Ditto Ditto and Ditto.	Ditto and Ditto.	Ditto and Pike.	
12	Ditto Dito and Ditto.	Cutlass, Musket and Pike.		
14	Ditto Ditto and Ditto.	Ditto Pistol and Ditto.		
16	Ditto Ditto and Ditto.			
18	Ditto Ditto and Ditto.			
20	Ditto and Pistol.			
22	Cutlass			
24	Ditto			

Man and Arm Boats.

WHEN BOATS are to be MANNED and ARMED.

The drum will beat to Quarters and the pipe man and arm; the Boats will haul alongside as follows to arm, by the spare hands of Boats, and when out, the Boats will be kept as much as possible on their respective sides for that purpose.

LAUNCH—Starboard Gangway—BARGE—Port Quarter.

1ST CUTTER—Starboard Fore Chain—JOLLY Starboard Side.

GIG—Port side—PINNACE—Starboard Quarter.

2ND CUTTER—Port Fore Chains.

The Cutters and Jolly when armed will drop ahead of the Gun Boats as follows, and take in their painters ready to tow them clear of the ship when armed and stored viz.—1st Cutter the Launch; 2nd Cutter, the Barge; Jolly Boat, the Pinnace.

The after Main Deck Quarters will run in the 11th and 12th Guns both sides, and assist in arming Barge and Pinnace.

The Centre Main Deck Quarters will run in the 7th and 8th Guns both sides, and assist in arming the Launch, Gig and Jolly.

The Foremast Main Deck Quarters will run in the 4th Gun both sides, and assist in arming the Cutters.

The Marines of Centre Main Deck Quarters, man fresh water pump, in lower deck.

The Marines of Foremast and After Main Deck Quarters, pass the shot boxes from Main Orlop to Main Deck, the remainder of the Quarters passing them into the boat.

The Fore and Main Top Riggers will get burtons or double whips on the Main Yard and Stays for the Launches Guns; and the Mizzen Top and After Guard Riggers get burtons on each side of the Cross Jack Yard, for the guns of the Barge and Pinnace.

The Upper Deck Guns transport, sling and hoist the Guns into the boats.

The Magazine men including those in the passage and screens will pass the boats' ammunition from the After Magazine to the ports on the Main Deck for the respective boats, the Gunner and his Mates attending at the magazine.

The Carpenter will be answerable that his men with their carpenter's bag complete are in their respective boats.

The Ship's Cook and his Mates will pass their tubs aft to the Tank for filling the boats' breakers, and attend to preparing the stoves and fuel for the boats.

The Captain of hold and holders will assist in passing up the shot boxes for the boats and attend the hose.

When the boats return on board the same hands that arm them and provide stores, will unarm and return them.

The following stores will be provided for each boat viz.—To each Gun in the boat 36 cartridges, 18 round shot, 12 spherical case, 6 case shot, bursters and fuzes for spherical case, driver and mallet, fuze auger, Fynmore's tubes, range board and gun gear complete.

And every boat is to have a compass, match and tub-lantern and candles, 2 blue lights, 2 rockets, 4 tomahawks, 60 rounds of ball cartridge for each man, spunyarn and materials for stopping leaks (vide carpenter's bag), 2 spare oars, anchor, cable and grapnel rope, barricoes containing not less than a gallon of water per man, a bread barge containing 1 lb of bread per man.

Every man is armed with a cutlass and musket, and the bowman and coxwain with a pistol in addition.

The Carpenter takes with him an axe, saw and mallet and a bag containing hammer and nails, fearnought, grease, sheet lead, canvas &c. &c.

MANNING AND ARMING FROM INBOARD.

BOATS ALL IN MIDSHIPS.

The following stations will be attended to in addition to the station—"in and out boats" viz—

To get stay tackles at hand } 4th parts of Fore and Main Topmen of the watch on deck.
and trice them up.

On main deck to run in 7th and 8th guns } 4th parts of Fore and main Topmen of the watch
and hand launch's gear into her. } below.

On spare anchor to lower launch's }
- anchor into her. } Gunners Nos. 351, 352.

The barge's gear will always be kept in her, and she will be hoisted out complete.

The Pinnacle's spars, sails &c. will be hung from her gunwale and rest on the launches supports the starboard side, and will be parbuckled into her by her crew the instant the barge is out and her thwarts are shipped.—Her breakers (filled) will be kept under the bows of the launch and hoisted out in her.

The Barge and Pinnacle will therefore be hoisted out with all their gear in them, and will drop to their respective quarters, ready to receive their armament and stores.

The Launch's masts, spars, windlass &c. will be triced up on the starboard side of the main deck, and will be passed into her out of the main deck ports by the 4th parts of Fore and Main Topmen as above.—Her breakers (filled) will be kept under her quarters and will be passed into her out of the main deck ports by Nos.

The proper Nos. only, viz. Boat keeper, bow and stroke oars, will be hoisted out in their boats; the remainder of the boats' crews, manning the yards and stays, immediately their respective boat is fully prepared for hoisting out.

When the last boat is out, "Pipe" man and arm boats (vide station for so doing).

LANDING PARTY.

LANDING PARTY.

LANDING PARTY.

HOWITZER and FIELD PIECE

	Names.	Provide.	Where Found.
1			
3			
5			
7			
9			
11			
13			
15			
17			
19			

Each Man is armed with a Cutlass.

CREWS.**Providing Stores for Landing.**

	Names.	Provide.	Where Found.
2			
4			
6			
8			
10			
12			
14			
16			
18			
20			

Each Man is armed with a Cutlass.

QUARTER BILL.

DAILY ROUTINE AND EXERCISE.

A.M.
Division at Great Guns.

MONDAY.

P.M.
Great Gun Drill.
Field Piece, from 3 to 5 bells.
Boarders 6 to 8 bells.

TUESDAY.

Cadets at Cutlass.
Division at Great Guns, 2nd C.
Boys, Stick or Musket Exercise.

Great Gun Drill.
Small-arm Party from 3 to 5 bells.
Boarders 6 to 8 bells.

WEDNESDAY.

Division at Great Guns.
Mids. at Cutlass when in Port.
1st Class Boys at Stick or Musket Drill.

Great Gun Drill.
Boarders from 3 to 5 bells.
Pikemen from 6 to 8 bells.

THURSDAY.

Mids. at Cutlass when at sea.

FRIDAY.

General Exercise at Quarters.

Boat's Crews at Musket, Lever Target.
Mids. and Cadets at Great Guns.

SATURDAY.

Cadets at Cutlass.

Mids. and Cadets at Musket.

NOTE.—When at sea the Boarders and Small-arm Men for Exercise, must be those of the watch on deck.

PHÆTON'S ROUTINE AT EXERCISE AT GENERAL QUARTERS.

Quarters one roll—Load with wads from magazine and shot, and then the Officers will man Starboard Guns, and then 3 rounds quick firing, loading each time with wads from magazine and shot, and leave the Guns up; then beat 2 taps to supply 3 rounds of shot; then run in Port Guns and then man both sides and draw all the Guns, return the wads to magazine and run out all Guns and hand up empty boxes;—(N.B.—No more loading with shot or wads) then stand easy and inspect, then man Starboard Guns and fire 3 rounds in slow time—1st extreme train forward—2nd abeam—3rd extreme train aft, and then square the Guns, then man both sides and stand easy—then exercise Locks, Sights, Coins and Trucks, and then alternate Guns, slow and quick time, then man one side and shift breachings.

Then small arms—boarders—sail trimmers—fire bell—handing up blank cartridges and magazine exercise.

NIGHT QUARTERS.

The Guns will be run in, loaded with dumb cartridge from magazine and shot, run out and the crews wait for orders.

The rear man provide shell *at once*, but no shot will be provided unless ordered.

The Main Deck hammocks, will be lashed up with two or three turns and thrown into the waist nettings.

Sentries and Corporals of the watch, light the fighting lanterns *immediately*.

Not a word to be spoken except orders, and only those that are indispensable.

GENERAL ARRANGEMENT AT QUARTERS.

Small arm men—all the Marines and 5 and 6 of all quarters—Top small arm men—all the 7 and 8 of the upper deck quarters—Reserve small arm men—all the 7 and 8 of main deck quarters.

The small arm men of the forecastle and foremast main deck quarters fall in on the unengaged side of the forecastle Nos. 5 in the front rank and 6 in the rear, commencing forward with the 1st forecastle Gun.

The small arm men of the quarter deck middle and after main deck quarters fall in on the un-engaged side of the quarter deck: ranks as above viz: No. 5 in front 6 in the rear, commencing forward with the 1st quarter deck Gun.

The small arm party of marines fall in by their respective watches in the gangways.

The reserved and top small arm men fall in abaft those already formed; the foremast main deck quarters on the forecastle, the remainder on the quarter deck.

The top small arm men when ordered aloft will fire from the tops, bunts, and quarters of the yards &c. sheltering themselves in every way from the fire of the enemy.

The rest of the small arm men when ordered to commence firing will take up the most convenient places for independent firing.

Boarders { Nos. 1 2 3 4 upper deck quarters. } And all the small arm men.
 { Nos. 2 main deck quarters. }

The boarders, not small arm men, in addition to their Cutlass, Pistol, &c. will each arm himself with a Pike from the fore or mainmast and proceed where ordered.

Reserved boarders Nos. 1 3 4 main deck quarters (N.B.) The small arm men are always supposed to be required first.

Sail trimmers are upper deck quarters and 7 and 8 of main deck spare sail trimmers—unengaged side of main deck.

THE CALLS.

Small arm men	Two notes on the bugle.
If marines only are called	Divisional Assembly.
Reserved small arm men	Two notes on the bugle repeated.
Boarders	The assembly on the bugle.
Reserved boarders	The same repeated.
Sail trimmers	By the pipe.
Fire	Quick ringing of the bell.
To provide shot	Two taps on the drum.
To return arms and stores	Use the pipe.

NOTE.—Every time the 2 taps are beaten Nos. 5 and 6 pass up shot.

ARRANGEMENT FOR THE SUPPLY OF SHOT

FORE MAGAZINE.

Inner Handing Room.

Outer Handing Room.

Fore Cockpit.

Lower Deck,

Main Deck Screen.

Light Room.

Store Room.

AFTER MAGAZINE.

Inner Handing Room.

down.

up.

Outer Handing Room.

down.

up.

After Cockpit.

Lower Deck Screen.

Main Deck Screen,

Upper Deck Gratings

Light Room.

WINGS and WELLS.

SHELL ROOM.

TO PASS SHELLS.

WHEEL.

SIGNALS.

ATTEND the SICK.

ATTEND LOCKS and SUPPLY TUBES.

Trumpet.

Bugler.

RIGGERS.

Fore.	Main.	Mizen.

TOP RIGGERS.

ARTICLES provided by RIGGINGMEN at QUARTERS.

Stoppers.	<u>Fore Rigging.</u>	<u>Main Rigging.</u>	<u>Mizen Rigging.</u>
	2	2	1
Stoppers.	<u>Fore Top.</u>	<u>Main Top.</u>	<u>Mizen Top.</u>
	2	2	1

Two Luffs and Topsail Lift Jiggers for setting ditto up.—Two Hawasers 6 inch and $7\frac{1}{2}$ in readiness to replace stays, &c. Two Snatch Blocks with strops long enough to go round the Bowsprit, &c. Ends of six different sizes of ropes ready pointed up to replace running gear. Axes two aft and two forward. Whips for Topmast stays, Boom tricing lines made long on purpose. Stopper, Topsail sheets. Hang Gaff Topsail, Yard &c. Whips on Lower yards for draw buckets, and rig starting hoses in square of hatchways and then fall in on gangways. A single block and line for whipping stoppers into rigging.

FORECASTLE QUARTERS.

OFFICERS' QUARTERS WITH THEIR STATIONS.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
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84
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90
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98
99
100

FORECASTLE.

Station.	1st Gun.	No.		2nd Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		
Station.	3rd Gun.			4th Gun.	Station,
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

FORECASTLE.

Station.	5th Gun.	No.		6th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	7th Gun.			8th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

QUARTER-DECK QUARTERS.

OFFICERS' QUARTERS WITH THEIR STATIONS.

QUARTER DECK.

Station.	9th Gun.	No.		10th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		
Station.	11th Gun.			12th Gun.	Station,
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

QUARTER DECK.

Station.	13th Gun.	No.		14th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	15th Gun.			16th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

QUARTER DECK.

Station.	17th Gun.	No.		18th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		
Station.	19th Gun			20th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

QUARTER DECK.

Station.	21st Gun.	No.		22nd Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

No. 8.

		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

MAIN-DECK QUARTERS.

OFFICERS' QUARTERS WITH THEIR STATIONS.

FOREMOST MAIN DECK.

Station.	23rd Gun.	No.		24th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	25th Gun.			26th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

FOREMOST MAIN DECK.

Station.	27th Gun.	No.		28th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	29th Gun.			30th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

FOREMOST MAIN DECK.

Station.	31st Gun.	No.		32nd Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	33rd Gun.			34th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

MIDDLE MAIN DECK.

Station.	35th Gun.	No.		36th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	37th Gun.			38th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

MIDDLE MAIN DECK.

Station.	39th Gun.	No.		40th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

AFTER MAIN DECK.

Station.	41st Gun.	No.		42nd Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		
Station.	43rd Gun.			44th Gun.	Station,
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

AFTER MAIN DECK.

Station.	45th Gun.	No.		46th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

Station.	47th Gnn.			48th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

AFTER MAIN DECK.

Station.	49th Gun.			50th Gun.	Station.
		1	2		
		3	4		
		5	6		
		7	8		
		9	10		
		11	12		
		13	14		
		15	16		
		E. P.	S. P.		

FIRE BILL.

REMARKS upon FIRE on BOARD A SHIP.

When fire is discovered on board a ship, the great object should be to find out its true nature as quickly as possible, to lead water to the spot as speedily and quietly as possible, and to prevent men from crowding to the place and causing confusion.

In a three-decker the means of providing water are by the *Chains Pumps*, by the *Hand Pumps* on deck, by *Earle's Engine* which can be used on any deck; by the *Head Pumps* and by *Draw Buckets*. Long Hoses should always be fitted and kept near all these pumps.

The *Chain Pumps* are of no use until a large body of water has been let into the ship, which cannot be done quickly, as there are no means fitted for letting water into the ship except *one Cock in midships*, which is a slow process and will barely supply the hand pumps.

I consider that in all ships there should be a good size Cock *forward and aft*, to let water into the ship; and also as being best placed there (at the extremes) for cleaning out the limbers, the pumps sucking towards the midships; whereas at present the dirt is washed into the extremes and *left there*, and then the chain pumps would soon throw a large body of water to the fire and flood the decks if required.

When the ship is *not in action*, all hands can be employed in putting out the fire, but still they should be kept at their guns as much as possible to prevent confusion, and crowding below; a *few steady men* at the fire is all that is required, and the rest *ready* to supply them with the means of putting the fire out.

For this purpose I establish a *Fire Brigade*, whose duty is to go to the fire: these men and the *firemen* and the pumpers are sufficient to work at any fire *below* if the ship is in action; and in action, the action cannot cease when the fire-bell rings—any fire between decks should be kept under by firemen only, without ringing the bell; but in these days of combustible projectile it becomes extremely necessary to have a ready supply of water.

If the pumps are shot away the only resource is by drawing water from the ship's side. The more decks and places the pumps can be used in, the better on this account.

FIRE BILL STATIONS when the MEN are at QUARTERS.

When fire is discovered at Quarters beyond what the *Firemen* can put out, Report immediately to the Captain, who will order the bell to be rung quickly, when the *Fire Brigade* will leave their quarters to put out the Fire, and the rest of the Crew will continue to work their guns as in action. No gun must cease firing until the roll of the drum signifies that the *action is over*, and then the Crew may attend to the additional stations for the putting out fire when discovered at a time that the men are not at quarters.

I suppose the fire to be below, or else it ought to be kept under by the firemen only. However, the following men and Officers form the *Fire Brigade* and are thus stationed :

The Senior Lieutenant of the main deck quarters, assisted by the Second Master, the Carpenter, Master at Arms, Captain of the Hold, Boatswain's Mate of the Orlop, the two Carpenter's Mates, and the Crew quartered at Wings and Welis with axes and mauls, and the Nos. 1 of Main Deck guns with tomahawks, and Nos. 3 of all guns with wash deck buckets, are to repair at once to the fire, but no one else is to go below the Lower deck unless ordered, except those stationed at the Magazine, Store Rooms, &c.

Nos. 7 and 8 Firemen of all guns, will repair to the Main Hatchway on their respective decks with their fire buckets, and wait for orders.

UPPER DECK.
MAIN Do

Marines of the Foremost Main deck quarters, work the Hand Pumps on Main deck.

Marines of After Main deck quarters, rig transport and work Earle's Engine (if in action, on Lower deck.)

The Riggers are to put whips on Lower yards, rig starting hoses to the Hatchways, and supply large canvas draw buckets and work Head Pumps.

The Carpenters quartered on the different decks will rig the Pumps and Fire Engine and plug the scuppers; and those quartered in the Wings, attend and turn the Cocks.

Starting Tubs are always to be placed on each deck by the Captains of Masts and Cooks, on going into action.

The above are the *Fire Brigade*, and at all times, when the Fire Bell is rung, will repair at once to their duties, without reference to hammocks or quarters, or watch on deck—the object being always, as quickly as possible to get water at the fire.

The roll of the drum or cease firing, signifies that the action is over, and the crew may attend to the following additional stations, which will also be attended to at all times when fire is discovered and the Crew not at quarters.

The Main deck Boarders, except Nos. 3, under charge of 4th Lieut. to muster on Starboard Gangway, and be ready to take hammocks out of the nettings, wet the bedding, and hand down to smother the fire.

The Winchmen to man the Winches under charge of 5th Lieut.

N.B.—This is of no use unless sufficient water can be let in to supply the chain pumps.

Capt. R.M. to place double sentries on the Store Rooms, Magazines, and spirit Room Hatchways; to be taken from the Marines quartered on the upper deck.

The Magazine men under charge of the Gunner and Gunner's Mates, to repair to the Magazine doors, but not open them till ordered; also the Yeomen of the Store Rooms.

N.B.—The chain pumps would soon flood the Magazine if the fire was near, and if sufficient water could be let into the ship. Also there should be the means of flooding the Magazine from below, by opening a scuttle in the floor of the Magazine.

Sailmaker and his Mate and Crew attend to the hoses under charge of Mr. Master's Assistant.

The Stewards having charge of the Officers' Store Room under charge of Mr. Master's Assistant.

Upper deck quarters and sail-trimmers, except Nos. 3, will trim and shorten sail, and uncover Boats, and draw water with yard whips to supply starting hoses.

The Marine small arm men to be placed as sentries with ball cartridge, in the chains, and to prevent irregularities, under charge of the Captain of Marines.

The charges will be drawn from all guns and the ports closed, except those left open for drawing water, the guns of which will be run in.

REMARKS.—When fire is discovered and the men not at quarters, it will be immediately reported to the Officer of the watch, who will order the Bell to be rung quickly, sending an Officer to the Captain and Commander.

If at sea, the Courses are to be hauled up and the ship put before the wind (if thought proper), and the windsails taken in.

If at night time, at sea, and the hammocks are down, the watch below will hasten and bring up the hammocks of the watch on deck with their own, every man two hammocks, the watch on deck being employed in trimming and shortening sail. If in harbor, at night, and the hammocks are down, every man will lash his own hammock up with a few turns, and place it in the nettings.

The Fire Brigade will at all times repair at once to the fire, without reference to hammocks or quarters, or watch on deck.

[illegible]

HANDS' STATION BILL.

HANDS' STATIONS.

REMARKS.

No. 1.—As the success of "Working Ship" so much depends on the orders from the deck being distinctly heard, let the word "Silence" be inseparably connected with every evolution, and considered the first object to be obtained, and let all unnecessary *piping* be avoided.

No. 2.—Whenever the Station Bill does not notify how the men are to divide themselves to the same rope on each side of the deck, it is always to be understood that when both watches are named, the Starboard watch work the Starboard side, and the Port watch the Port side; and when only one watch is named, the first half work the Starboard side, and the second half the Port side; and when one-half is named, first or second parts work the Starboard side.

No. 3.—The second halves of Marines and Idlers work forward, the first halves aft, except when the Station Bill directs otherwise.

No. 4.—The Carpenters and second class Boys come under the head of Idlers, and must always consider themselves stationed with them, unless especially stationed apart.

No. 5.—The men will always hurry down from aloft when they have done the duty assigned them unless stationed aloft.

No. 6.—If the captain of a top is sick or away, the second captain will do his duty, but the next man to him on the watch bill will let go his ropes for him; and whenever a second captain is sick or away, the man next to him on the list will let go his ropes; therefore the man should be prepared by listening to the stations when read; also the next bunt stopper man should be fit for the duty. The Captain of topmast always replaces royal yard men of watch and the regular royal and top gallant yard men when one is sick, the next number replaces the bunt stopper man if he is sick. In the Watch Stations the third or fourth parts, according to which tack the ship is on, will go aloft to furl top gallant sails. The spare men of the part will man the buntline.

The buntline stopper men are trim sail men, that is, always go aloft at the pipe "trim sails", or "tack ship."

No. 7.—The success of this Station Bill depends chiefly on the men being practised at *stations*. At sea, after quarters, a few minutes exercise at stations, and the watch stations also by the officers of watches on first going to sea; this will save a great deal of work and risk; the men stationed aloft, in the rigging only.

The Station Bill may look long in the Book, but is very easy for the men to learn, and all the stations are kept as nearly alike as possible.

No. 8.—LEADING ROPES.—All the braces are the same side of the deck except the main brace and foretop sail brace, which are on the opposite side to make room. Foretop gallant, and royal braces are on the Forecastle; the maintop sail brace leads forward from the mizen bitts; all the ropes about the mizen must lead aft; the lower studsail halliards lead across; royal sheets and clewlines to be brought down on deck, also topgallant studding sail halliards. I suppose the Royals to be *standing*.

The ropes must be brought down on deck, so as to agree with the Station Bill, which can easily be done by consulting the convenience of the men stationed to let them go; I mean those ropes that are to be belayed in midships, and those that are belayed to the side.

LOOSING AND

FORE.

135 137				136 138			
L	L			L	L		
127	129	131	133	128	130	132	134
73 75 77 79 81 83 85				74 76 78 80 82 84 86			
91	109	111	113	115	117	119	121
92				110	112	114	116
118				120	122		
19 21 23 25 27 29 45				20 22 24 26 28 30 46			
47	49	51	53	55	57	59	
48				50	52	54	56
				58	60		

N.B.—The numbers on the Booms are Losers.

FURLING.

MAIN.

				213 215		214 216			
				L L		L L			
				205	207	209	211	206	208 210 212
145	147	149	151	153	155	157	159	146	148 150 152 154 156 158 160
165	185	187	189	191	193	195	197	199	166 186 188 190 192 194 196 198 200
275	277	345	347	349	357	359	361	276	278 346 348 350 358 360 362
279	281	283	301	303	305	307	363	365	367 9 290 282 284 302 304 306 308 364 366 368 10

MIZEN.

BEND SAILS.

When the hands are turned up to bend sails, no person will be allowed to go aloft but those who are stationed to send the sail burtons down for topsails, and let down the gear on the yards; these people will be ordered to lay out as soon as ready with the boomtricing lines.

The topsails will be swayed from the deck when ready, and will be high enough when the clews can be hauled into the tops, the gear of the topsails will then be bent, and the sails brought to the yards as quickly as possible by the topmen who are aloft.

As soon as the topsails are high enough, the gear of the courses will be manned, and the courses hauled out together; then the order "away aloft" will be given; the people stationed for furling will bring to the sails; the topsails will be sheeted home, and hoisted as soon as ready.

STATIONS FOR THE ABOVE.

Aloft.—To hand the burtons down for lower yards, and let down the gear on topsail yards, and also bend the gear of the topsails and haul out the reef tackles aloft and bring to the sail—Sail-loosers of topmen and boom tricers, and top gallant and royal yard men—and 2nd Captain of tops and bunt stopper men, send down sail burton whip and hook sail burtons to mast head and overhaul ropes, royal yard, men loosers.

To carry out burtons, let down the gear on lower yards, and attend topsail sheets—Lower yard sail loosers.

3rd part Gunners get double whip on main stay, watch on deck aloft, watch below lead along ropes and get leading blocks, &c.

To bring the sails on deck. In the fore cockpit to get foretopsail out of sail room—3rd parts of foretopmen.

In the fore cockpit to haul foresail out—2nd halves of forecastle men.

On the Upper deck to get foresail up—Marines and Idlers, 2nd parts.

In Main Orlop to get maintopsail out of sail-room—3rd parts of maintopmen.

In Main Orlop to haul mainsail out of sail-room—2nd halves of afterguard.

To whip Mainsail and Maintopsail up—1st halves of marines and Idlers, and maintopmen and Afterguard not stationed elsewhere.

To bring up Mizentopsail—Mizentopmen and boys.

Bend the gear of Foresail—Forecastlemen.

Bend the gear of Mainsail—Afterguard and Quartermasters.

As soon as the sails are on deck—To man the sail burtons for Topsails—All but those stationed to bend gear of courses.

Man yard burtons—Marines.

Man Clew garnets—Forecastle men and Afterguard.

Man Buntlines—Idlers.

To Trice up Sail Burtons—Man Topsail Reef tackles on deck—2nd and 3rd parts Topmen not aloft.

STATIONS FOR THE TOPMEN IN BENDING THE SAIL.

In the Bunts—1st Captains.

At the Earings—2nd Captains.

On Topsail Yards—Losers.

Bend Topsail Clewlines, Reef Tackles and Bowlines, and Shackle Sheets—Topgallant and royal yard Furlers, and bunt stopper men.

N.B.—The small sails might be brought up and bent at the same time, but I think it would interfere with the large sails being bent and hoisted quickly.

If the Jib and Spanker are to be bent with the other sails, they will be bent by—the 3rd and 4th parts of Forecastlemen and all the Poop Afterguard.

The Topsail yard furlers may be sent aloft when the Topsails are high enough, if wanted.

WEIGHING FROM SINGLE ANCHOR.

MOORING OR UNMOORING.

To rig davits and overhaul cat falls—1st and 4th parts forecastle-men.

To reeve fish-falls and attend buoy ropes—3rd parts gunners.

To pass nippers and attend stoppers—Watch of fore and maintopmen of side, not sail loosers or bunt line stoppermen.

To carry nippers forward—All the 2nd class boys.

Compressor tackles—Stewards, Cooks, and boatswain's mate, No. and ship's corporal No.

Cable-tier—Captain of hold, and holders.

Attend palls of Capstan and Messengers—The gunner, blacksmiths, and armourers.

Veering Cable—Watch of Fore and Main Topmen of side, not sail-loosers; all the mizen topmen and afterguard, not sail-loosers; and all the poop afterguard.

Wheel, Nos.

Chains, Nos.

Capstan—All the marines and Idlers.

N.B.—If the Capstan is not sufficiently manned or wants a spell, there are all the sail-loosers who shall be kept clean for going aloft, and therefore do not work the cable, but are supposed to be getting ropes ready for making sail.

WORKING BOTH CAPSTANS.

Man the fore Capstan—All the Afterguard, Poop Afterguard and Mizentopmen, not sail-loosers.
Attend fore Capstan and light round messenger.

N.B.—If there are not men enough at the fore capstan, send the marines there as soon as the anchor is fished.

WORKING HEMP CABLES.

In the coiling-tier—All the Forecastlemen.

In the veering-tier—All the Gunners.

MAKING PLAIN SAIL from SINGLE ANCHOR.

Aloft—Sail loosers and boom tricers.

Man the foretopsail sheets—Second halves of marines and Idlers, and foretopmen and fore-castle men not sail loosers.

Let go head bowlines, foretopsail clewlines, buntlines and reef tackles and topmast studding-sail halliards, and light them up—First, third, and fourth Captains of fore-castle.

Attend fore topgallant sheets and clewlines 4th Captain fore-castle.

Let go maintop and topgallant bowlines, and fore royal sheets and clewlines, 3rd Captain fore top—attend foretopgallant and royal braces—Second Captain of foretop.

Man the maintopsail sheets—First halves of marines and idlers and maintopmen, afterguard, and gunners not sail loosers.

Let go and light up maintopsail clewlines, buntlines, and reef tackles, topmast stud halliards, and attend foretopsail braces—First, second, third, and fourth Captains of afterguard.

Let go main top gallant and royal sheets and clewlines—2nd and 3rd Captains main top.

Attend maintopsail, topgallant, and royal braces—Quarter Masters.

Man mizentopsail sheets—Mizentopmen not sail loosers, poop afterguard, and boys.

Let go and light up mizentop sail clewlines, buntlines, and reef tackles, and mizen topgallant and royal sheets and clewlines—Captains of poop afterguard.

Attend mizentopsail, topgallant and royal braces and bowlines—Second Captains of mizentop.

Foretopsail halliards—Second halves marines and idlers, all the fore-castle men and foretopmen not stationed elsewhere.

Lee halliards—Second and third parts fore-castle men of watch of side.

Maintopsail halliards—First halves marines and idlers, and all the gunners and afterguard and maintopmen not stationed elsewhere.

Lee halliards—Gunners

Mizentopsail halliards—Mizentopmen and boys, and poop afterguard.

Foretopgallant sheets—Forecastle men and foretopmen 2nd parts.

Foretopgallant halliards—Second halves marines and idlers.

Maintopgallant sheets—2nd parts maintopmen, afterguard. and gunners.

Maintopgallant halliards—First halves marines and idlers.

Mizentopgallant sheets—Mizentopmen.

Mizentopgallant halliards—Boys and poop afterguard.

To remain aloft to light up gear and overhaul lifts and trusses—First and fourth Captains of tops and buntline stopper men.

Royal sheets—3rd parts of topmen.

Royal halliards—Topgallant and royal yard men furlers.

TRIM SAILS TO MAN ALL BRACES.

The stations for tacking and wearing will place the men for trimming, except that the afterguard and gunners will man the foretopsail brace, and all the maintopmen, the maintopsail brace and the 2nd Captains of tops will let go the ropes for the 1st Captains, as well as their own, if the 1st Captains are aloft, as after making sail from anchor or reefing.

[Captains Memo.—For Exercise.]

The royals and topgallant clewlines can be let go when the sails are let fall. The topgallant sails hoisted by a jigger on the halliards in the top and by the sail loosers. The royals hoisted by the topgallant and royal furlers on deck.

SETTING COURSES.

Fore tack—Marines 2nd halves, and forecastle men.

Fore sheet—Idlers 2nd halves and foretopmen.

Main tack—Marines 1st halves, mizentopmen, gunners and afterguard.

Main sheet—Idlers 1st halves, and main topmen.

Let go fore clew-garnets—1st and 3rd Captains forecastle.

Lét go main clew-garnets—1st and 3rd Captains afterguard.

Let go bunt-lines—2nd Captains of tops.

Buntline-stopper men, Nos.

Let go leach-lines—2nd and 4th Captains forecastle and afterguard.

If topgallant sails or royals and flying jib and driver are to be set at the same time—Weather watch set these sails, 2nd class boys, flying jib halliards, poop afterguard, to out haul—Lee watch set courses.

The same men overhaul tacks and sheets as in tacking.

TACKING.

Aloft—Trim sail men, viz. bunt stoppermen.

Shorten in fore-tack, haul aft head sheets, then haul on board fore-tack; then haul aft fore sheet, then brace-up main yard, then fore lift and fore truss, and then haul head bowlines—Fore-castle-men.

Let go main brace and maintop and topgallant bowlines, and work with their men—1st and 3rd Captains of foretop of side.

Let go foretop gallant and royal braces and work with his men. N.B.—Check these braces at “Helm’s a lee”—2nd Captains of foretop of side.

Raise weather fore clew garnets, then main-brace, then foretack, then fore-sheet, then brace-up main-yard, then fore-lift. fore truss and haul after bowlines—Foretopmen.

Let go main sheet and overhaul it, and work with their men—1st and 3rd Captains of maintop of side.

Let go maintopsail brace—2nd Captain of maintop of side and

Let go topgallant and royal braces and work with his men—4th Captain.

Raise weather main clew garnet, then 1st halves to maintopsail brace, then fore brace, 2nd halves to main brace, then fore-brace—Maintopmen.

Raise lee main clew garnets, brace round cross-jack yard, then main-sheet, then fore-sheet. Mizentopmen.

Attend lee mizen braces—1st and 2nd Captains mizentop of side.

Attend fore and foretop sail braces—1st and 2nd Captains of afterguard.

Attend main clew garnets and overhaul gear—3rd and 4th Captains afterguard.

Attend main tacks and fore sheets—Gunners 1st parts—Attend main bowline, 4th part.

Lee main tack, then lee fore-brace, then main-lift, and then haul taut wheather head braces—Marines.

Brace round topgallant and royal yards—Topgallant and royal yardmen.

Main brace then fore-sheet—Idlers.

Main-sheet then fore-sheet—Carpenters.

Main sheet then fore-topsail brace—Afterguard.

On the poop with poop afterguard—Boys.

Boom sheet, boom toppinglift, and after main braces, and attend main brace tricing lines—Poop afterguard.

In Main chains to overhaul main-sheet—Nos. 289, 291, 290, 292 four Nos. 3rd part of afterguard.

In fore chains to overhaul fore-sheet—3rd part of gunners of side.]

To overhaul lee foretack of side—Nos. 38, 35, 34, 36, four Nos. 3rd part forecastle men.

Captains of tops are answerable for lift jiggers and backstay falls, if set up.

Quarter Masters help to attend the maintopsail, topgallant, and royal braces.

N.B.—The main yard is swung by both parts of main brace, then catch a turn with one part to brace up that part being marked.

Wearing is the same as tacking. Forecastlemen and afterguard take down the slack of lifts and trusses.

REEFING TOPSAILS.

Aloft—Topsail yard furlers.

Jiggers off Topsail lifts—3rd parts of afterguard and forecastle men.

Let go foretop and topgallant bowlines and foretopsail halliards and burton-fall—1st and 3rd Captains of forecastle—Attend lee fore topsail sheet—2nd and 4th Captains of forecastle.

Let go maintop and topgallant bowlines, and foretopgallant sheets and haul taut the clewlines and catch a turn with them, and attend lee foretopsail sheet—2nd and 4th Captains of forecastle.

Man weather foretopsail clewline, then the reef tackles and buntlines—Forecastle men.

Man weather foretopsail brace, then reef tackles—2nd halves marines and idlers, and foretopmen not aloft.

Let go burton fall and attend foretopsail braces—2nd and 4th Captains of afterguard.

Let go maintopgallant sheets and haul taut the clewlines, and catch a turn with them—1st and 3rd Captains afterguard: attend lee maintopsail sheet—2nd and 4th Captains of gunners crew.

Let go maintopsail halliards—1st and 3rd Captains gunners crew.

Attend maintopsail braces—4th Captains of maintop and spare quartermasters.

Man weather maintopsail clewline and then reef tackles and buntlines—Afterguard.

Man weather maintopsail brace then reef tackles—1st halves marines, and idlers, and gunners, and maintopmen not aloft.

Let go mizentopsail halliards—1st Captains of poop afterguard.

Let go mizen topgallant sheets, haul taut and belay the clewlines, and attend lee mizentop sail sheet—2nd Captains of poop afterguard.

Man weather mizen topsail brace then reef tackles, &c.—Mizentopmen, not aloft, and boys.

Weather mizentopsail clewline then reef tackles and buntlines—Poop afterguard.

N.B.—If topmen are kept down till the yards are secure (in bad weather), lee watch go to topsail braces, weather watch to weather clewline.

MAKING SAIL AFTER REEFING.

(Look to station for making plain sail.

The 2nd Captains of tops are aloft, and the 4th Captains being on deck will do their duty.

SETTING STUDDING SAILS on ONE SIDE.

Aloft—1st part of watch of topmen of side, top gallant and royal yard men.

Foreyard—Forecastlemen, 4 first Nos. and 2nd parts according to side.

Carry lower studsail forward and place it well over the netting—Marines.

Bend lower studsail gear—Forecastlemen.

Bouse taut burton fall, and clear away topmast studsail—Fore and maintopmen.

At the word "Trice up, rig out,"

Lower topping lift—Marines.

Fore guy—Forecastlemen carpenters and idlers—then topmast studding sail halliards.

Attend after guy—Gunner's mate.

Attend boom jiggers—Mizentopmen and boys.

Topmast studsail halliards—Fore and maintopmen, idlers and mizentopmen.

Topmast studsail tack—Afterguard.

At the word "Hoist Away"

Lower halliards—Marines.

Inner halliards—Forecastlemen.

Lower tack—Gunners and poop afterguard.

If both main topmast studding sails are to be set at the same time with studding sails both sides.

The 1st halves of mizen topmen, boys, afterguard, gunners, idlers and the maintopmen not aloft, set the sails at the same ropes as forward.

SETTING STUDDING SAILS ON BOTH SIDES.

The same as on one side, and the men divide themselves according to their watches.

SHORTENING SAIL.

STUDDING SAILS BOTH SIDES, ROYALS, TOPGALLANT SAILS, AND FORESAIL.

Aloft—1st parts of topmen, topgallant and royal yardmen, and 1st Captains of tops.

Let go topgallant and royal sheets and halliards, and haul up and belay the clewlines, and square topgallant and royal yards—2nd and 3rd parts of topmen.

Fore yard—4 first numbers of 2nd parts of forecastlemen.

Lower topping lifts and then lower tripping lines—Marines and idlers, 1st halves, and carpenters, both watches, and poop afterguard.

Inner halliards and lower and topmast studsail sheets—Forecastlemen and 3rd parts of mizen topmen.

Topmast studsail down hauls—Afterguard both watches.

Boom jiggers—Boys.

Attend lower halliards—Captains of afterguard.

Let go lower tacks and foresheets—Gunner's mates.

Attend topmast studsail halliards and let go burton fall—2nd Captains of foretop.

Attend topmast studsail tacks—2nd Captains of aftergurd.

Let go short sheets—Captains of tops.

Haul in after guy—Gunners.

Let go and overhaul fore-tacks—Captains of forecastle.

Fore clewgarnets—Marines 2nd halves.

Fore buntlines—Idlers 2nd halves.

Fore leachlines and slablines—The men from the other gear.

N.B.—The proper numbers, as in tacking, always overhaul tacks and sheets outside.

If main topmast studding sails are set, the afterguard man the main topmast studding sail dawnhauls, and the carpenters the fore.

SHORTENING SAIL.

STUDDING SAILS ON ONE SIDE, ROYALS, TOPGALLANT SAILS AND COURSES.

Aloft—Topgallant and royal yard men, bunt stopper men, and 1st part of fore and maintopmen of side.

Let go topgallant and royal sheets and halliards, and haul up and belay the clewlines and square topgallant and royal yards—Topmen on deck.

Fore yard—Forecastlemen, 4 first numbers of 2nd parts of forecastlemen of side.

Lower topping and tripping line—Carpenters and poop afterguard, and 3rd parts of mizen topmen.

Studsail sheets and inner halliards, and boom jigger if flying jib is set—Forecastlemen.

Topmast studsail down haul—Afterguard weather watch.

Attend lower studsail halliards—Captain of afterguard of weather watch.

Attend topmast studsail halliards and let go burton fall—2nd Captain of foretop of side.

Let go short sheet—Captain of foretop aloft.

Fore clew garnets—Marines 2nd halves.

Fore buntlines—Idlers 2nd halves, and 3rd parts foretopmen.

Fore leachlines and slablines—The men from the other gear.

Let go foresheet—Gunners mate.

Let go and overhaul foretack and attend foreguy—Captains of forecastle.

Haul in after guy—Gunners.

Main clew garnets—Marines 1st halves and afterguard lee watch.

Main buntlines—Idlers 1st halves and 3rd parts maintopmen.

Main leachlines and slablines—Men from the other gear.

Let go maintack—Gunner's mate of side.

Let go main sheet—Captain of afterguard lee watch.

Flying jib down haul—Boys.

If Maintopmast Studsail is set.

To lower maintopmast studsail—2nd Captains of maintop of side.

Let go maintopmast studsail tack—2nd Captains of afterguard lee watch.

Maintopmast studsail sheet and down haul—Afterguard lee watch.

On mainyard—Gunners 4 first Nos. of 2nd part of side.

SHORTENING SAIL.

COURSES, TOPGALLANT SAILS, ROYALS, AND FLYING JIB.

Aloft—Topgallant and royal yard men and 1st Captains of tops.

Let go topgallant and royal sheets and halliards; haul up and belay the clewlines—1st and 2nd parts of topmen, who also square topgallant and royal yards.

Topgallant and royal braces—4th parts of topmen.

Fore clewgarnets—2nd halves of marines and 1st halves of forecablemen.

Fore buntlines—2nd halves of idlers and 3rd parts of foretopmen.

Fore leechlines and slablines—2nd halves of forecablemen.

Let go and overhaul foretacks and head bowlines—Captains of forecable.

Let go fore sheet—Gunners mate of side.

Main clewgarnets—1st halves of marines and afterguard both watches.

Main buntlines—1st halves of idlers and 3rd parts of main and mizen topmen.

Main leachlines and slablines—Gunners.

Let go main tack—Gunner's mate of side.

Let go main sheet—Captain of afterguard of side.

Let go main bowline—4th Captain gunner's crew of side.

Let go maintop and topgallant bowlines—3rd Captain foretop.

Flying jib halliards—Boatswain's mate, No.

Flying jib down haul—Boys and band.

N.B.—The petty officers can always take the next No. to help in letting go a rope if necessary.

If the Topsails are to be clewed up at the same time.

The topgallant and royal yard men will remain on deck and clew up their own sails, and square and lower their own yards at the word "lower away."

The topsail clewlines and buntlines will be manned by the rest of the topmen and by the fore-castle-men, afterguard, and gunners as per station bill, for topsails, jib and square yards.

Jib down hauls—Carpenters and band.

If mainsail is not set, the marines and idlers starboard watch go to fore clewgarnets and buntlines.

Attend mizen braces—2nd Captains of mizentop.

When squaring marks are in, lifts and trusses.

Trusses—Topmen.

Lower lifts—All the rest.

After mainbraces—Poop afterguard.

Cross-jack trusses—Boys.

When the mainyard is trussed close, directly the marks of the lifts are down, and the topsail clewlines up, haul taut topsail sheets, to be out of the way of furling, then furl sails without delay.

Marines always go down to veer cable when the anchor goes, and are to be sent on deck directly the ship will take her cable.

SHORTENING SAIL.

TOPSAILS, JIB, AND SQUARE YARDS.

Aloft—1st Captains of tops and buntline stoppermen, as topsail sheet men.

Foretopsail clewlines—1st halves of forecastle men and of foretopmen, 2nd halves of marines and 2nd halves of carpenters.

Foretopsail buntlines—2nd halves of forecastle men and of foretopmen.

Maintopsail clewlines—1st halves of maintopmen and 1st halves of marines, and both watches of afterguard and 1st halves of carpenters.

Maintopsail buntlines—2nd halves of maintopmen and both watches of gunners.

Mizentopsail clewlines and buntlines—Mizentopmen and boys.

Let go foretopsail sheets—2nd Captains of forecastle.

Let go maintopsail sheets—2nd and 4th Captains of afterguard.

Let go mizentopsail sheets—Beatswain's mate No. and quartermaster No.

Jib downhauls—Idlers both watches and band.

Let go jib halliards—Boatswain's mate No. 4.

Let go jib sheet—Captain of forecastle of side.

At the word "Man weather braces."

Main brace—Foretopmen of both watches.

Fore brace—Idlers (from jib downhaul) and weather watch of maintopmen.

Maintopsail brace—Maintopmen of lee watch.

Foretopsail brace—Afterguard.

N.B.—If the clewlines lead to the lower caps, the following alterations will take place—Viz:

Foretopsail clewlines—Foretopmen and 2nd halves of marines.

Foretopsail buntlines—Forecastle men and 2nd halves of marines.

Main topsail clewlines—Maintopmen and 1st halves of carpenters.

Maintopsail buntlines—Both watches of afterguard and 1st halves of carpenters.

At the word "Man weather braces."

Main brace—2nd halves of marines and idlers.

Fore brace—1st halves of marines and idlers.

Main topsail brace—Maintopmen.

Fore topsail brace—Foretopmen.

Mizen braces—Mizentopmen.

Let go foretopsail halliards—Captains of forecastle.

Let go maintopsail halliards—Gunner's mates.

Let go mizentopsail halliards—Boatswain's mate No.

Attend fore braces—Captains of afterguard.

Attend preventive main brace—2nd Captains of foretop of side.

Attend after main brace—Captains of poop afterguard.

Attend maintopsail brace—2nd Captains of maintop.

UP COURSES.

Main clewgarnets—1st halves of marines, both watches of gunners and mizentopmen, and 1st halves of maintopmen.

Fore clewgarnets—Marines 2nd halves, and 1st halves of foretopmen.

Main buntlines—Idlers 1st halves, and 2nd halves of maintopmen.

Fore buntlines—Idlers 2nd halves, and 2nd halves of foretopmen.

Fore leachlines and slablines—Forecastlemen.

Main leachlines and slablines—Afterguard.

Attend foretack and bowlines—Captains of forecastle.

Let go main bowline—4th Captains of gunner's crew of side.

Let go main tack—Gunner's mate of side.

Let go main sheet—Captain of afterguard.

Let go fore sheet—Gunner's mate of side.

N.B.—If thought better, one-half of afterguard and forecastle men may go to clewgarnets.

SHIFT TOPSAILS AND COURSES.

Aloft at once—Topgallant and royal yard men, and topsail and lower yard loosers—2nd Captains of tops, and bunt stopper men.

The topgallant and royal yard men roll their sails up (if set) then the loosers remain at the mast head to hook sail tackle and be ready to let fall the sails again, and the furlers come into the top to unbend gear.

The topgallant and royal yard furlers and bunt stopper men, unbend the gear of the topsails viz: clews and reef tackles.

The loosers of topsails and lower yards, unbend the sails from the yard.

2nd and 3rd parts of topmen take in topgallant sails and royals, if set, if not, man the lower and then topsail buntlines, then trice up sail burton, and man sail tackles and haul out reef tackles in bending.

Marines—Clewgarnets, then topsail clewlines and buntlines, then lifts and trusses, then stay tackles, then sail burtons, then yard burtons, in sending new sails up.

If the courses are set on a wind, one part of lee watch of marines man the lee fore and main tacks.

Idlers—Weather topsail braces, then weather lower braces, then sail burton whip, then sail tackles, then lower buntlines in sending up new sail.

Afterguard—2nd halves rouse out new mainsail, then man leechlines in sending new sail up, 1st halves clewgarnets, then main lifts, then stay tackle and sail burton.

Forecastlemen—2nd halves rouse out new fore sail, then man clewgarnets and leechlines in sending up new sail.

N.B.—The 2nd halves of forecastlemen and afterguard, may, if the sails are quite ready below, shorten sail before they go down to the sail rooms, they man lower and topsail buntlines.

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TO LET GO ROPES.

3rd Captains foretop—Main top and topgallant bowlines and main brace.

3rd Captains forecastle—Fore tack and head bowlines and foretopsail sheets.

1st Captains forecastle—Foretopsail halliards.  
 3rd Captains Gunners—Maintopsail halliards.  
 2nd Captains afterguard—Main topsail sheets.  
 2nd parts of topmen—Topgallant sheets, halliards and braces.  
 Same Nos. as in tacking—Let go and overhaul tacks and sheets.

### TO BEND GEAR OF COURSES.

Quauaster masters—Boatswain's mates.  
 Captains forecastle—3rd parts of forecastle men and gunners, a few chosen men.

### SHIFT TOPSAILS.

Same stations—If necessary 2nd parts of topmen may be sent aloft.

### SHIFT TOPSAIL YARDS.

The same stations.  
 The 3rd part of topmen—Clear away new yard at once, and attend lower lift of topsail yards.  
 Topgallant and royal yard loosers—Overhaul topsail braces aloft.

REMARKS.—If all plain sail is set on a wind, this evolution is supposed to be performed thus viz:

Pipe shift topsail and courses, people down at once for new sails, and away aloft those appointed, man the gear of courses and weather topsail braces, clew up the courses, and lower and square the topsail yards, when the clews of the courses are high enough, man the topsail clewlines, and square the lower yards; and then bouse taut lifts and trusses, then sway up topsails to the yards, and the new courses laid across on deck, then if ready set topsails, topgallant sails and royals, and sway the courses up to the yards. The topsail yard loosers and topgallant and royal yard men, may set their topgallant sails and royals aloft, and then come to the lower yards to help the bending of those sails.

The top bowlines having a long pendant, can be reached on lower yards, and by two Captains forecastle and gunners.

There is a long strop always kept fast to the lower stays which is to be thrown over the top rim and on which the old sail falls, all ready for sending the sail down through the weather lubber's hole.

Stay tackle is always kept in its place, fall rove through a permanent place.

Mast head man should never sit on topsail yard, else he may be forgotten.

Not more than 8 or 10 good men to bend gear of courses, these are to receive the ends of the sails, and haul them across the deck, as they are being lowered.

Topsail reef tackle to be rove through the block about 4 fathoms, and the bight hitched in hauling it out thus single. the yard arm men pick up the end, and make it fast, and in hoisting the bight hitch will draw when standing part comes taut.

The leechlines to be bent to their own cringles, but the rope band which will be under the leechline block when the head of the sail is taut along the yard, is to be hitched to the leechline about two fathoms from the bend. Leechline blocks must be fixtures, as a foot out of place either in or out makes it difficult for the benders.

## FORE PART OF SHIP SHIFT JIB BOOM.

## MARINES AND IDLERS STATIONS.

| 1st Station.                                        | Marines.                                                                        | Idlers.                                                                                            |
|-----------------------------------------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| To get jib and flying jib in on forecastle.         | Jib downhauls then starboard watch jib inhaul, port watch jib halliards then    | Flying jib downhauls then starboard watch flying jib halliards, port watch flying jib inhaul, then |
| 2nd Station.<br>To get jib and flying jib boom in   | Starboard watch heel tackle, port watch stay tackle, then                       | All the idlers to the flying jib heel rope, then fore topmast staysail halliards.                  |
| 3rd station.<br>To rig out jib and flying jib boom. | Jib heel rope then                                                              | Staysail halliards, then flying heel rope.                                                         |
| 4th Station.<br>To get jibs out.                    | Starboard watch jib outhaul port watch jib halliards and then jib reeving line. | Port watch flying jib out haul, starboard watch flying jib halliards and then reeving line.        |
| 5th Station.<br>To set jibs.                        | Jib halliards.                                                                  | Flying jib halliards.                                                                              |



## FORE TOPMEN'S STATIONS.

If the topgallant sail and royal is set, the 4th parts go aloft and boom tricing boys, and Captains of top of watch on deck, to furl the sails, send fore royal yard down and unfurl the mast, if the sails are furled only the 4th part of the watch on deck go aloft.

The 1st and 2nd parts, and 1st Captain of watch below will clew up the sails and let go all the ropes, clear away backstays, send down fore royal yard and unfurl the mast, with a jigger on the mast rope and then get new boom out ready for going out.

The 3rd parts man the jib and flying jib downhauls and clew ropes, then flying heel rope and then flying jib whip. Then 1st and 2nd parts stay tackle, then foretop gallant mast and royal yard ropes, then topgallant sheets and halliards if sails are to be set.

3rd parts to flying jib whip then reeving lines have a rope and ready to bend to boom Nos 95 94. If the 2nd half of maintopmen and all the mizen topmen are sent forward, they work with the 1st and 2nd parts of foretopmen.

If all hands can be spared, the jib and flying jib halliards and staysail halliards will be manned and kept manned by the after part of the ship.

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FORECASTLEMEN' STATIONS.

On flying boom, to take clewrope out, hitch laniard halliards, get flying jib ready for coming in, unchain iron and untoggle sheets, Nos. 61, 63, 62, 64—Attend flying jib downhaul and head bowlines (port side) Nos. 59, 60.

On jib boom, to hitch inhaul to halliards, unhook tack and hook fore topmast staysail halliards to rigging iron and heave heel of flying boom out of step, Nos. 17, 45, 31, 33, 32, 34.

Attend jib downhaul and bowlines, (starboard side) Nos. 35, 36.

Attend inhaul and clew rope—Nos. 37, 38.

In head port side to clear away jib and flying jib stay, and have a luff ready to clap on ditto—let go and overhaul jumper—Nos. 46, 50, 52.

In head starboard side to clear away topgallant and royal stays, and heel tackle, let go and overhaul jumper, attend reeving line and stopper heel rope—Nos. 47, 49, 51.

Attend slip of crupper chain—Nos. 48.

To get jigger on forestay and look out for heel of flying boom—Nos. 19, 20, 21, 22.

To hook heel tackle, see it clear and slack them, also fore stay—Nos. 23, 24, 25, 26.

Attend and hand out flying heel rope Nos. forecastle boys assist in getting
heel tackle and fore stay ready, luff for jib stay and strand for heel rope.

To overhaul jib and flying jib guys, then come in and assist in reeving and unreeving heel rope
&c. &c. &c.—Nos. 53, 55, 54, 56.

ATTEND ROPES.

Starboard side.

Topmast staysail halliards and lower foretop-
sail—2nd Captains starboard watch.

Flying jib halliards—3rd Captains starboard
watch.

Port side

Stay tackle and lower foretopsail—2nd Cap-
tains Port watch.

Jib halliards and flying jib whip—3rd Cap-
tains port watch.

HARBOUR STATION BILL.

FURLING from a BOWLINE.

When the tacks and sheets are bent and the clew garnets are required to be used in lieu of clew ropes the following stations will be attended to.

To man fore clew garnets—2nd halves of marines.

To man fore buntlines—2nd halves of carpenters and idlers.

To man fore leechlines—Forecastle men not aloft.

To man foretopsail buntlines—Foretopmen not aloft.

To man jib downhaul—Band.

To man flying jib downhaul—Boys 2nd class.

To man main clew garnets—1st halves of marines.

To man main buntlines—1st halves of carpenters and idlers.

To man main leechlines—Gunners and afterguard not aloft.

To man main topsail buntlines—Main topmen not aloft.

Abaft—Mizen topmen—Poop afterguard, and boys from flying jib downhaul. When the courses are up, the marines man the topsail buntlines, and rest of the hands the clewlines and run them up.

SECOND REEF EARRINGS AND FURL, CLEWS UNSHACKLED.

One stout buntline leg *at sea* did the duty of both buntlines by being rove through a thimble where the inner buntline toggle would be, and hitched to a thimble where the outer buntline toggle would be; and in harbour by reeving this buntline through both these thimbles and hitching it to the clew of the sail it did the duty of both buntlines and clew rope. This buntline was rove through two leading blocks under the top and had a single whip as a purchase abaft all, thus you had only one rope to man instead of three.

One topsail buntline, in harbour was made to do the work of two by being rove through a thimble at one toggle and hitched to the other.

The stations were then for quick work.

Lower buntlines—Marines.

Lower leechlines—Carpenters and idlers.

Topsail buntlines—Topmen, forecastlemen and afterguard.

The second reef tackles were manned in the tops, and two topmen to run away with the slack of the bunt whip, which was hauled up directly the buntlines were up. Also the lower bunt whip and topsail clewlines.

CROSSING TOPGALLANT & ROYAL YARDS, or YARDS, MASTS & LOOSE SAILS.

In harbour, i. e. at 8 A. M., this evolution will always be performed *with the watch on deck aloft*, as follows:—

Aloft—(If yards or masts only) the 1st and 4th parts of topmen; the latter rig their respective masts and yards, and the former bear off ditto, and attend lower lifts in the tops.

If the sails are to be loosed at the same time, all topmen of the watch aloft, 1st and 4th parts as above, the 2nd and 3rd parts loose the topsails—Gunners and 1st half of forecastle men loose the courses.

To man topgallant mast and yard ropes—Marines, carpenters, and idlers—Gunners forecastle men, afterguard and boys.

Royal yard ropes—Topmen of the watch below—Topgallant reeving line Captain of top, and topgallant yard men of watch below.

Royal reeving line—2nd Captain of top and royal yard men of watch below.

Mizen royal reeving line—Captain of poop afterguard and one hand.

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ATTEND THE BRACES.

Fore—Topgallant and royal yard men of watch below.

Main—Quartermasters.

Mizen—2 topgallant and the royal yard men of watch below.

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SENDING DOWN YARDS, MASTS, &c. &c.

1st and 4th parts of watch aloft and the same hands man yard and mast ropes and attend the braces.

To man topgallant tripping lines—Captain of top and topgallant yard men, forecastle men and gunners of watch below.

Royal tripping lines—2nd Captains and royal yard men of watch below.

UP LOWER YARDS TOPMASTS, TOP GALLANT MASTS & YARDS & LOOSE SAILS.

Aloft—1st and 4th parts of topmen of the watch on deck. When topmasts are fidded—1st and 4th parts of both watches aloft.

To hold on fore geers—Four forecastlemen of 3rd part.

To hold on main geers—3rd part of gunners.

To man fore lifts—1st halves of forecastlemen.

To man main lifts—Afterguard.

Fore dumb sheeve—2nd half of forecastlemen	} then top mast staysails.
Main dumb sheeve—Gunnery except 3rd parts	

To man top tackle falls—Marines, fore and main topmen and idlers.

To man capstan on main deck—Band, carpenters, stewards, cooks and excused idlers of every denomination.

Abaft—Mizen topmen, boys and poop afterguard, sentries off and every man able to lend a hand will do so.

When topmasts are fidded, the usual station for up topgallant masts and topgallant and royal yards.

DOWN LOWER YARDS, TOPMASTS & TOPGALLANT MASTS & REEVING GEAR.

In the tops—1st and 4th parts of topmen of both watches, 1st parts in the tops to reeve the pendants and clear away rigging &c. &c. 4th parts send down their yards and masts, then down on deck to top tackle falls.

In the tiers to bend on and clear away top tackle pendants, hook on falls &c.—3rd parts of topmen, then to reeving lines.

To clear away topmast and topgallant backstays and man reeving lines of pendants, hook falls &c. &c.—2nd parts of topmen.

To get geers on deck { Main to upper deck capstan—2nd and 3rd parts of gunners.
Fore to bitts on main deck—1st halves of forecastlemen.

On lower yards to reeve geers, unshackle trusses &c. { Main 1st part of gunners.
Fore 3rd Nos. 1st part of forecastlemen.

To get mizen burtons up and unsling cross jack yard—4th parts of afterguard and all poop afterguard.

To man reeving lines for geers and stay whip for top tackle falls—Marines and idlers.

To man reeving lines for top pendants—All the topmen on deck and 1st 2nd and 3rd parts of afterguard.

Abaft—Mizen topmen, poop afterguard and boys.

To clear away lower lifts, trusses &c.—Afterguard and forecastle men.

To lower main geers—Gunners.

To lower main lifts—Captain of afterguard.

To lower fore geers—1st halves of forecastle men.

To lower fore lifts—2nd Captains of forecastle.

To lower main topmast }
To lower fore topmast } 2nd Captains of tops, watches their own sides and 2 next numbers.

When lower yards are unslung and topmasts unfiddled, the after part of the ship man the main braces, and the fore part the sail burton on fore yard and get the yards forward.

The main yard is unslung by a luff hooked to the topsail halliard bolt, and lowered from upper deck capstan.

Fore yard, by a luff on main deck and lowered from fore bitts.

The lower yards will generally be ready first and unslung instantly, then all hands to the top tackle falls, *live sheave*, the slack of dumb sheave taken down by the gunners and 2nd halves of forecastle men.

IN and OUT BOATS.

The fore and main lifts being manned, and the men ready to go aloft, the word "aloft, top away," will be given, the opposite sheets and lifts let go, and the yards topped smartly up (to liking) then taut starboard lifts, sheets and burton falls, then man the fore and main braces and tricinglines; trice up runners and stays, and brace in the yards and down from aloft.

Aloft—In the tops to hook burtons and secure runners clap on stay whips, and send down hauling line for launches pendant &c.—1st parts of fore and maintopmen.

On lower yards to hook burtons, take out whips, and make fast launches purchase—1st parts of forecastle men and gunners.

On lower yards hook rolling tackles—4th parts of forecastle men and gunners (if used.)

To lash fore and main tackles—2nd parts of forecastle men and gunners, (if ever used.)

To bend on yard whips and get yard tackles at hand—*Fore*; 3rd parts of forecastle men. *Main*; Quartermasters and 3rd parts of gunners.

To get runners and lower tackles on deck—2nd and 3rd parts of fore and maintopmen and all the afterguard, (if used.)

Get stay tackles at hand and trice them up—4th parts of fore and maintopmen.

Top mainyard—After part of ship.

Top foreyard—Fore part of ship, 2nd halves of marines and idlers forward.

At the words "Braces and tricinglines."

Fore brace—1st halves of marines.

Main brace, if used—Forward—2nd halves marines.

After main brace—Boys and poop afterguard.

To lead aft the main yard fall—Gunners, afterguard, and mizen topmen of side.

To frap in backstays—2nd parts of forecattlemen.

To get boats ready—Boat keepers, bow and stern oarsmen.

To trice up fore yard—Forecastlemen, 2nd halves of fore and mizen topmen, and 2nd halves of carpenters and idlers.

To trice up main yard—Afterguard, gunners, 2nd halves of maintopmen, and 1st halves of carpenters and idlers.

To trice up stays—1st halves of topmen.

To get yards and stays down—Same as got them up.

To attend lowering fore and main purchase, 1st and 2nd Captains of forecastlemen and gunners of side.

To attend lowering fore and main stays—1st and 2nd Captains of fore and main top of watch below.

TO MAN.

Fore yard—Forecastlemen, fore topmen (vide 1st halves)—2nd halves of mizen topmen, marines, carpenters and idlers.

Main yard—Afterguard, gunners, 2nd 3rd and 4th parts of main topmen—1st halves of marines, mizen topmen, carpenters and idlers.

1st part of topmen take in the slack of stays, in hoisting in. Gunners and 1st halves of forecastlemen slack of yards, in hoisting out.

In hoisting in, when yards are high enough, the fore part of the ship turn round and man the main stay, and the after part of the ship the fore stay, manning the yards again as before.

REEVE HAMMOCK GANTLINES and CLOTHES LINES.

The watch on deck reeve the hammock gantlines and the watch below the clothes lines.

Aloft—To send down the burtons for gantlines and hauling lines for clothes line whips—1st part of topmen of the watch on deck.

TO GET UP FROM BELOW AND PREPARE,

Starboard gantline—(forecastlemen both watches)—Main topmen, mizen topmen of watch on deck.

Port gantline—Fore topmen, (gunners both watches) and afterguard of watch on deck.

Starboard clothesline—Main and mizen topmen } Watch below.
 Port clothesline—Fore topmen and afterguard }

TO TRICE UP HAMMOCK GANTLINES.

Fore—Forecastlemen, fore topmen, and 2nd halves of marines.

Main—Main Topmen, gunners, and 1st half of marines.

Mizen—Afterguard, mizen topmen, carpenters and idlers.

WATCH STATION BILL.

REEFING TOPSAILS.

The topgallantsails are always to be clewed up or furled.

Aloft—Buntline stoppermen, and the Captain of the top when ordered.

Let go foretop bowline, burton fall, and lower the fore topsail—1st and 3rd Captains of forecastle.

Attend lee fore topsail sheet—2nd and 4th Captains of forecastle.

Let go main top bowline—3rd Captains of fore top.

To lower maintopsail—1st and 3rd Captains of gunner's crew.

To attend the maintopsail sheet—2nd and 4th Captains of gunner's crew.

Lower mizentopsail and attend mizentopsail sheet—Captain of poop afterguard.

Let go burton fall and attend foretopsail brace in lowering and hoisting—Captain of afterguard.

Attend main ditto—2nd Captains of maintop.

Attend mizen ditto—2nd Captains of mizentop.

Weather foretopsail brace—Foretopmen, forecastlemen and marines, 2nd halves.

Ditto main ditto—Maintopmen, marines 1st halves, afterguard and gunners.

Ditto mizen ditto—Mizentopmen and poop afterguard.

Jiggers off topsail lifts—3rd parts of forecastlemen and afterguard.

N.B.—This station also for lowering topsails to a squall.

SHAKE OUT A REEF.

One part of topmen aloft, let go top bowlines, haul taut reef tackles, and catch a turn with them; man the weather topsail braces, hands by the halliards, let go topgallant sheets, round in, settle away roundly till lee points are clear, then see lee braces well taut.

The reef out, down from aloft all but the captain of the top and one hand, who light up the gear and look out for the topgallant and royal sheets.

The men are stationed the same as reefing with the watch, except hauling taut the reef tackles and letting go topgallant sheets, which is to be done by the afterguard, aft, and forecastle men forward.

The topsail clewlines having been brought to the lower caps, and a dawnhaul tackle fitted to the topsail yards.

At all times in hoisting the topsails, the Captain of the top is stationed to overhaul the downhaul in the top and the Captains of the forecastle, afterguard and poop afterguard on deck;—and the forecastle men, afterguard and poop afterguard man the downhauls in lowering.

UP FORESAIL or MAINSAIL.

Aloft—Buntline stoppermen.

Let go fore tack and bowline—Captain of forecastle.

Let go fore sheet—Gunner's mate.

Let go main bowline—4th Captain of gunner's crew.

Let go main tack—Gunner's mate.

Let go main sheet—Captain of afterguard.

Clewgarnets—Marines, main and mizentopmen.

Buntlines—Foretopmen and forecastlemen.

Leachlines—Afterguard and gunners.

In setting courses together, fore and maintopmen go to the sheets, the rest of the watch to the tacks—2nd halves of marines forward.

In setting one course, the watch of fore and maintopmen go to the sheet according to which sail it is.

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UP COURSES.

Clewgarnets—*Fore*—Forecastlemen and 2nd half of marines. *Main*—Gunners and afterguard, and 1st half of marines and mizentopmen.

Buntlines—Fore and maintopmen.

Leachlines—Men from clewgarnets after they are up.

Overhaul tacks and sheets outside—The same men as with all hands.

## TAKE IN STUDDING SAILS.

Aloft—One half of topmen according to side.

Foreyard—Forecastlemen, 4 first Nos. of 2nd part.

Lower tripping line—Marines, mizentopmen, and afterguard.

Inner halliards and lower studsail sheets and boom jiggers—Forecastlemen.

Let go short sheet—Captain of foretop aloft.

Topmast studdingsail down haul and sheet—One half of fore and maintopmen.

Attend topmast studdingsails halliards—Captain of top of half on deck.

Attend topmast studdingsail tack—2nd Captain of afterguard.

Attend lower halliards—Captain of afterguard.

Attend lower tack—Gunner's mate.

Lower topping lift—Marines, fore and maintopmen of part on deck.

Foreguy—Captain of forecastle.

Afterguy—Afterguard, gunners, and mizentopmen.

N.B.—I suppose one inner halliard to be fitted to the inner yard arm and rove through a block to the foremost swifter.

## SETTING STUDDING SAILS.

Aloft—One-half of topmen according to side.

Fore yard—Forecastlemen 4 first Nos. 2nd part.

Carry lower studdingsails forward and place it well over the netting—Marines.

Bend lower studding sail gear—Forecastlemen.

Bouse taut burton, and clear away topmast studdingsail—Fore and maintopmen.

*At the words "Trice up, Rig out."*

Lower topping lift—Marines.

Fore guy—Forecastlemen.

Attend afterguy and bear boom out—Gunners.

Boom jigger-fall—Mizentopmen.

Topmast studdingsail halliards—Fore and maintopmen, and mizentopmen after boom is out.

Topmast studdingsail tack—Afterguard.

*At the word "Hoist away."*

Lower halliards—Marines.

Inner halliards and lower studdingsail sheets—Forecastlemen.

Lower tack—Gunners.

N.B.—If the topgallant studding sail halliards are on deck, and the fore topmast and topgallant studding sails only are required to be set, the 3rd and 4th parts of topmen will hoist the topgallant studding sails on deck, but otherwise not until the other studding sails are set.

If the main topmast studding sail is to be set and not the lower studding sail, the 1st half of mizentopmen, marines and afterguard, and one half main topmen, and all the gunners set the main topmast studding sails—Mizen topmen to boom jigger: afterguard to the tack: the rest to the halliards.

## IN THE WATCH.

The 3rd and 4th parts of topmen will always furl the royals according to which tack the ship is on, or which half the watch is called.

The 1st or 2nd half of topmen will always furl the top gallant sails, according to which tack the ship is on, or which half is called—And those men of the 3rd or 4th parts who are not wanted on the yard will man the buntlines in the top.

## IN TOPGALLANT SAILS.

Aloft—One half of topmen according to tack, those not wanted on the yardarm, the buntline.

Let go topgallant bowlines—2nd and 4th Captains of forecastle.

Let go topgallant sheets and halliards. *Fore*—Captain of forecastle and Captain of foretop.

*Main*—Captain of afterguard and Captain of maintop.

Let go mizentopgallant sheets and halliards—Captain of poop afterguard and Captain of mizentop.

Haul in weather topgallant braces—One half of topmen according to tack.

Let go lee ones—3rd and 4th Captains of top.

Topgallant clewlines—1st half of watch starboard side—2nd half the port—3rd and 4th parts of afterguard to mizen.

## SET TOPGALLANT SAILS.

The Captain of tops and 3rd or 4th parts of topmen, go aloft. The same men man the sheets who man the clewlines in taking in, and the same men the braces.

## TACKING.

The same stations as with "all hands."

## WEARING.

The same as tacking, except that the mainsail being up, the marines go to the main brace, and then to the lee fore brace, and the afterguard, gunners and forecastle men take through the slack of the lee fore and main lifts, as the yards come square.

## WATCH AND IDLERS.

When watch and idlers are called to tack or reef topsails, the idlers go to the same stations as with "all hands."

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## TRIM SAILS.

Watch—The same as with hands,

If the tack and sheet are not manned—Forecastlemen and foretopmen go to fore topsail brace in hauling head yards and afterguard, and gunners to main topsail brace and marines to main brace in hauling after yards.

N.B.—*If necessary* in trimming with the watch the afterguard and gunners may be sent to cross jack brace—for instance in bearing up or rounding in after braces. If the tacks have to be raised the forecastlemen, afterguard and gunners are the men to employ.



## SHIFT a TOPSAIL WITH THE WATCH, or WATCH and IDLERS.

Aloft—1st and 2nd parts of fore and main topmen on the yard to furl the sail (topmen of their own top to windward.)

4th part of fore and main topmen furl the topgallant sail and royals if set, and then furlers in the top to bend the gear and loosers hook sail burton, and overhaul top burton and the reef tackles at mast head (topmen of the top to windward.)

Hook bunt jigger to weather side of topsail and man it in the top—Royal yard men furlers of both tops, or all the royal yard men, if royals are not set.

In the top to hang the clews, unshackle the sheets and hook the top burton to long strop, and bend and unbend the gear—Bunt stopper men of both tops and topgallant yard men furlers—(topmen of the top to windward.)

Rouse out new sail after sail is shortened—2nd halves of afterguard and of forecastle men.

Weather topsail brace and then clewlines—Idlers and mizentopmen.

Togallant clewlines and braces—3rd parts of topmen (those of the top to windward.)

Topsail buntlines—Forecastle men and gunners.

Topsail clewlines—Marines and afterguard.

*As soon as sail is shortened.*

Idlers and 3rd parts of topmen—Sail burton whip.

Marines—Top burton and remain there until old sail is ready for lowering.

The rest of the watch to stay tackle and sail burton.

*When new sail is high enough.*

Reef tackles according to sides. The ropes are let go by the same men as in reefing, 3rd parts of topmen attend sail burton.

## WATCH SHIFT JIB.

To get new jib up at once—Main topmen.

Jib halliards—Marines.

Jib downhaul, then inhaul—Remainder of the watch.

*In bending the new sail.*

To man jib halliards—Marines.

To man reeving line then jib stay fall—Forecastlemen and foretopmen.

Downhaul—Mizen topmen, afterguard and gunners.

*Forecastlemen's stations for the above.*

On the boom to hitch inhaul and unhook tack—Nos. 31, 33, 32, 34,

Untoggle and toggle jib pendants, and bend clew rope—Nos. 55, 63, 38, 64.

See inhaul clear and led to leeward—Nos. 65, 66.

Purchase off jib stay and luff hooked to ditto—Nos. starboard watch 51, 47, 49—Port 46, 50, 52.

Unreeve jib stay and reeve it through new sail, unbend and bend reeving inhaul and downhaul and see new jib clear for going out.

*Starboard watch.*

Nos. 17, 19, 21, 23.

*Port watch.*

Nos. 18, 20, 22, 24.

To attend jib halliards—3rd Captains of foretop.

Haul out and attend downhaul—Nos. 35 or 36.







## TELEGRAPH.

## FOR BOATS.

To be made with six and not less than three men, with hats or other symbols. 1.2.3. indicate at which end they commence, after this is answered the Nos. will begin:

| 1   | 2   | 3      | 4   | 5      | 12  | 13  | 14  | 15   | 16   | 23    | 24     |
|-----|-----|--------|-----|--------|-----|-----|-----|------|------|-------|--------|
| A   | E   | I or J | O   | U or V | Y   | B   | C   | D    | F    | G     | H      |
| 2.5 | 2.6 | 3.4    | 3.5 | 3.6    | 4.5 | 4.6 | 5.6 | 12.4 | 12.5 | 1.2.6 | 2.3.4. |
| K   | L   | M      | N   | P      | Q   | R   | S   | T    | W    | X     | Z      |

Numerical signals always made after No. 235.

1 2 3 4 5 12 13 14 15 23

1 2 3 4 5 6 7 8 9 0

- 6 Ends each word, also each No.  
 1.2.3. Beginning of each message and end also.  
 2.3.5. Numbers N B (6) ends No., and (1.2.3) begins words.  
 2.3.6. Negative.  
 3.4.5. Interrogative.  
 3.4.6. Compass, i. e. No. of Points counting from North-Eastward.  
 4.5.6. Abbreviated word.  
 4.5.6. The answer to all signals will be the party they are made to.  
 N.B. Repeating the Nos., should there not be men enough, a single, &c. will be sufficient.  
 Note. All hands up, denotes last word not understood.

With Six Men.

1 2 3 4 5 6 or  
 6 5 4 3 2 1

With three Men.

6 5.4.3.2 1  
 1 2.3.4.5 6

Those men using their arms thus, make a telegraph. *Distant Signals* can be used for this Telegraph by ships using a Flag and Ball at each mast-head, or a Flag, Ball, and Pendant at two mastheads as in Brigs.

This Telegraph has been constantly used in the last war, by men on shore to ships, and from boats to ships, also from one ship to another.

A card of it should be at all times kept rolled up in a lead tube in each boat.



## ERRATA.

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- Page 78, line 16. Spare sail trimmers *are*.
- Page 105, line 15. To the *Fore and Main Hatchway*.  
line 17. after *foremost and middle*.
- Page 117, line 13. after stopper-men, *To*.
- Page 118, line 4. after Forecastlemen. *3rd. parts*.  
line 5. instead of afterguard read *Boatswain's mates*.  
,, after Quartermasters, and *3rd part Gunners*.
- Page 121, line 12. after the word braces, *and let go main top gallant and royal sheets and clewlines*.  
Erase the 13th line altogether, and after Quartermasters, in the 14th line, *and 2nd and 3rd Captain's main top*.
- Page 122, line 15. after the word reefing, *1st halves of marines man the fore brace; 2nd halves, main brace; and top gallant and royal yard men man their own braces*.
- Page 123, line 9. read *Captain of Poop* afterguard
- Page 124, line 4. after Forecastlemen insert, *2nd halves of F.C. men shorten in fore tack, then go to main brace*.
- Page 127. after line 17, *Main yard, four first Nos. 2nd half Gunners*.
- Page 133, last line. instead of Marines, read *Carpenters*.
- Page 134, first line. instead of Carpenters, read *Marines*.
- Page 153, line 4. after Idlers, *and mizen topmen*.
- Page 162, line 13. instead of and, read *or*.  
line 16. after topmen, insert *according to tack*.











