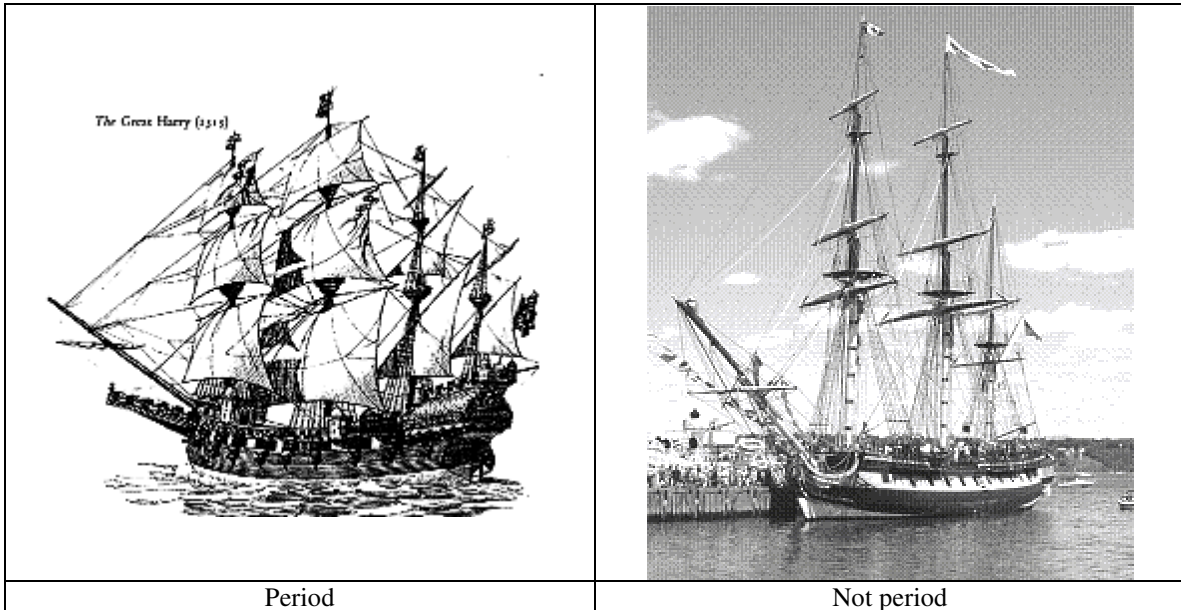
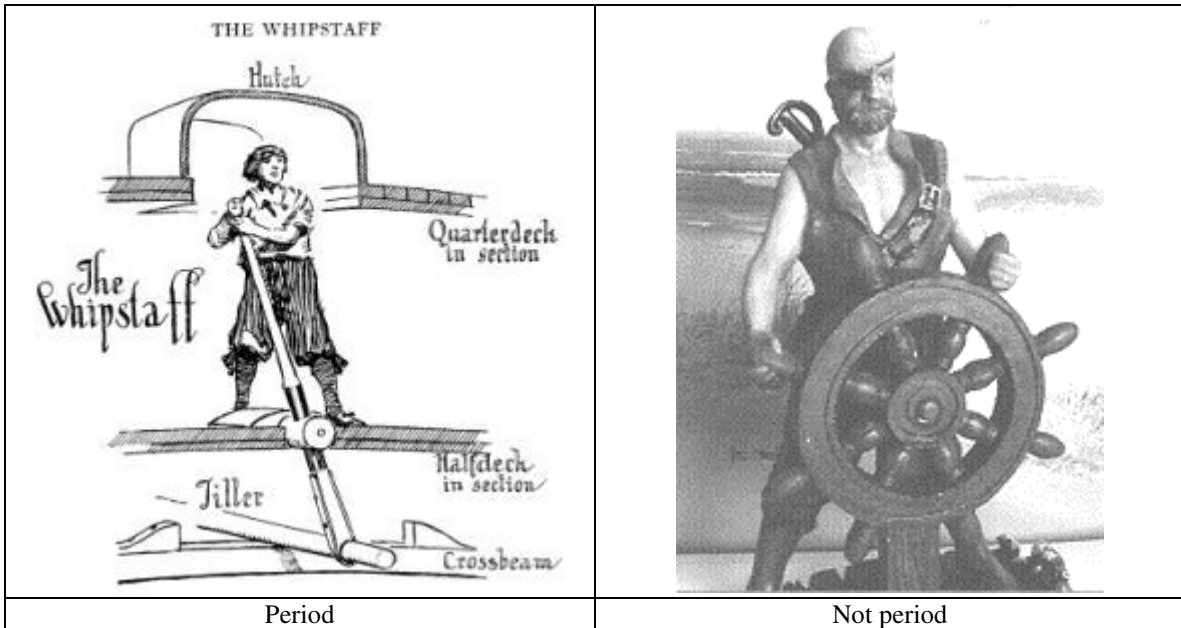


A field guide to knowing period from non-period nautical

Ships:



Steering:



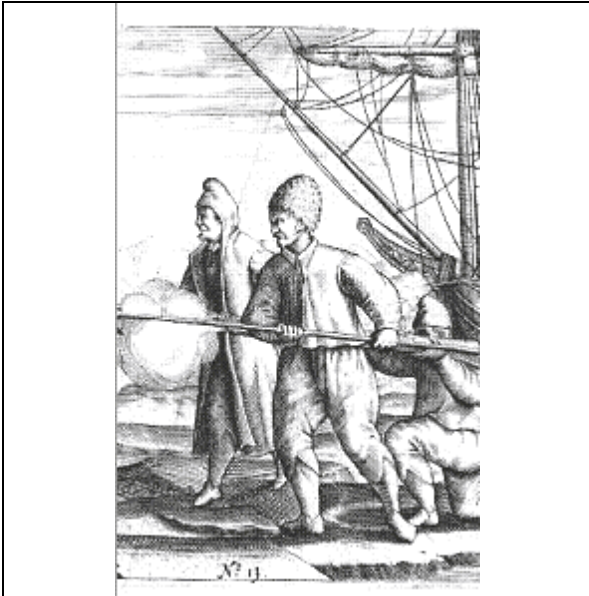
Clothing:



Period



Not period



Period



Not period



	
Period	Not period

Table of Equivalents:

Not period	Period equivalent
Rum	Beer, ale, wine, Aqua Vitae
topcourse, lowercourse(split main course)	"Bonnetted" mainsail
topgallants	None – after period development, in period, gallants were the highest sails developed
royals	None – after period development
skysails	None – after period development
studdingsails	None – after period development
staysails	None – after period development
"rating" of ships ("first rate", "third rate", etc)	Ships classified by hull type/construction
"ships of the line"	None – not used in period ("Line Ahead" formation developed ca 1588 not formalized as admiralty tactic until 1630 or thereabout)
guns rated by poundage ("two pounder")	Guns classified by bore size or ammo type, example falconet, petardier (shot rounded stone balls), culverin. See table below
buccaneer	None – not used in period (from "boucan" - a post period type of barbeque grill pirates used on deck to cook)
Privateer (the term, not the occupation)	Pirate (if they are not working for you) or mariner or seaman. No record of anyone calling THEMSELVES a pirate. Sometimes the term was used as endearment. Elizabeth I called Drake "my pirate", but drake never called himself a pirate. The Spanish called him pirate, among other things. Also Adventurer, Sea rover, or Sea Beggar
Dubloons and pieces-of-eight	Crowns, marks, pennies, shillings
The Jolly Roger or any other black flag except to indicate plague on board	Streamers attached to spars, sometimes bearing armory. The presence of a streamer was considered indicative of hostile intent
yo ho, yo heave ho, heave ho	y-howe, -y-hissa, whistles
Sea chantey, pulling songs	Whistles (bos'un's whistle)

Skull and Crossed bones/swords/mops whatever as insignia	Personal armory of captain or company that owns or sponsors ship. Arms of country of affiliation. Personal mark
Ridingcoats, Frock coats	Doublets, cassock coats, Tudor style “gowns”, Venetians, slops, linen shirts
Tricornes	Thrum caps, Monmouth caps, normal hats of landed society.
Harr, arrr, matey, etc. “Pirate speak”	Some similar terms may have been used but not in this context, also grommet , goodman, seaman, fellow,
wearing jerkins without shirt or doublet	Wearing long shirt without pants: Note on this: In period, you could sometimes see a shirt without a vest (read this as Doublet or Jerkin), but never the other way around. That would have been considered silly, like wearing your underwear outside of your pants. Working bare-chested, sure, sometimes you might have seen that, but it was not common at all. We sometimes see in period Iconography bare-chested people doing hard and hot work, but usually, at that point, they have also taken off the pants. What you'll see more often is lots of pictures of guys working in just a long shirt. You may also see them see them working in just their underwear. But in all my researches, I have yet to find, in period, any pictures of anyone wandering about in pants but no shirt. Since much of the time the pants attached to the vest with little laces, this makes sense. The order in which the clothes came off would have been pants, vest, and then shirt. Keep in mind that trade winds and shore breezes generally made stripping to the waist unnecessary anywhere above deck. A Linen shirt will keep you pretty cool in a steady breeze. Below deck? I am pretty sure that they would have just plain stripped.
Scarf on the head	Caps
Ships wheel	Whipstaff, tiller

Table of period cannon types:

TYPE	Bore (inches)	Weight (Lbs)	Shot Diameter (in)	Shot Weight (Lbs)
Cannon Royal	8¼	9000	8	60
Old Cannon	7	8000	6¾	42
Cannon	8	7000	7¾	60
Demi-Cannon	6½	6000	6¼	30
Culverin	5½	4000	5¼	18
Demi-Culverin	4½	3000	4	9
Saker	3½	1500	3¼	5
Minion	3¼	1100	3	4½
Falcon	2½	800	2¼	2½
Falconet	2	500	1¾	2
Robinet	1¼	200	1	1

Some Period Ships (not a complete list)

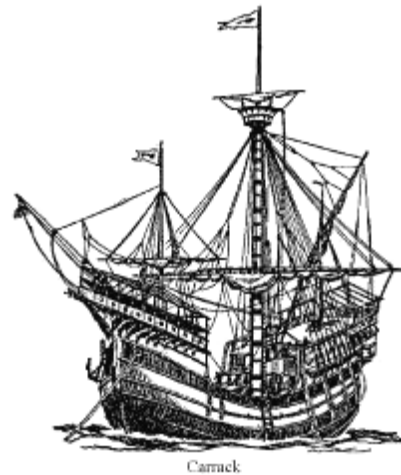
Bilander

Also spelled billander or be'landre. A small European merchant ship with two masts occasionally used in the North Sea but more frequently to be seen in the Mediterranean. The mainmast was lateen rigged but the foremast carried the conventional square course and square topsail. They rarely reached a size of more than 100 tons.



Carrack

A large three or four masted ship originally developed as a merchantman in southern Europe. Characterized by deep draught, relatively broad beam, and very high fore and aft castles.



Cog

Merchant ship of the northern Atlantic Hanse league



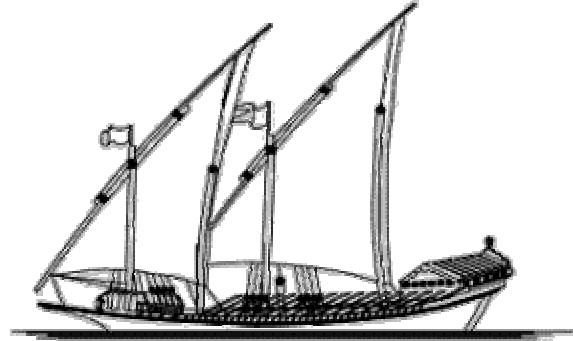
Galleon

A term with many meanings, but usually used to describe a medium or large sailing ship. Galleons were normally somewhat longer and narrower than carracks, and had superior handling qualities. A kind of vessel, shorter but higher than a galley; a ship of war, especially Spanish; also large vessels used by the Spaniards in carrying on trade with their American possessions.



Galley

A low flat-built sea-going vessel with one deck, propelled by sails and oars, formerly in common use in the Mediterranean.



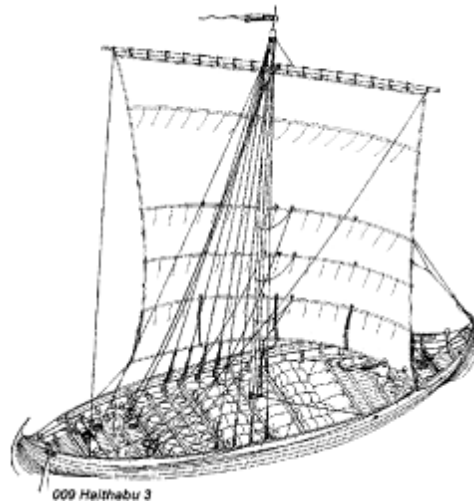
Hulk

Large merchant ship common to the Low Countries. Possessed an unusual construction: reverse lapped on a rockered dugout keel. Medieval pictures of ships that look like bananas are likely to be hulks. Hulks grew very large by the year 1400, up to 1400 tonnes



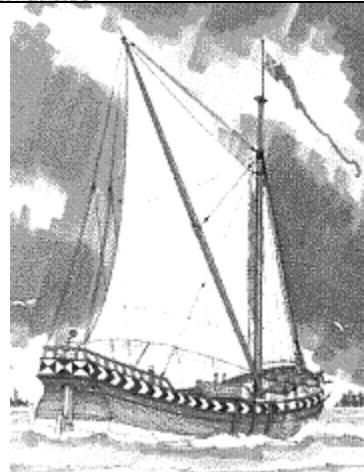
Knarr

A Viking merchant and exploration ship.



Pinnace

A small vessel of 20-40 tons, usually fitted with two masts. Every large warship had a pinnace as tender, which was usually towed behind when not in use.



“Race-Built” or “Razed” Galleon

A Galleon built or modified in such a way that the forecastle removed or limited to one half deck above the spar deck, and the after castle is lowered to two or three half decks. Usually built on a very good design, race built galleons were superb handlers, the thoroughbreds of the sea. Lacking the tall superstructures of the Spanish type galleons, Race-built galleons had less cross section to present to the wind, and could put on more sail, and could sail to windward three to four times better than any large ship in the waters of the late 16th century.

