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A Cromwellian Warship wrecked off Duart Castle, Mull, Scotland, in 1653

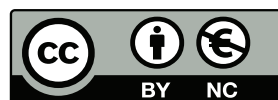
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GLOSSARY

ACANTHUS A decorative feature of spiny leaves

AFT Towards the stern end of a ship

ATHWARTSHIPS Across the hull

BALLAST Heavy material (not cargo) placed low in the hold to improve the stability of a ship

BEAKHEAD A projecting structure forward of the forecastle

BILGE That part of a ship's hull on which it would rest when grounded

BINNACLE (or BITTAKLE) A wooden cupboard for housing the ship's compasses and other navigational equipment, set in front of the steersman

Birlinn Generic Scots Gaelic term for a West Highland galley; specifically a one-masted vessel with 12–18 oars

BLOCK A device for obtaining mechanical advantage, incorporating a pulley or sheave in a wooden shell, which rotates on a pin. The two sides of the shell are bound together or seized with a rope band called a strop, and to prevent this slipping the sides of the shell are grooved with scores. Blocks may contain single or multiple sheaves according to their function

BOOGE (also BOUGE or BILGE) The widest part of a barrel stave and of the whole barrel

BOWSPRIT A pole projecting over the stem to carry a spritsail. It was also used to secure other elements of rigging

BULKHEAD A partition, usually set athwartships

BUTT-JOINT A simple joint between two planks, the squared ends of which butt together

CABLE A thick rope made up of three strands of hawser-laid rope. Generally used for anchoring

CABLE TIER A place in the hold where cables are coiled

CAMES H-sectioned lead strips which hold together the small pieces of glass (quarries) in a leaded window

CANT The curved side-piece of a barrel-end (filling pieces between the cants are known as 'head-pieces')

CAPSQUARE A hinged iron bar which locked the trunnions of a gun into its carriage

CAPSTAN A mechanical arrangement which provided a pulling force on ropes. It consisted of a horizontal circular

head with square holes around its edge into which bars could be inserted so that a team of men could rotate the device. Beneath was a perpendicular barrel around which was wound the rope (usually an anchor cable) to which pull is to be applied

CAT-HOLE A round opening in the stern through which an anchor cable may be passed

CEILING An internal lining of planks in the lower part of the vessel

CHAIN-PLATE An iron strap bolted to a ship's side to which the shroud and deadeye assemblies are fastened

CHOCK An angular block of wood used to fill areas between timbers or to separate them

CLAQUE The leather sealing element in a pump-valve

COSTREL A personal drink container of wood or leather, usually slung on a strap or cord

CRANK A vessel is said to be crank when her balance is unstable, causing her to heel excessively in a light breeze or when, for want of ballast, she is in danger of oversetting. See stiff

Crogan (pl *crogain*) – Scots Gaelic, vernacular hand-built pottery from western Scotland

CURRACH Gaelic *curach*, a type of boat consisting of animal skins stretched over a light wicker or lath framework. It has been used on the Atlantic seaboard of Ireland and Britain since antiquity

DALRIADA An early historic kingdom in present-day Antrim which spread to the south-west Scottish Highlands about AD 500. 'Dalradian' (note spelling) is used by geologists to describe a rock-type in the region

DECK-BEAM Transverse timber spanning the hull athwartships to support the deck and tie the sides together

DEADEYE Flat tear-shaped piece of wood, pierced by three holes for thin ropes called lanyards. A groove round the outer edge allows a strop to be seized around it. Deadeyes are rigged in opposing pairs for tensioning and generally employed as blocks connecting the shrouds with the chain-plates

A CROMWELLIAN WARSHIP WRECKED OFF DUART CASTLE, MULL, IN 1653

- DEADWOOD** Pieces of timber assembled on top of the keel, usually towards the extremities of the hull, to fill the narrowing and rising parts of a hull
- DEADWOOD-KNEE** A knee placed within the deadwood to support the sternpost
- DRAKE** A short gun with a tapered chamber
- DUNNAGE** Packing of loose wood or other material to protect the hull and secure cargo in the hold
- ENGLISH FOOT** 0.305m
- ENGLISH PINT** 569ml
- ENTRY** The hydrodynamic characteristics of a hull's submerged forward part
- EUPHROE** A long piece of wood pierced by a line of holes to allow the rigging of a crowfoot, usually for attaching stays to a topmast
- FLOOR-TIMBER** A frame that crosses the keel and spans the bottom of a hull between the bilges
- FORECASTLE** The forward upper deck, below which the galley was situated (pronounced 'fokes'l')
- FORELOCK** A small iron wedge driven through a slot at the end of a bolt to secure it
- FOREMAST** The mast nearest the bow of a vessel
- FORWARD** (pronounced 'farrard') Towards the bow of a ship
- FRAME** A transverse timber or assembly of timbers which describes the body-shape of a vessel, and to which planking and ceiling are fastened
- FUTTOCK** (lit. 'foot hook') A frame-timber other than a floor- or top-timber. Sequenced 'first' 'second', etc
- GIRDLING** Additional planking fitted around the waterline to bulk out the beam. A corrective measure to stiffen a crank ship
- GUDGEON** Iron brace with eye, bolted onto the sternpost, in which the rudder pintles were hung
- GRIPE** A curved piece linking the forward end of the keel to the rising stempost
- HAWSE-HOLES** Round ports at the bow and stern through which an anchor cable could pass
- HAWSER-LAID ROPE** A rope laid (wound) in three strands (cf cable)
- HEIR APPARENT** The Heir Apparent to the British throne can only be displaced from succession by his death. The Heir Presumptive is the next in line to succession subject to the reigning monarch not producing legitimate issue. Only the Heir Apparent can bear the coronet and ostrich-feathers badge
- HOME-BORED** A gun barrel with a parallel bore from muzzle to breech
- INBOARD** Towards the inner part of a vessel
- JOINER'S DOG** A metal staple with wedge-shaped points used to pull tight and secure two pieces of wood. Often used to repair cracks
- KEEL** The main longitudinal timber of a hull, to which the frames, deadwoods, and the stem- and stern-posts were attached
- KEELSON** An internal longitudinal timber mounted on top of the frames along the centreline of the keel
- KNEE** An angled timber used to reinforce the junction of two components, usually made from the crotch of a tree where two branches joined, or where a branch or root joined the trunk
- LEDGES** Short transverse timbers associated with the structure supporting a deck
- LIMBER-BOARDS** Short lengths of loose ceiling-planks set on either side of the keelson, which can be removed to clear the limbers
- LIMBER-HOLES** Longitudinal holes cut through the floor-timbers on either side of the keelson to allow water to flow towards the pump-well
- LYMPHAD** (Gaelic *long-fada*) Lit. 'long-ship', normally described as a galley with one mast and 18–20 oars (cf *bírlinn*)
- MAINMAST** The central mast in a three-masted rig
- MAST-STEP** The morticed timber into which the heel of a mast is stepped. Main- and foremast steps were generally bolted to the keelson, either longitudinally or transversely
- MASTER-FRAME** The broadest frame in the hull, not necessarily in the mid-position
- MOULDED DIMENSION** The measurement across a timber face to which a mould (curvature guide) would be laid, therefore generally at right-angles to the keel
- MIDSHIPS** The central part of a ship
- MIZZEN MAST** The aftermost mast in a three-masted rig
- MINION** A small muzzle-loading gun throwing an iron ball of c 4lbs
- MORTICE** The housing cut for a tenon in a mortice-and-tenon joint
- MUNTIN** Interior vertical component of framed panelling
- NULLING** Ornamental grooves cut in decorative carving
- ORLOP** The lowest deck of a ship
- OUTBOARD** Towards or beyond the outer part of a ship
- PALLADIAN** A neo-classical style of architecture associated with the Italian architect Andrea Palladio (1508–80)
- PARREL** An assembly of wooden rollers (trucks) and vertical ribs which reduced friction when raising or lowering the yard on a mast
- PINTLES** A line of iron pins attached to the forward edge of a rudder which fitted into the gudgeons (eyes) strapped to the sternpost
- PORT** The left-hand side of a ship looking forward
- POUCH** A board used to stabilise loose ballast and prevent it shooting sideways when the ship heels
- POUND** (avoirdupois) 0.454kg

GLOSSARY

- QUARTERDECK** The upper deck aft of the mainmast
- QUARTER-GALLERY** A covered projection with windows on the stern quarter of the great cabin
- RABBET** (lit. 'rebate') A groove made in a piece of timber so that the edge of another piece can fit into it
- RAIL** Horizontal component of framed panelling
- REAR-CHOCK CARRIAGE** A ship's gun-carriage with rotating trucks or wheels at the front and two fixed projections with flattened bottoms at the rear. These generated friction against the deck when the gun recoiled and so helped to restrain it
- RIBBAND** A flexible strip of wood used as a temporary guide to control the hull shape during construction by nailing it to the extremities and across one or more standing frames
- ROOM-AND-SPACE** The distance from the moulded edge of one frame to the corresponding point on the adjoining one, usually measured at or near the keelson. That part occupied by the frame is called the room, while the open distance between it and the adjoining frame is the space
- RUN** The narrowing underwater shape of a hull as it tapers towards the stern. A fine run ensures good hydrodynamic characteristics. cf 'entry'
- RUNG HEADS** (sometimes 'wrong heads') The head, or extremity, of a floor-timber
- RUTTER** A set of instructions for route-finding at sea
- SAKER** A muzzle-loading gun throwing an iron ball of approximately 5 pounds
- SCARF (or SCARPH) JOINT** An overlapping diagonal joint used to connect two longitudinally adjoining timbers or planks without increasing their thickness
- SCOTS PINT** Liquid measure of 1.696 litres or about three Imperial pints
- SHALLOP** A large oared boat, usually masted
- SHEATHING** A thin outer covering of wood often under-laid with pitch and hair to protect a hull from marine life or fouling
- SIDED DIMENSION** The measurement of a timber face which takes a curve, therefore generally fore-and-aft, parallel to the keel
- SKEG** The aft end of a keel
- SPRUE** Spigot scar, where any excess metal left in the channel where molten metal was poured into a mould was cut off, but not flush with the main body of the moulded object
- STARBOARD** The right-hand side of a ship looking forward
- STEMPOST** The upwardly curving bow-timber rising from the forward end of the keel
- STERNCASTLE** The aft upper decks
- STERNPOST** The timber rising from the aft end of the keel
- STIFF** A ship is said to be stiff when she is well-ballasted and stable, cf 'crank'
- STILE** Side component of framed panelling
- STRAKE** A continuous run of planks running from bow to stern
- TACKLE** (pronounced 'taykel') An assembly of blocks and ropes, usually to facilitate lifting or pulling
- TAPERED CHAMBER** A tapered reduction at the chamber end of a smooth-bored gun which effectively thickens and strengthens that part of the barrel where pressure stresses are greatest without increasing the outer circumference of the piece. In this way much weight is saved. This feature defines the 'drake' type of gun
- TENON** The tongue of wood that fits into a mortice to make a mortice-and-tenon joint
- TOP-TIMBER** The upper timber in a sequence of floors and futtocks which constitute a single frame
- TRANSOM** A flat upper stern, often decorated
- TRANSOM-BEAM** A transverse timber associated with the framing of a transom
- TREENAIL** (also trenail, trunnel) A wooden dowel used to connect planks and timbers
- TRUCK** The solid wheel of a shipboard gun-carriage
- TRUNNIONS** A pair of cylindrical pivots set on either side of a piece of artillery by which the gun is secured to its carriage. They are usually set just behind the centre of balance so that the gun rests lightly on its breech but is easily elevated or depressed
- TYMPANUM** The semi-circular element above a window or door
- WALE** A thick strake located along the side of a vessel
- WAIST** The middle upper part of a ship, between the sterncastle and forecastle
- WHIPSTAFF** A mechanical device for operating the rudder by attaching a pivoted lever to the end of a tiller
- WINDLASS** A machine consisting of a horizontally mounted drum with slots around its ends for removable levers, used to provide a pulling force on ropes. It is more compact but slower to operate and less powerful than a capstan

