

# Chapter 12

## Maritime Vocabulary in Texts: Friar Joseph de Ledezma (1701)



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**Abstract** This chapter deals with a maritime vocabulary from the written text of the friar Joseph de Ledezma, who composed a manuscript about his travels from America to Europe and back, at the end of the seventeenth century. Besides his voyages, he presents a vocabulary with words he deemed important to describe the ship, the manoeuvres on board, the positions and ranks as well as other curious observations. This maritime vocabulary, one of the few known to the modern researcher, is particularly interesting as it is not the work of a sailor, but a priest. His selection of the words is thus peculiar and important to describe what it was to be onboard a *Carrera de Indias* ship in the year 1700.

### 1 Introduction

One of the first problems encountered by anyone interested in studies about Spanish navigation between the sixteenth and nineteenth centuries is undoubtedly that of having to acquire terms which, at first glance, may seem odd and complicated (some of which are still in use today, albeit with a different meaning). However, this stumbling block—as any learning curve in the field of language—is but a temporary problem insofar as we start to incorporate to our language, through repeated use, these formerly common words and concepts that invoke the universe of ancient seafarers. For this purpose, a brief introduction to Spanish maritime vocabularies is

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presented, along with commentaries on the manuscript of Joseph de Ledesma. Furthermore, his maritime vocabulary is presented.<sup>1</sup>

## 2 Nautical Jargon

The importance of navigation throughout modern world history is well known: the Age of Discoveries, overseas communications, and commercial trade. The ships that made this possible were, without question, examples of sophisticated and complex technology, if one considers the great number of operations they engaged in and the individuals involved in such endeavour. Therefore, the body of words that emerged as a result, to name each part that composed a ship, as well as its operation, is in itself a world that researchers must embrace, to accurately understand the phenomenon at hand. The introduction to the *Maritime Vocabulary* of 1722 reads: “It is, discreet reader, to my knowledge, the Ship, the greatest vessel to ever be thought up by man through his abilities and hard work; and as such, machine of all machines, it seems by no means disproportionate to have devised a vocabulary to explain the terms or name the elements that comprise such ships [...]” (Anonymous 2000).

This alive and thus ever-changing universe has adopted and discarded many a word throughout the centuries, especially when considering the introduction of steam and later internal combustion engines. Therefore, the maritime jargon has suffered many changes, and thus, in broad strokes, in the sixteenth and seventeenth century there is mention of *arbol* (mast), whereas by the beginning of the nineteenth century the word *palo* was used to refer to the same nautical element. Regarding the definition of *palo*, O’Scanlan says as follows: “Formerly it was called *mastil* and also *arbol*” (O’Scanlan 1831). This is one of the reasons why Ledesma’s document is so interesting, for it freezes in time the maritime world of the late seventeenth century *Carrera de Indias*.

### 2.1 *Maritime Vocabularies*

Few are the works that compile terms preceding Ledesma’s Maritime vocabulary. As far as printed works, the first of its kind to come to light from the pen of Diego García de Palacio was printed in Mexico City in 1587. His work, *Instrucción Náutica*, includes in book IV, a vocabulary of 506 words. I believe that one of the reasons why García de Palacio put forward this extraordinary universal lexicographical contribution is due to the influence of printed vocabularies in indigenous languages, abundant

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<sup>1</sup>Ledesma, Joseph de (1701), *Itinerario Historial Viaje que hizo de la America Septentrional a la Europa M. R. P. Fr. Joseph de Ledesma, hijo de la Santa Provincia de los Santos Apóstoles San Pedro y San Pablo de Michoacán en la Nueva España Lector de Sagrada Teología y Proministro para el próximo capítulo general de su religión que se celebra en la Santa ciudad de Roma el año de 1700*. Library of Congress, Washington D.C., Manuscript Division, Shelf No. 23, 527.

in New Spain, and that resulted greatly effective in evangelizing and communicating with the native peoples. Just to mention a few: those of Friar Alonso de Molina in Nahuatl in 1555, printed by Juan Pablos, and in 1571 by Antonio de Espinosa, that of Friar Maturino Gilberti in 1559 in the Purepecha language by Juan Pablos, that of Friar Juan Bautista de Lagunas in 1574, in the aforementioned language, by Pedro Balli, and that of Friar Juan de Córdova in the Zapotec language in 1578 by Pedro Ocharte, the same printer responsible for *Instrucción Náutica*.

Following García de Palacio's great work, Tomé Cano's work was published in 1606: *Arte para fabricar naos*, which includes a "declaration of words" comprising 77 terms. While the amount of words is not as important as in the precedent compilation, 27 of them had not yet been mentioned, according to Nieto Jiménez's thorough analysis (Nieto Jiménez 2002).

As regards the famous dictionary *Tesoro de la Lengua* by Sebastián de Covarrubias written in 1611, it contains some maritime definitions, which, as pointed out by historian Trejo in her analysis of García de Palacio's work, are based on *Instrucción Náutica* (Trejo Rivera 2009). Lastly, I shall mention a phantom edition: the *Vocabulario Marítimo* of 1696—that comprises 216 terms—of which no known copies survived. However, Martín Fernández de Navarrete noted that Sebastián Fernández de Gamboa's 1696 manuscript would correspond to this edition, which was reprinted in 1722 and published anonymously, with a 245-word enhancement (Nieto Jiménez 2002).

Until this point, I have only mentioned books printed before Ledesma's manuscript, because although there are a few known manuscripts, it is unlikely that the author would have been able to consult them. Amongst these manuscripts are: Alonso de Chávez, *Especo de Navegantes* (written between 1520 and 1538); Juan de Moya, *El arte de marear* (1564); Andrés de Poza, *Hidrografía la más curiosa que hasta aquí ha salido a luz...* (1585); the anonymous *Bocavulario navaresco* (circa 1600); Eugenio de Salazar: *Navegación del alma...* (Circa 1600) (Martínez 1999, 109); the anonymous *Derrotero del mar Mediterráneo* (1614); Manuel de Ayala, *Diccionario marítimo o Promptuario náutico* (1673); and finally Pedro Fernández de Navarrete's *Breve diccionario de términos de marina* (1675) (Nieto Jiménez 2002). This is everything I have been able to compile up to now, printed or handwritten, prior to Ledesma's vocabulary.

Throughout the eighteenth century, lexicographical compilations appeared, such as the one written by Antonio de Ulloa in his work *Conversaciones de Ulloa con sus tres hijos al servicio de la Marina* (de Ulloa 1795), until the appearance, in 1831, of Timoteo O'Scanlan's famous *Diccionario Marítimo Español*, which remained, for many years, the most ambitious compendium of maritime terms. However, this dictionary is not the product of a lexicographical accumulation of other terms, but rather of emulating the European—encyclopaedic—works, such as the four *Marine* volumes of the famous 1783 *Encyclopédie Méthodique, Marine, de Panckoucke* (Panckoucke 1783).

## 2.2 The Manuscript

The manuscript that encompasses all the terms presented in this work is safeguarded at the Library of Congress in Washington D.C. and is entitled: *Itinerario Historial Viaje que hizo de la America Septentrional a la Europa M. R. P. Fr. Joseph de*

*Ledesma, hijo de la Santa Provincia de los Santos Apóstoles San Pedro y San Pablo de Michoacán en la Nueva España Lector de Sagrada Teología y Proministro para el próximo capítulo general de su religión que se celebra en la Santa ciudad de Roma el año de 1700.* Itinerary of the Journey from Northern America to Europe, undertaken by M.R.P. Fr. Joseph de Ledesma, son of the Sacred Province of the Holy Apostles Saint Peter and Saint Paul of Michoacan in the New Spain, Lector of Sacred Theology and Prominister for the next general chapter of his religion which will take place in the Holy city of Rome on the year 1700.<sup>2</sup> I have been able to verify the existence of another copy of this manuscript in Mexico, as part of the collection of an eminent bibliographer who was kind enough to allow me to consult it. Both bear the same information, although the private copy contains the figure of a ship, whereas the Library of Congress copy contains a list of 31 parts of the ship, and the space in the page on which the figure would have been drawn is blank. This detail, as well as the 1749 date—that could well be the date in which the copy was manufactured—proves that the copy presented here, that of the Library of Congress, is a subsequent one.

It is interesting to note that the manuscript, bound in parchment, contains the *ex libris* of an eminent nineteenth-century Mexican bibliographer, Don Vicente Andrade. Furthermore, it contains the *ex libris* of Maximilian of Habsburg Emperor of Mexico, of whom it is well known he acquired Andrade's library, and after whose fall, Father Fisher sold the said collection throughout Europe and the United States. A "Jose de la Rosa" handwritten *ex libris* can also be observed, as well as another one with the stamp "Antonio de la Rosa". Generally speaking, it is in good condition; however, the top corner of the text presents some damage due to moisture, leaving the reader in suspense in certain passages.

About the author, Beristáin y Souza mentions in his famous *Biblioteca Hispano-Americana Septentrional* that he belonged to the Franciscan Order and as a custodian, he travelled to Rome, where he had the opportunity to listen to the city's most emblematic orators. Upon his return to New Spain, he retired at the *Colegio de Celaya* and lost his eyesight. However, he was able to identify every single volume of his copious library, accounting for its content. He was the author of the book *Silvos del Pastor Divino*, printed in Mexico by Juan Ribera in 1682 (Beristain de Souza 1816). In more recent years, Gómez Canedo carried out a study on Ledesma and on the work in question, entitled *Dos viajeros mexicanos en Europa a fines del siglo XVII* (Gómez Canedo 1981). Gómez Canedo unveiled details concerning the life of this priest born in Chamacuero, Michoacan, such as the fact that he was a philosophy professor at the *Colegio de Celaya*, amongst other interesting information. As far as the vocabulary is concerned, he states: "Amongst his observations as a seaman, which are few, he puts forward an interesting nautical vocabulary". (Gómez Canedo 1981).

The manuscript in question talks about Ledesma's 1698 travels, from Mexico City to Rome, for the General Chapter of the Franciscan Order. It describes his

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<sup>2</sup>Ledesma. Library of Congress (passim).

outward journey, his passing through different Spanish, French, and Italian cities, his curious observations—for instance, that of the Vatican’s library in Rome or his attendance at the Naples opera—right until his return to Veracruz on March 23rd, 1701. This is when he began to write his *Vocabulario Marítimo* with a description of the routes, illustrated with the figure of the compass rose. He then lists the terms that describe the (absent) figure of the ship, of which he says: “the explanation behind these terms could be found in the vocabulary according to the first letter”. Then comes the vocabulary and then “how things and events are transmitted from one ship to another”, and “the duties and officers of the ship”. He concludes with some advice “to those who set sail for the first time”, for instance, guidance concerning the currency exchange in Catalonia, France, Genoa, Milan, Bologna, and Naples. The manuscript comes to an end on sheet 181 r.

It is worth mentioning that the vocabulary in question is neither the most extensive nor the shortest: his body of terms includes 133 words, and as a whole, it is of great interest for it describes a ship that was part of the *Carrera de Indias*. To understand the reasoning behind the vocabulary, we must place ourselves on the deck of a ship, on the verge of weighing anchor in the harbour, with the cool wind blowing. Preparations commence. Operations follow their course. Sailors moving to and from, under the orders of the petty officer. We are confined within the great floating machine; all that separates us from certain death is a few centimetres of wood, the captain’s better judgement, and the divine Providence. After several days on the high seas—which are nothing more than a blue desert—everything becomes tedious and monotonous, while tension starts to rise amongst the crew. So, in the words of José Luis Martínez: “...it could be entertaining to register the sailors’ peculiar language that, over the years, constituted a jargon for which special vocabularies have been created to decipher it” (Martínez 1999). Eugenio de Salazar says: “A great thing it is that I learned so much of that language in forty days...” (Martínez 1999), which leads us to speculate that curious spirits, it would seem, made good use of their time by observing and learning about the ship’s different components and manoeuvres. Thus, perhaps the intention is to accompany the account of their journey with a vocabulary, because in doing so, the storytelling becomes ever more dramatic, especially when the language used to describe each experience to the reader is perfectly comprehensible. However, Ledezma himself specifies his reasons in the opening of his vocabulary: “Propriety in speech, concerning the matters recounted, are not useful only for (mainly) scholars to comprehend correctly. Many a time it is also necessary for political conversations and in the pulpit to speak of nautical matters, describe storms or draw ships, or relate journeys, to those not versed on ship parts or on the meaning of the terms that are mentioned. To one and the other this vocabulary will be of profit; of the precedent figure, they will know of the parts of a ship and its situations, and then I shall offer the nautical terms and meanings: but with the warning that many sailors often employ different terms, so, I shall offer the ones most often used”.

It is interesting to note that the author mentions “pulpits” amongst his motivations and certain sermons are known to have a vast amount of maritime terms, which seems to point to the fact that they might be more common than previously

thought, like, for example, the famous *Oración Eucarística* by the aforementioned Beristain y Souza (Medina 1991). Conversely, State responsibilities would include this jargon in matters relating to accidents or to relate the vicissitudes of the journeys on the King's ships. In 1795, the wise sailor Antonio de Ulloa, in his above-mentioned work *Conversaciones*, that includes a substantial dictionary as a complement to his advice, specifies the following: "To ease the comprehension of nautical terms for those who, out of curiosity, indulge on brief moments of amusement with our conversations and entertainments, and do not have that comprehension, I shall offer a vocabulary that refers to those terms so that they will understand their meaning, for our maritime speech is different in many of its expressions to the language spoken on land" (de Ulloa 1795). For his part, another great sage Martín Fernández de Navarrete (not Pedro Fernández de Navarrete, mentioned earlier in the text), in his essay that was to become the prologue to O'scanlan's *Diccionario Marítimo Español*, said soon after: "But if this investigation might be useful for nautical history, or of some curiosity for old scholars, the knowledge of the appropriate words is not only indispensable for the teacher, it is also so for the orator, the poet, and anyone wishing to read with intelligence and write correctly and accurately" (Fernández de Navarrete n.d.). The spirit is the same: to understand and speak the same language. One might wonder whether there is a language barrier that may alienate those initiated in seamanship because, in their own words, they seek to explain themselves through the vocabulary of others. As for the content of the vocabulary, if we divide the whole of Ledesma's expressions by themes, we can observe that the author devotes over a third of the entire collection to words relating to the masts and the rigging of the ship. In my opinion, this has to do with the fact that the author would spend most of the day on the deck watching the sailors' manoeuvres. Another third of the vocabulary is dedicated to the architecture of the ship, but several basic terms are not included, for example, *Stem*, *Stern post*, *Strake*, *Tonnage*, amongst others. The remaining words are divided between tools/machines and life aboard/the crew. As an example of tools, we may mention *Lampaso*: a scrubber made out of strands tied to a stick to mop the ship with; or *Lanita*: a lamp fixed to the binnacle for the helmsman to see the needle at night. Moreover, the vocabulary is rich in words that refer to everyday life, for instance, *Rebenquez*: pieces of rope, well tarred, used to punish the cabin boys and pages who do not fulfil their ministry, or for example, the term *Zalomar*: a sea shanty hummed by sailors as they complete their chores. These words also bring us closer to the everyday life onboard the ship, and we can picture a cabin boy on the galleon's deck doing penance with the *rebenquez* while sailors pull on a rope while chanting a *zaloma* to which others respond. In this manner, by consulting this vocabulary we also tour through a ship engaged in the *Carrera de las Indias* and closer to its crew. Amongst the phrases not included in the aforementioned maritime vocabularies, as far as practices on board are concerned, there is this very revealing definition of *Oratorio*: is the chapel where mass is said and it is well sheltered to administer sacraments. In some ships, it is placed in the stern cabin, under the quarterdeck. In some others, it is joined to the cabin itself in such

a way that mass can be attended from within, but others just do not have it so a table is placed on the quarterdeck when mass is to be celebrated. There is also the term *Rancho*, which Ledezma describes at length and that reveals a lot about how the ship's crew is organized: "It is a company of seven or more men who each give an amount, from which their food will be paid for, etc. The *rancho* captain has the keys and amongst them, they take turns to be the cook. Each *rancho* is given a tub of water for a certain time. Different *ranchos* are given different hierarchies without mixing sailors, officers, and cabin boys. Although sometimes they make an exception". It is worth mentioning that within the vocabulary there are some confusions in certain definitions, such as in the case of *Manga*: it is the height on the sides of the ship, from the first deck to the edge; he is referring to the *Puntal del navío* since the definition should be something like this: the measurement of the beam is in the main deck, from one side to the other, through half the length; according to the 1722 vocabulary. There are also some interesting mix-ups such as *Amainar*: the same as *arriar*. *Arriar*: the same as *barras*. *Barras*: long masts that go through the holes in the capstan to turn it around.

### 3 Conclusions

Finally, in conclusion to this brief introduction to Ledezma's maritime vocabulary, I will say that this is one of the few ever compiled since the sixteenth century and it is the second known contribution of its kind with regard to New Spain. It is unique and it is not based on any previous works; it is, therefore, clear that it is the product of the author's life experience. This can be appreciated through the analogies he employs as in his omissions and mistakes. For instance, when he describes the decks: "they are like the roof of a house". Ledezma extolled his tale with the terms that he picked up on his journeys and wrote them down as a reference, both to render his discourse intelligible and for educational purposes. The set of terms that he put together tells us about a specific era of transatlantic sailing and it captures a collection of words picked up by a curious and savant traveller, although not an expert on nautical matters. However, as a whole, they allow us to discover certain aspects of the *Carrera de Indias*, sometimes in greater detail than in specialized works of the time, due to the author's terrestrial, non-maritime condition. Other works and research will fulfil the task of gathering more information on Ledezma, as well as examining closer the vocabulary present in his writing, for here I have but completed the basic requirements for an introduction. Thereby, it shall be imperative to develop a more profound analysis of its content in the future and exhaustively compare and contrast it to other vocabularies.

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## Vocabulary

Note: Terms are accompanied by an equivalent in English when possible, and to the closest meaning when found. After the definition given by Ledezma, a translation is given.

### A

**Aparejo** (*lifting gear*): es un cabo grueso puesto con dos motones a modo de carrillos en una entena con el cual suben al navío toda la carga. *A thick cable running through two blocks on a spar, with which all cargo is lifted onto the ship.*

**Aparejar** (*to rig*): es poner en su lugar toda la jarcia y lo demás del navío. *To put all the rigging and other equipment in place on a vessel.*

**Amuras** (*tacks*): son unos cabos gruesos en los puños de la vela mayor y del trinquete que tienen las velas para caminar a la bolina. *Thick cables tied to the main and foresail clews to hold the sails at close angles to the wind.*

**Amantillos** (*lifs*): son unos cabos que bajan de la gavia hasta los penoles para enderezar las vergas. *Cables that low (level) the topsail yards.*

**Amantes** (*boat tackle*): son unas betas gruesas de jarcia para meter y sacar del navío la lancha. *Thick cables used to load and unload the ship's boat.*

**Acollador** (*lanyard*): es un cabo delgado con que se atezan o estiran los obenques. *A rope threaded through a pair of deadeyes to adjust the tension in the shrouds.*

**Andarivel** (*life-line*): es un cabo desde el árbol mayor al trinquete por encima de las jaretas para que se tenga la gente cuando hay mares. *A cable running from the main to the foremast, above the gradings to support people in bad weather.*

**Arriar** (*haul down*): lo mismo que botar. *The same as lowering.*

**Amainar** (*to strike*): lo mismo que arriar. *The same as arriar.*

**Ajustar** (*to splice*): es amarrar el cable en el anillo del ancla. *To tie the anchor cable to the anchor ring.*

**Arpeo** (*grapnel*): es un rezón de hierro que va debajo del bauprés con dos o tres garfios para atracarse los navíos y puede servir de anclilla. *An iron grapnel that stands under the bowsprit, with two or three hooks, to grab other ships and that serve as an anchor.*

**Atracar** (*to come alongside*): es asirse dos embarcaciones. *Tie two vessels side by side.*

**Ancla** (*anchor*): es un hierro gruesísimo de esta forma [figura]. Sirve para dar fondo. *A very thick iron in this shape (figure) that serves to anchor.*

**Adala** (*water chute*): es un bolsón por donde echa el navío el agua que saca la bomba. *A bag through which one drains the pumped water.*

**Árbol mayor** (*mainmast*): es el que está en medio del navío; llamase mayor, no solo porque excede a los demás en altura y magnitud, sino también porque es el principal para el gobierno y seguridad de la embarcación. *The mast on the middle of*



*the ship; called main, not only because it is larger than the others in height and thickness, but also because it is the main mast for the governance and safety of the ship.*

**Árbol trinquete** (*foremast*): es el árbol derecho que esta en la proa; también es muy necesario no solo para sustentar las velas grandes, sino también porque en las tormentas se aferran las velas todas; y solamente queda para gobernar el navío la vela del trinquete. De aquí tomo su origen aquella frase, cuando para decir que una persona tiene trabajos, decimos que anda corriendo con el trinquete, porque cuando anda el navío de este modo esta en la tormenta. *It is vertical mast on the bow; it is necessary not only to support the sails, but also because in storms all sails are reduced and only the foresail is used to steer the ship. This is where the phrase originates from, when we say that a person has problems, we say that she is running with the foresail, because when the ship runs in this way it is in a storm.*

**Árbol de Mesana** (*mizzen mast*): es el que esta a popa y no es tan grueso como los pasados, porque la verga mastelera y vela que carga son más ligeras. *The aft mast, which is not as thick as the previous ones, because the yard and the sail that it mounts are lighter.*

**Árbol Bauprés** (*bowsprit*): es el que va en la proa y lleva su verga, vela y mastelero; es muy necesario para que levante de prisa el navío y no lo sumerjan los golpes del mar, esta como nariz del navío y con propiedad, porque mediante este árbol saca el navío la cabeza y respira. *The mast that goes on the bow and carries its yard, sail, and topmast; it is necessary so that the ship's bow can be lifted quickly and not be submerged by the hits of the sea, it is like the nose of the ship and this with property, because through this mast the ship takes its head out and breathes.*

**Artillería** (*artillery*): son unos cañones muy gruesos de bronce y son los mejores o de hierro, y están sobre unas ruedas de madera pequeñas puestas como carro, y les llaman cureñas; estas las tienen aserradas contra la manga del navío con unas sogas gruesas que llaman aparejos, y con otras mas delgadas; tienen aserrada la pieza en unos garfios contra la misma borda, y a estas llaman palanquines. Los cañones de hierro con facilidad revientan, y hacen mucho estrago, por lo cual el condestable (a quien toca el cuidado de la artillería) tiene cuenta que los artilleros limpien con unas varas largas, y en las puntas envueltos unos pedazos de salea que llaman lanadas todos los cañones por el alma de la pieza (así llaman la parte de adentro del cañón) y le quiten los escarabajos que son unas postillas u hojas que hace la pólvora con la continuación de los tiros, como sucede en las lenguas de las campanas. Cada una de las piezas tiene hecha su medida de carga en unos como tanatillos de cartón, o madera, que llaman cartuchos, y cada uno de estos tiene su numero correspondiente al de la pieza porque no se truequen. Ay diversas fabricas y forma de artillería, y así tienen diversos nombres. Unas son de batir y hacer bala muy gruesa. Otras son culebrinas y son para lo largo. Otras pedreros pequeñas etcétera. Dáseles fuego en los serpentines con unas cuerdas envueltas en unos palos pequeños como de a tres cuartas que llaman (stained) (ilegible) para la (stained) (ilegible) ta, o vara en (stained) (ilegible) Al lugar (stained) (ilegible) va la artillería (stained) (ilegible) al combes andana alta, y a la que va entre puentes andana baja. Salen del navío las bocas de los cañones por unas ventanillas, que llaman: portas, y cuando la artillaría

va vuelta están las portas cerradas hasta que es necesario echar la artillería fuera; a esto llaman abocar. De suerte que cuando van cerradas las portas, parece que el navío no lleva artillería alguna, y en estando a tiro, instantáneamente alza las portas, y aboca las piezas, que parece puercoespín. A la parte en que van aserradas las piezas que están seguidas en las andanas, llaman mura, que son como las paredes de las casas. *The large cannons of bronze, which are the best, or of iron, standing on small wooden wheels placed like in a cart, and called gun carriages; they are fastened against the side of the ship with thick cables, and with other thinner ones, called train- and breeching-tackle; they have the gun tied to hooks on the ship's hull, which they call gun-tackle. Iron cannons easily burst and cause a lot of damage, for which the constable (who takes care of the artillery) has to make sure that the artillerymen clean with long sticks, and in the tips wrapped some pieces of salea that they call mops, all the guns' cores and remove the powder lumps formed during long military campaigns. Each of the pieces has its own load measurement made in cardboard or wood tanatillos (cartridges), and each of these has its number corresponding to the piece so that they are not mixed. There are various shapes and forms of artillery, and thus they have different names. Some are to beat and throw a very thick ball. Others are culverins and are made for long shots. Others are small stone throwers, etcetera. Guns are fired with coils of rope wrapped in small sticks of about three quarters called (stained) (illegible) for the (stained) (illegible) ...ta or stick in (stained) (illegible). To the place (stained) (illegible) goes the artillery (stained) (illegible) to the upper part of the deck (upper battery), and the guns on the lower deck (lower battery). The muzzles of the cannons come out of the ship through some gunports, and when the artillery goes inside, the gunports are closed until it is necessary to put the artillery out; This is what they call abocar. So that when the gunports are closed, it seems that the ship does not carry any artillery, and in being within range, it instantly raises the ports and brings out the guns, and it looks like a porcupine. The part in which the pieces are placed, in rows, is called mura, which are like the walls of houses.*

## B

**Baos** (*crosstrees and trestletrees*): son cuatro palos cruzados en las puntas de los árboles sobre los cuales se asientan las gavias. *Are four timbers crossed over the mast tops, above which the tops are set.*

**Babor** (*port side*): es el costado del navío sobre mano izquierda. *The side of the ship on the left hand.*

**Barras** (*capstan bars*): son unos palos largos que se atraviesan en los agujeros del cabrestante para voltearlo. *Large timbers that cross the holes of the capstan to move it.*

**Bertellos** (*parrels*): son unas bolas de madera ensartadas como cuentas y metidas en los árboles en las cuales están amarradas las vergas para que suban y bajen

mas fácilmente. *Wooden spheres mounted like beads on a rope that run along the mast and are used to tie the yards in a way that makes it easy to lower and hoist them.*

**Bombas** (*pumps*): son unas vigas gruesas y huecas por las cuales desaguan el navío. *Are large and hollow beams through which water is extracted from the ship.*

**Bigotas** (*deadeyes*): son unas bolas de madera chatas y redondas con unos agujeros por donde entran los cabos y los llaman acolladores. *Round timbers with holes through which cable run and tense the shrouds.*

**Barredera** o **Boneta** (*bonnet*): es un pedazo de lona que se añade a la vela que ande mas el navío. *A piece of canvas that is added to the foot of a sail to give the ship more speed.*

**Borriquete de proa** (*fore topsail*): es el velacho; así se llama la vela que va en el mastelero del trinquete. *It is a topsail; this is how the sail mounted over the bowsprit is called.*

**Brazas** (*Braces*) y **Bolinas** (*bowlines*): son unos cabos para poner las velas según el viento. *Cables to tune the sails to the wind.*

**Barón** o **Braguero del timón** (*rudder chains*): es un pedazo de calabrote, que los atraviesa por un agujero, y tiene las dos puntas amarradas en unas argollas pendientes de dos pernos muy gruesos, uno de cada lado para que, si se quebrasen los machos de hierro en que esta metido, o se saliere de ellos (que uno u otro sucede muchas veces con golpes de mar) no caiga el timón al agua, sino que se quede pendiente del Barón, o Braguero. *A piece of cable, which runs through a hole, and has both ends tied in hanging rings with two very thick bolts, one on each side of the rudder so that, if the gudgeons and pintles break, or if the rudder comes out of them (which happens many times with rough seas) the rudder does not drop into the water, but rather stands hanging from this cable.*

**Brandales** (*backstays*): son unos cabos con que se aseguran los masteleros. *Cables used to secure the masts.*

**Boliches** (*bowlines*): son lo mismo que bolinas. *Cables to tune the sails to the wind.*

**Burro de Mesana** (*brace*): son las amuras o cabos gruesos en que estriba la punta de la verga. *Cables to tune the sails to the wind.*

**Brioles** (*buntlines*): Son unos cabos con que se recogen las velas. *Line with which one pulls the sail towards the yard.*

## C

**Calar Mastelero** (to lower a yard): es bajarlos de suerte que quedan colgados en parejo del árbol. *To lower the yards in a way that makes them parallel to the mast.*

**Chapuces** (—): son unas tiras o piezas de madera largas y angostas con que se engruesan los árboles y cogen de arriba a abajo del árbol. Solo el mayor y el trinquete tienen esto porque han de ser gruesos y no puede haber biga tan gruesa como es menester. *Long and narrow strips or pieces of timber with which the masts are thickened, from the top to the bottom of the mast. Only the main and foremasts have*

*this reinforcement because they have to be thick and there cannot be a single timber as thick as necessary.*

**Cable** (*anchor cable*): es una maroma muy gruesa con que se da fondo al navío. *A strong cable to anchor the ship.*

**Calabrotes** (*smaller anchor cables*): son unas maromas como la mitad del grueso del cable que sirven de lo mismo que él. *Thinner, for instance, with half the thickness of the anchor cable that is also used to anchor.*

**Cajeta** (*sheet*): es un cabo ancho con que se aferra vela contra la verga; aferrar, es lo mismo que amarrar. *Cable with which the sail is tied to the yard.*

**Coronas** (*pendants*): son unos cabos puestos en circulo de los remates de los árboles y peñoles. *Cables laid in circle on the top of the masts.*

**Chafaldetes** (*clewlines*): son unos cabos para izar contra las vergas los puños de la gavia y velacho. *Cables used to lift the clews of the sails in the direction of the centre of the yard.*

**Cabrestante** (*capstan*): es un torno grueso para levar anclas y otras funciones. *Thick drum to raise anchors and other functions.*

**Cazar** (–): tirar la escota para marear las velas. *To tighten the sheets of a sail.*

**Cámara de popa** (*stern castle*): un cuarto grande a modo de sala según la capacidad del navío en la cual van comúnmente los pasajeros de mediano porte. *A large room like a living room where the passengers are lodged.*

**Camarote** (*cabin*): es un aposentillo en que va uno o mas, según el convenio con su puerta y llave; se hace o en la cámara o a los lados del alcázar que es aquella parte del navío que hay de la puerta de la cámara hasta el fin del pavimento de la toldilla. *A small room where one or more passengers are lodged, with door and key. It is made in the part of the deck abaft of the mainmast and forward of the stern castle.*

**Catre** (*bed*): es donde se duerme y son de dos maneras: unos fijos hechos de tablas y otros movibles de cordeles en cuatro palos y colgados de las esquinas. *Where one sleeps and are of two types: fixed, made with planks, or removable, made of ropes on four wooden sticks and hung from the corners.*

**Combés** (*deck*): es la cubierta superior del navío y coge desde el fin del alcázar hasta el castillo de proa. Aquí se hacen todas las faenas, porque es como el patio de las casas. *The upper deck, from the stern to the forecastle, the place where all tasks are carried on, like in the patios of houses.*

**Castillo de proa** (*forecastle*): es un tabladillo que esta delante del trinquete y coge de banda a banda en cima del cual va fijo el pie del bauprés. Ahí debajo sirve de despensa con su puerta (y llave para los trastes de el navío) en este castillo van muchos ranchos anchos de marineros, y de noche ay guardia. *A platform fore of the foremast and on top of which the foot of the bowsprit is anchored. The space underneath serves as pantry with its door, in this space lodge many sailors and there is a guard here in the night.*

**Cubiertas** (*decks*): son como los techos de las casas, y hacen divisiones de altas y bajas; y el combes viene a ser como la azotea por ser la ultima. *Like the roofs of the houses, and they make divisions in them, and the main deck is the terrace, being the last one.*

**Caña de timón** (*tiller*): es una viga grande que sale desde la cabeza del timón y atraviesa por la cámara baja que se llama limera, hasta que llega a ponerse igual con la bitácora y desde arriba baja el pinzote y la coge por la punta. *A timber that ties to the head of the rudder and crosses the lower chamber to the level of the binnacle, where it is tied to the whipstaff.*

**Corredor** (*veranda*): es como un grande balcón volado con su techo y todo lo demás abierto que sale por la popa fuera del navío; entrase a él por la cámara de popa. *Like a large balcony with a roof and all the rest open that protrudes from the stern and is accessed through the stern castle.*

## D

**Deloó** (*to reach*): es lo mismo que orza, esto es, poner la proa contra el viento para ganar barlovento. *The same as reaching, to put the bow to the wind.*

**Drisas** (*halliards*): son dos cabos o maromas muy gruesas con que se izan, o arrían, esto es, suben o bajan la verga mayor y el trinquete. *Cables used to hoist and lower the mainsail and foresail yards.*

## E

**Estribor** (*starboard*): es el costado del navío de mano derecha. *The side of the ship on the right hand.*

**Eslinga** (*sling*): es un cabo con que se ata lo que se ha de subir al navío con el aparejo y candeleta que es un motón o carrillo con un garfio grueso de hierro. *A cable with which one ties cargo to lift to a ship.*

**Escota** (*sheet*): es un cabo grueso con que tiran las velas hacia popa. *A cable that secures the clew of the sail in the direction of the stern.*

**Estaies** (*forestays*): son dos cabos gruesos con que se afianzan por la proa el árbol mayor y el trinquete. *Cables with which the masts are secured forward.*

**Entenas** (*spars*): son las vergas. *The yards.*

**Escandallo** (*sounding lead*): es una pesa de plomo para sondar. *A lead weight to sound the depth.*

**Esquife** (*skiff*): es la lancha o el bote. *The ship's boats.*

**Escobenes** (*hawse holes*): son dos portas o agujeros que tiene el navío en la proa por donde salen los cables cuando se da fondo. *The holes in the bow for the anchor cables.*

**F**

**Flamear** (*to rustle*): es cuando las velas baten contra los árboles. *When the sails hit the masts.*

**Filásticas** (*yarn*): son los cordelillos delgados que quedan cuando se destuercen los cables. *The thinner yarns that make the larger cables.*

**Farol** (*stern lantern*): es una linterna de vidrio que va sobre la toldilla en la cual las noches oscuras ponen luz todos los navíos por no encontrarse; la capitana la pone siempre para que la sigan. *A glass lantern placed on the stern castle and is lit in the dark nights; the capitana keeps this light on every night so that the other ships may follow.*

**Fogones** (*ovens*): son dos cajones grandes de madera con sus techos donde se hace lumbre para la comida y al ponerse el sol se apagan y no queda más lumbre que una cuerda encendida en el mismo fogón; y esto toda la noche un hombre de guardia. *Two large wooden boxes with their roofs where fire is made to cook, and where the fire is extinguished at sunset and kept just as a burning yarn, and always with a guard.*

**Faginas** (*chores*): son todas las obras en que se ocupa el común. *The shores that the common people do.*

**G**

**Gancho** (*hook*): es un garfio conque se ayuda a tirar las velas para amurarlas cuándo ay mucho viento. *A hook used to gather the sails when they are furled due to strong wind.*

**Guindar** (*to hoist*): es levantar cabos de abajo a arriba. *To raise cables from below upwards.*

**Guindaleza** (–): es un cabo grueso y largo que traen los navíos por lo que se ofreciere. *A thick and long cable kept for when it is necessary.*

**Guindastes** (*cranes*): Son unas vigas gruesas que tienen en las cabezas unos huecos con sus roldanas por donde entran las trizas para subir y bajar las vergas. *Thick beams with holes on the upper extremity, with sheave blocks are inserted to hoist and lower the yards.*

**Garrar** (*drag*): es cuando echan la ancla y no tiene en el fondo con que hacer fuerza para detener el navío, y lo van arrastrando. *When an anchor does not grab the bottom and is dragged by the ship.*

**Gindalete** (*pump handle*): es un palo largo con que se le da a la bomba. *It is the handle used to operate the pump.*

**Guardin** (–): es un motón o carillo por el cual ensartan un cabo grueso para sujetar el pinzote cuando ay mucho mar. *A block through which a rope is passed to fasten the whipstaff with bad weather.*

**Grajau** (*rowle*): es un palo pequeño y grueso con un agujero donde esta metido el pinzote. *A timber short and thick with a hole through which the whipstaff passes.*

**Gavias** (*tops*): son unas ruedas grandes de madera en los remates de los árboles. *The large circular wooden platforms on the top of the masts.*

**Guarda timones** (*stern chasers*): Son dos cañones de artillería que están a los lados del timón. *Two guns placed on both sides of the rudder.*

**Galafatear** (*to caulk*): es meter estoperoles que son unos macillos de estopa en las costuras del navío, esto es, en las junturas de las tablas con unos escoplillos de hierro a fuerza de golpes y después le echan alquitrán y pez, que llaman carenar. *To put caulking in the seams between the hull planking with special chisels and after that to pour bitumen on the seams.*

**Guarnir** (*to serve*): es envolver los cabos con alguna cosa para que unos con otros no se ruyan o rosen. *To wrap the cables with materials that protect them.*

## Y

**Ybornales** (*scuppers*): son unos agujeros a modo de cañas que hay en el combes por donde limpian el navío. *The holes in the decks through which the ship is clean (emptied).*

**Yzar** (*hoist*): es levantar. *To raise.*

## J

**Jaretas** (*grates*): son unas gruesas celosías que están en la boca de escotilla, y escovillones para que pueda entrar luz debajo de cubierta y no caiga la gente que anda por el combes. *The thick grids placed on the hatches and trap doors, so that light may pass to the lower decks.*

**Juanetes** (*topgallants*): son unos masteleros pequeños con sus vergas y velas que ponen sobre los masteleros principales los navíos zorreros que andan poco. *The small masts with its yards that are added to the rigging of slow ships.*

**Jardines** (–): Son unos corredores cerrados con sus ventanillas metidos en la misma popa. *The closed corridos with windows that are located in the stern.*

## L

**Lantia** (*binnacle light*): es una lámpara fija que esta en la bitácora para que el timonero vea de noche la aguja. *A fixed light placed in the binnacle to allow the tillerman to see the compass.*

**Lampaso** (*mop*): es un fregador de filásticas atadas en un palo para lavar el navío. *A bundle of yarns tied together to mop the ship.*

**Levar** (*to hoist*): es lo mismo que subir, jalar, estirar. *The same as to hoist, to pull, to stretch.*

**Liebres** (*parrel ribs*): son unos palillos largos que están ensartados entre los vertellos para izar o arriar con facilidad las vergas. *The wooden planks inserted between the parrels to ease the hoist of the yards.*

## M

**Masteleros** (*top masts*): son unos palos largos puestos sobre los árboles con velas y vergas y toma cada uno la denominación según el árbol en que va. *Verbi gratia* el mastelero que va sobre el árbol mayor se llama: mastelero mayor, etcétera. *Masts placed on top of the main masts with yards and sails, and which take the name of the mast on top of which they are fixed.*

**Manga del navío** (*beam*): es la altura que tiene por los costados desde la primera cubierta baja hasta la borda. *The height from the lowest deck to the caprail.*

**Mesas de guarnición** (*chainwales*): son unos tablones que tiene el navío en los costados, con unos pernos y cadenas muy fuertes de las cuales están pendientes con unos gruesos cabos las vigotas para los obenques de los tres árboles principales, mayor, mesana y trinquete: de suerte que cada árbol de estos tiene una mesa de guarnición por banda conque por todas son seis. *Thick planks placed on the sides of a ship with irons and chains to which the lower deadeyes are fixed, on the three more important masts: fore, main, and mizzen, so that there are six chainwales.*

**Motones** (*blocks*): son unos carrillos redondos y embreados. *Round blocks protected with bitumen.*

**Meollares** (*robbands*): son unas trenzas hechas de filásticas para amarrar las velas contra las vergas y para otras funciones. *The braids made of yarn made to fasten the sails to the yards and other functions.*

**Mortero** (—): es un instrumento de la guarnición de la bomba mura del navío. Es lo mismo que manga. *A component of a ship's pump. Same as sleeve.*

## O

**Oratorio** (*altar*): es la capilla donde se dice Misa y va todo recaudo para administrar los sacramentos algunos navíos la tienen fuera de la cámara de popa debajo del alcázar. Otros la tienen embebida en la misma cámara, de manera que desde adentro se puede oír Misa; y otros no la tienen, sino que en una mesa encima de la toldilla hacen altar cuando se ha de celebrar. *The chapel where mass is said and where all precautions are taken to administer the sacraments, some ships have it outside the stern castle, under the quarterdeck. Others have it embedded in the same chamber,*



*so that mass can be heard from inside, and others do not have it, but make an altar on a table on top of the awning when it is to be celebrated.*

**Obenques** (*shrouds*): son unos cabos gruesos que aseguran los árboles por las bandas del navío y salen desde las mesas de guarnición hasta la gavia; sirven también de escala para subir y bajar a las faenas porque atraviesan con unos cabos más delgados que se llaman: flechastres, de suerte que están formados unos seguros escalones. Los masteleros tienen lo mismo y sus obenques salen desde la misma gavia hasta el tope por los cuales suben los gavieros a registrar el mar o a divisar tierra. *Thick cables that secure the masts to the sides of the ship and come out from the chainwales up to the tops of the masts; they also serve as a ladder to go up and down to execute work aloft, and they have thinner ropes that are called: ratlines, in such a way that they form safe steps. The topmasts have the same and their shrouds go from the tops of the lower masts to the topmast tops, by which the sailors go up to search the sea or to look out for land.*

**Orinques** (*buoy rope*): son unos cabos en que se atan las boyas que son unos trocillos de madera y la otra punta del orinque se amarra en el ancla. Con esto, cuando se da fondo como la boya esta sobre el agua pendiente del orinque se conoce el lugar donde esta la ancla. *Cables tied to the anchors and to a buoy, which is made of small pieces of wood and, when the buoy is on the water it shows the place where the anchor is.*

**Orza** (*to reach*): es lo mismo que de loó. *The same as de loó.*

**Ollaos** (*cringles*): son unos agujeros que se hacen en forma circular a las velas. *Are circular holes on the edges of the sails.*

## P

**Popa** (*stern*): es la espalda del navío. *Is the rear of the ship.*

**Proa** (*bow*): es la cara o punta. *Is the fase or front.*

**Pairar** (*to hover*): es cuando las velas están sueltas sin afirmarlas con las escotas, o amurar. También se llama trincar. *When the sails are flapping free.*

**Papahigos** (*main sail*): son la vela mayor y el trinquete. *The largest sail on the main and foremasts.*

**Pinzote** (*whipstaff*): es un palo largo cuya punta inferior se mete por el grajau y pasa a unirse con la caña del timón, y con este pinzote se gobierna. *A pole whose inferior end passes through the rowle and is fastened to the tiller, and with this whipstaff the ship is governed.*

**Portas** (*gunports*): son unas ventanillas con sus puertas por donde se avoca la artillería. *Are windows with their ports through which the artillery is deployed.*

**Poleas** (*fiddle block*): son dos motones unidos uno sobre otro. *Are two blocks united one over the other.*

**Patesca** (*single block*): es un motón para determinada faena. *Is a block for a determined task.*

**Penoles** (*yardarms*): Son las puntas de las vergas. *Are the tips of the yards.*

**Popeses** (*mizzen stays*): Son dos cabos para afianzar los árboles. *Are the cables to secure the mizzen masts.*

## Q

**Quilla** (*keel*): lo mas bajo del navío. *Is the lowest part of a ship.*

**Quadra** (*stern panel*): la testera de popa. *Is the stern panel.*

## R

**Relinga** (*bolt rope*): que también se llama testa, es como un muy grueso ribete que hacen a las velas por todas las orillas con filásticas para que no se rompan. *Also called testa, is like a very thick border that is made on all the edges of the sails with ropes, to prevent them from breaking.*

**Roldanas** (*sheaves*): Son las ruedas o carrillos de los motones. *Are the wheels of the blocks.*

**Remos** (*oars*): unos palos largos con que bogan en las galeras, lanchas y esquifes. *Long poles with which galleys, boats, and skiffs are driven.*

**Remolque** (*tow*): es cuando no ay viento para que puedan los navíos entrar o salir de los puertos, les amarran en la proa, unos cabos gruesos, y largos los cuales llevan amarrados en las lanchas, y a fuerza de remos los van tirando. Ay también otro modo de hacer esto, y es, que atan en un cable muy largo, una ancla, y la otra punta queda el navío; llevan luego la ancla con la lancha, hasta donde alcanza el cable, y la echan al mar después van tirando del cable con el cabrestante, hasta que llega el navío a la ancla: levan la otra vez, y vuelven a hacer la misma diligencia. Esto se llama espíar. En los ríos navegables es amarrar la embarcación con un cabo largo y desde la orilla de tierra la van tirando; esto se llama sisgar. *When there is no wind so that the ships can enter or leave the ports, they tie thick and long ropes to the bow, which they carry tied to boats, and by force of oars they pull them along. There is also another way of doing this, and it is that they tie an anchor to a very long cable, and the other end remains on the ship; they then take the anchor with the boat, as far as the cable reaches, and throw it into the sea, then they pull the cable with the capstan, until the ship reaches the anchor: they raise it again and do the same thing again. This is called espíar. In navigable rivers it is used to pull the ship from the margins with a long cable; this is called sisgar.*

**Rebenquez** (*cable to whip*): Son unos pedazos de cabo bien embreados con que hacen penitencia los grumetes y pajes que no cumplen con su ministerio. *Are pieces of pitched cable with which the cabin boys and pages who do not fulfil their work are punished.*

**Rasqueta** (—): es un hierro, por la una parte con su puño para cogerlo y por la otra ancho y torcido conque raspan la brea y escoria del combes y camarotes. *An*

*iron, on the one hand with a fist to pick it up and on the other hand wide and twisted, with which they scrape the tar and slag from the decks and cabins.*

**Rancho** (–): es una compañía de 7 o más hombres, que da cada uno tanto y de esto meten la comida, etcétera. El capitán del rancho tiene las llaves y de ellos mismos cada día se van siguiendo por cocineros. A cada rancho les dan una tina de agua para cierto tiempo. De cada jerarquía llevan ranchos distintos sin mezclarse marineros, oficial, y grumetes aunque tal vez dispensan en esto. *A company of seven or more men, who contribute each one with some amount and from this they make the food, etcetera. The captain of the ranch has the keys and from amongst them each day a cook is chosen. To each ranch they give a tub of water for a certain time. Each hierarchy has different ranchos without mixing sailors, officers, and cabin boys, although sometime they may dispense with this rule.*

## S

**Sondar** (*to sound*): es reconocer las brazas de agua que hay desde la quilla al fondo. *It is to count the brazas of depth below the keel.*

**Sondaleza** (*lead*): es el cordel con que se ata el escandallo. *Is the line tied to the sound.*

## T

**Talla** (–): es lo mismo que guardín, para gobernar el timón con fuerza de mar. *The same as guardim, to control the rudder in harsh seas.*

**Timón** (*rudder*): es una o dos vigas gruesas con sus pernos y goznes fortísimos para que vuelva de un lado a otro con el cuál se gobierna el navío mejor que un caballo con el freno. Va debajo de la cámara de popa en la testera del navío. *One or two thick timbers fastened with bolts and very strong hinges, so that it turns from one side to the other, with which the ship is steered better than a horse with the iron. It goes under the stern chamber at the stern of the ship.*

**Tamboretas** (–): Son unos palos fuertes en las puntas de los árboles con unos agujeros en que se ponen los masteleros. *Are strong timbers placed on the tops of the masts with hole to receive the top masts.*

**Tomar por avante** (–): es cuando el viento le da al navío por la proa y echa las velas sobre los árboles. *When the wind runs from the direction of the bow and pushes the sails against the masts.*

**Toldilla** (*stern castle*): es una cámara pequeña que esta en lo más alto del navío sobre la cámara de popa. *Is a small chamber that is on the highest level of the stern castle.*

**Tajamar** (*cutwater*): es un filo grande de madera que va en la proa y coge desde bajo del bauprés hasta la quilla, el cuál sirve de cortar el agua para que el navío

pueda andar. *A large wooden blade that goes on the bow and runs from under the bowsprit to the keel and serves to cut the water so that the ship can move.*

## V

**Vandera de cuadra** (*flag*): es la que se pone en la popa con las insignias reales para entrar y salir en el puerto en los días festivos, y cuando se mira tierra la primera vez. También se pone cuando se toma en el mar algún navío, y él la pide con un tiro de artillería. Si el navío es capitana lleva esta bandera siempre para que la conozcan en el tope del árbol mayor que es la punta del mastelero. Si es Almiranta, lleva la bandera en el tope del trinquete. Banderas de los topes son muy pequeñas, y las llevan todos los navíos en los remates, o puntas de los masteleros, estas banderillas se llaman grimpolas. Usan también de unas banderas muy largas y angostas de diferentes colores que llaman gallardetes, y ponen estas en los topes, peñoles y jarcia, y llaman empavezar. *A flag that is hoisted on the stern with the royal insignia to enter and leave the port on holidays, and when you look at land the first time. It is also hoisted when a ship is taken at sea, and he asks for identification with an artillery shot. If the ship is a capitana, it always carries this flag to be known at the top of the mainmast, which is the topmast. If it is an almiranta, it carries the flag at the top of the foremast. The flags of the tops are very small, and all the ships carry them there, or on flagpoles, these flags are called grimpolas. They also use very long and narrow flags of different colours that are called pennants, and they put these on the masts, yards, and rigging, and they call them empavezar.*

**Veque** (–): es la secreta de los navíos, y si es la embarcación grande lleva dos; uno en la proa donde lo llevan todos y otro en la cámara de popa para la gente grave.

**Virar** (*tack*): es volver el navío y dar vuelta encontrada. *To turn the ship.*

**Vitácora** (*binnacle*): es el lugar donde va la aguja. *The place where the compass is lodged.*

**Velas** (*sails*): son unos paños muy grandes de lona y tienen diferentes formas. La vela latina es larga y angosta y remata en punta. La redonda, es cuadrada. Ay otras velas que se llaman aletas. *Large canvas cloths with different shapes. The lateen sail is long and narrow and ends in a point. The round sail is square. There are other sails that are called aletas.*

**Vela mayor** (*mainsail*): la que va en el árbol mayor. *The one that goes on the mainmast.*

**Vela de gavia** (*topsail*): la que va en el mastelero mayor. *The one that goes on the main topsail mast.*

**Vela de mesana** (*mizzen sail*): la que va en el árbol llamado mesana. Es una vela triangular y lleva diversa postura. *The one that goes in the mast called mizzen. It is a triangular sail and is set differently from the others.*

**Vela sobre mesana** (*mizzen topsail*): la que va en el mastelero de la pasada. *The one that goes on the mizzen topmast.*

**Vela trinque** (*main foresail*): la que va en el árbol de este nombre. *The one that goes on the foremast.*

**Velacho** (*topgallant*): la que va en el mastelero del trinquete. *The one that goes on the fore topsail mast.*

**Vela cebadera** (*spritsail*): la que va en el bauprés. *The one that goes on the bowsprit.*

**Vela sobre cebadera** (*sprit topsail*): la que va en el mastelero del bauprés. *The one that goes on the bowsprit topmast.*

**Vela encapillada** (*full sail*): es cuando el viento las hecha sobre las vergas. *When the wind fills the sails on the yards.*

**Vergas** (*yards*): son unas vigas redondas muy gruesas que van atravesadas en los árboles y en ellas van puestas las velas. *Thick round poles that are hang on the masts and that carry the sails.*

**Verga de gaza** (*mizzen topsail boom*): es la que va en el árbol de mesana para cazar los puños de la sobre mesana, y ella por si no tiene vela. También se llama: verga seca. *The one that goes on the mizzen mast to fast for the mizzen topsail and that stands by itself if there is no sail. It is also called verga seca.*

**Vstagas** (*halyards*): Son los cabos con que se izan y arrían las vergas. *Are the cables used to hoist and lower the yards.*

## X

**Ximelgas** (–): son unas lisias vigas gruesas de madera para engruesar el árbol mayor y el trinquete, y solo se diferencian de los chapuzes en que estos son de una pieza de punta a punta del árbol y las jimelgas son añadidas unas a otras. *Thick wooden beams used to reinforce the main and foremast and that only differ from the chapuzes in that these are made of one piece from one end of the mast to the other, and the jimelgas are added to each other.*

## Z

**Zalomar** (–): es un tonillo que hacen los marineros cuando están en faena. *A tone that sailors sing when they are working.*

**Zarpar** (*to set sail*): es levar las anclas. *To raise anchors.*

**Zabordar** (*to run aground*): es encallar o dar con la popa entre tierra. *To ground the vessel from the Stern.*

**Ziar** (–): es remar a la contra para traer atrás la lancha retirándola sin virar. *To row abaft to bring the boat back without turning.*

## Trades and Officers of the Ship

**Capitán** (*captain*): es el dueño del navío por cuya cuenta corre recibir los oficiales y pasajeros y meter todo lo necesario para el viaje. *Is the owner of the vessel at whose responsibility it is to receive the officers and passengers and to bring in everything necessary for the voyage.*

**Capellán** (*chaplain*): el que dice misa todos los días que no hay contratiempo; previene en el puerto bastantes hostias, vino y cera; cuida de los ornamentos y capilla; administra los Santos Sacramentos; tiene obligación de asistir al rosario todos los días; de hacer pláticas espirituales; y sino supiere de rogar que las haga a otro sacerdote (si fuere en el navío) reformar juramentos, blasfemias, maldiciones, etcétera; cuidar de la comida y asistencia de los enfermos, y ser padre de todos. *He who says mass every day if there is no mishap; provisions enough hosts, wine, and wax at the port; takes care of the ornaments and chapel; administers the Holy Sacraments; has the obligation to attend the rosary every day; to give spiritual talks; and if he does not know how to, to ask another priest to do them (if he is on the ship) to reform oaths, blasphemies, curses, etc.; to take care of the food and assistance of the sick, and to be father of all.*

**Piloto** (*pilot*): gobierna el navío; da ordenes al contra maestre, observa los astros; previene el tiempo; vela de día, y de noche en la aguja y no debe fiarse de su ayudante, si sabe que no es experto. *He steers the ship; he gives orders to the boatswain; he watches the stars; he foresees the weather; he watches the compass by day and by night and should not trust his assistant, if he knows that he is not an expert.*

**Maestre** (*master*): es el que conchava la carga que ha de llevar el navío; que la entrega al contra maestre; en llegando a el maestre quien la entrega a sus dueños. *The one that adjusts the cargo that the ship will take; that delivers the orders to the boatswain; upon arrival he is the one who delivers the cargo to its owners.*

**Contra maestre** (*boatswain*): es el todo de un navío; el lo carga para que navegue bien; tiene las llaves de las bodegas; manda a toda la gente; lo que el piloto dispone, el contra maestre lo ordena; usa de un pito para todas las faenas; tiene facultad de castigar, y trae el rebenque. Todos cuantos van en el navío hasta el capitán mismo y los pasajeros le llaman nuestro amo: y por su mano se da la comida y bebida. *The master of a ship; he will load it so that it sails well; he has the keys to the holds; he commands all the people; what the pilot decides, the boatswain orders; he uses a whistle for all the tasks; he has the power to punish, and he carries the whip. All who are on the ship, even the captain himself and the passengers, call him our master; and by his hand is given the food and drink.*

**Guardián** (*boatswain's mate*): es como segunda persona o vicario de el contra maestre cuida de la limpieza del navío, y asiste el primero a todas las faenas. *Is like a deputy or vicar of the boatswain, he takes care of the cleanliness of the ship, and assists the boatswain to all the chores.*

**Condestable** (*constable*): gobierna la artillería y manda en el rancho de Santa Bárbara donde van los pertrechos de pólvora, balas, cartuchos, bosagos, y

municiones; cuida de que los artilleros limpien los cañones y carguen las piezas. *Governs the artillery and commands the Santa Barbara hold where the gunpowder, bullets, cartridges, bosagos, and ammunition are stored; he sees to it that the gunners clean the cannons and load the pieces.*

**Mayordomo** (*Stewart*): da de comer, y trae las llaves de la limera (que es la cámara baja) donde lleva el capitán su rancho, dispone lo que le guisa en la cocina del capitán. *Provides food, and brings the keys to the limera (which is the lower chamber) where the captain keeps his food and arranges what he cooks for the captain in the captain's galley.*

**Repostero** (–): cuida de poner las mesas y el aseo de la ropa; da de beber, y reparte el agua. *Takes care of setting the tables and the cleanliness of the clothes, gives drink, and distributes the water.*

**Despensero** (*purser*): es el que da las raciones de menestras, que son legumbres, y pescado, biscocho y agua a la gente del mar, con orden y asistencia del contra maestre. *Is the one who gives the rations of vegetables, fish, biscuits, and water to the seafarers, with the order and assistance of the boatswain.*

**Cirujano y Barbero** (*surgeon and barber*): cuidan de untar, y asistir a los enfermos. *They take care of anointing and assisting the sick.*

**Marinero** (*seaman*): hace su cuarto de timón, y centinela de proa, y asiste a todas las faenas. *Makes his quarter at the helm, and sentry at the bow, and attends to all the tasks.*

**Grumete** (*ship's boy*): cuida al timonel, le da su cuarto a la bomba; limpia el navío y de todas maneras asiste a todas las faenas; en estando en el puerto anda con el remo en la lancha. *Assists the helmsman, makes his shift at the pump; he cleans the ship and, in any case, attends all the chores; when in port he rows the boat.*

**Pajes del Navío** (*pages*): lo barren, rezan las oraciones, pregonan las centinelas, llaman los cuartos del timón y sirven a la mesa. De estos pajes, uno es capitán de basura, otros de carneros, y otro de gallinas. *Sweep the ship, say the prayers, sail the centinelas, call the rudder's shifts, and serve at the table. Of these pages, one is captain of garbage, others of the rams, and another of the chickens.*

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