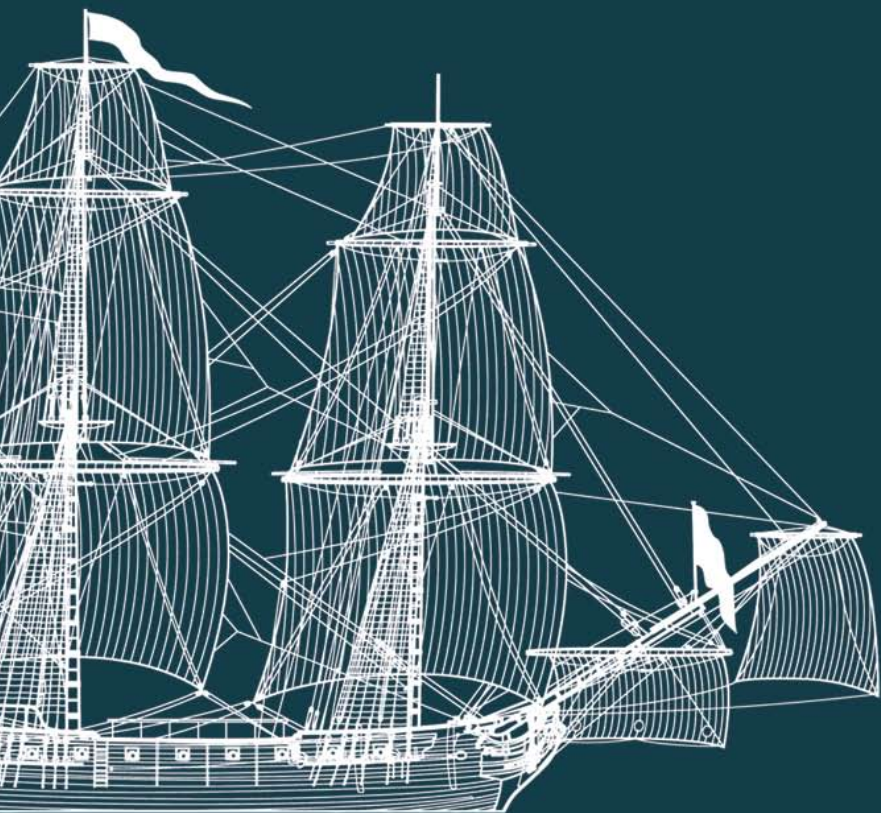


TWEEN SEA & SHORE SERIES
ADDENDUM



A handy reference
for reading the series

D. E. STOCKMAN

MAIN CHARACTERS

Unless noted as fictional, the main characters mentioned in the series were drawn from historical sources. Fictional license was taken for character development, dialog, continuity, and dramatic effect.

Baron de Courseuil [bar-ohn • deh' • koor-seh'-yeh] French rum maker in the West Indies

Bompar, Maxim [bahm-pahr' • mahk-zeem'], admiral, French naval officer in the West Indies fleet (1759)

Burston, British ship lieutenant on the *Lark* (FICTIONAL)

Caffieri [kah-fehr-yee'], French master sculptor at the Brest shipyard and designer of ship decorations

Cheap, British captain of the *Lark*

Chevalier de Rosmadec, René [sheh'-vah-lyeh' • deh • rows-mah-dek' • ruh-nay], knighthood title of René de Saint-Alouarn

Clairin Deslaurier [klay'-ron • deh' - low-ree-ay], French ship designer

d'Aché [dah'-shee], Madame, French noble woman (FICTIONAL)

de Bouville [deh • boo-veel'], French captain and admiral

de Brucs, Marie [deh • brewk' • mah-ree'] friend of Guy de Kersaint (FICTIONAL)

de Conflans, Marquis [deh • kohn-flons' • mahr'-kee], French naval officer, governor of Saint-Domingue, and admiral at the Battle of Quiberon Bay

de Kersaint, Guy [deh • kehr-sahn' • ghee'], French captain

de Kersaint, Jacques [deh • kehr-sahn' • zhak'], father of Guy de Kersaint

de Kersaint, Joseph [deh • kehr-sahn' • zhoh-sef'], brother of Guy de Kersaint

de l'Ecluse, Jeanne [deh • leh'-kloos • zhahn'], wife of Guy de Kersaint

de Saint-Alouarn, François Marie Aleno [deh • san' • tah-lew-arn' • fran-swah' • mah-ree' • ahl'-ehno], French naval captain

Tween Sea & Shore Series Addendum
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de Saint-Alouarn, Louis François [deh • san' • tah-lew-arn' • lew-ee' • fran-swah'], son of François

de Saint-Alouarn, Marie [deh • san' • tah-lew-arn' • mah-ree'], wife of François

de Saint-Alouarn, René Louis Aleno [deh • san' • tah-lew-arn' • ruh-nay' • lew-ee' • ahl'-ehno], French naval captain, brother of François

de Santec, [deh • sahn-tehk'], French officer, friend of Guy de Kersaint (FICTIONAL)

Drouallen, Marie [drwehl'-lehn • mah-ree'], wife of Louis

Du Guay [dew-gay'], French commandant of the navy in Brest

Elliott, Anne, wife of Washington Shirley, daughter of John Elliott, Esquire

Façonneur, André [fah'-seh-nehr • ahn'-dree], ship pilot in Brest, brother of Yvette (FICTIONAL)

Façonneur, Anton [fah'-seh-nehr • ahn'-tohn], carpenter in Brest, father of Yvette (FICTIONAL)

Façonneur, Gaëlle [fah-seh-nyehr' • gah-el'], wife of André (FICTIONAL)

Façonneur, Louise [fah'-seh-nehr • lew-eez'], wife of Anton, mother of Yvette (FICTIONAL)

Façonneur, Yvette [fah'-seh-nehr • ee-veht'], daughter of Anton and Louise, sister to André (FICTIONAL)

George, I, King of Great Britain (1714–1727), born 1660

George, II, King of Great Britain (1727–1760), born 1683

George, III, King of Great Britain (1760–1820), born 1738

Goubert [goo-bayr'], Madame, unmarried Bretton in London, friend of Yvette (FICTIONAL)

Hashi Humma, Choctaw elder in Louisiana, friend of Guy de Kersaint (FICTIONAL)

Hastings, Selina, Lady (nee Shirley) wife of the Earl of Huntingdon

Louis XIV [lew-ee'], King of France (1643–1715), born 1638

Louis XV [lew-ee'], King of France (1715–1774), born 1710

LaBrouche, Pierre [lah • broh-ush' • pee-ehr'], police inspector in Brest (FICTIONAL)

Mackenzie, George, British naval officer

Maitland, Frederick Lewis, British naval officer

Maurepas [moh'-reh-pah], French Secretary of State of the Navy

Meredith, Mary, Countess, wife to Laurence Shirley, granddaughter of Sir William Meredith

Moore, John, commodore of the British fleet in the West Indies (1759)

Pitt, William, The Elder, British statesman (1746–1768), born 1708

Pocock, George, commodore of the British fleet at Havana (1762)

Robinson, Abraham, British shipwright (FICTIONAL)

Robinson, Michelle, adopted daughter of Abraham and Yvette (FICTIONAL)

Robinson, Yvette (nee: Façonneur), daughter of Anton and Louise, sister to André, wife of Abraham (FICTIONAL)

Shelly, British naval officer under Captain Mackenzie (FICTIONAL)

Shirley, Anne (nee: Elliott), daughter of John Elliott, Esquire, wife of Washington

Shirley, Laurence, 4th Earl Ferrers

Shirley, Mary (nee: Meredith), granddaughter of Sir William Meredith, Countess, former wife of Laurence, 4th Earl Ferrers

Shirley, Washington, British naval officer

Smelt, British captain of the *Viper* and *Renown*

Warren, British commander of blockade fleet at Louisbourg

Watson, Thomas, British captain of *Northumberland*

Wickham, British commander of the *Lark*

Willocks, English bookseller in London, survived the Cornhill Fire.

Young Pretender, Bonnie Prince Charles Stuart, Jacobite Rebellion leader (1755–1756)

GLOSSARY OF TERMS & FRENCH PRONUNCIATION GUIDE

This list of terms may have other definitions. The definitions here are as used in the texts of the *Tween Sea & Shore Series* books.

abaft:	Behind
above-water:	The part of a hull that is not in the water
adze:	A long handled axe-like tool with a single blade at a perpendicular to the handle for dressing wood
a-hull:	Becalmed with no wind in the sails
<i>Aix-la-Chapelle:</i>	[iks'-lah-sha-pel'] A former Imperial Free City in the Germanic States (now Aachen, Germany).
aloft:	In the ship's rigging; overhead
astern:	Toward the rear of a ship
armed <i>en flute</i> :	[ahn'-floo] When a ship contains fewer cannons than designed in order to accommodate extra cargo or excess passengers
bar shot:	Dismantling ammunition for a cannon consisting of two cannonballs connected by an iron bar
basket-hilt battery:	A fortified cannon emplacement
beam:	The widest measurement of a ship or the side of a ship; the perpendicular midpoint of a ship's length
beat-back:	To sail against the wind
beat to quarters:	To beat the drum as a signal to prepare for battle
belay:	To tie down; an order to stop an action
belted plaid:	A Scottish kilt
<i>Bertheaume Bay:</i>	[behr'-thewm] A northern bay outside the Road of Brest
bitts:	Posts on the bow for fastening lines and cables
bivouack:	To set up a tent camp
boatswain:	[boh' • suhn] A ship officer in charge of the deck crew, rigging, blocks, cables, anchors, and chains
bow:	The front of the ship

bowsprit:	Spar projecting from the bow
broad pennant:	A pennant designating the admiral's command ship
broadside:	To fire all the cannons on one side of a ship; <i>also</i> newspaper
by the board:	To go over the side of the ship; <i>also</i> overboard
bulwark:	The part of a ship's side above the upper deck level
<i>Camaret Bay:</i>	[kah'-mehr-reh] A southern bay outside the Road of Brest
canister shot:	An anti-personnel ammunition for cannons consisting of a canister filled with small iron balls
capercaillie:	A large, turkey-like Scottish game bird
capstan:	An upright revolving wood cylinder used to haul cable to hoist anchors and things
careen:	To clean off underwater growths from a ship's hull bottom
cathead:	Overhanging beam at a ship's bow, to support a raised anchor
Cayenne:	Capital of and former name for French Guyana
<i>c'est incroyable:</i>	[say • ahn-kroy-ahb'] It's incredible; <i>Fr.</i>
chain shot:	Dismantling ammunition for cannons consisting of two cannonballs attached by a chain or linked bar used against rigging and sails
chase gun:	A cannon located in the bow or stern of a ship for attacking ships ahead or behind
<i>château:</i>	[shah-toh'] A fortress, castle, or stately building such as a manor; <i>Fr.</i>
<i>chevalier:</i>	[sheh-vahl-yay'] A French term for knight; <i>Fr.</i>
chivaree:	[she-vah-ree'] A surprise celebration of friends or neighbors on a couple's wedding night or day
claymore sword:	Scottish-designed basket-hilt sword to protect the hand, similar to a <i>schivavona</i>
clout:	A baby's cloth diaper
coaming:	A raised border or edging around a hatch to keep water out
cocking cart:	A small two-wheeled carriage pulled by one to three horses usually with one seat for two to three people

colors:	Flags, ensigns	forestay:	A line or cable from the bow supporting the foremast
<i>Conte d'Herouville</i> :	[kahnt´ • dehroo • veel´], French warship; <i>Fr.</i>	Fort <i>Beausejour</i> :	[boh´-zeh-zhyoor] A small French fortification along the Missaguash River in northern Acadia; <i>Fr.</i>
corvette:	A warship smaller than a frigate with one deck of guns	Fort <i>Duquesne</i> :	[dew-kayn´] A French fort near present-day Pittsburgh in the Ohio River Valley; <i>Fr.</i>
course:	The lowest sail on a mast	Fort <i>Gaspereau</i> :	[geh´-speh-row] A small French fortification east of Fort Beausejour in northern Acadia; <i>Fr.</i>
crank:	When a ship tends to roll easily	founder:	To fill with water and sink
<i>Croix de Saint Louis</i> :	[kwah • duh • sehn • lewee´] A French military order composed of three rankings: <i>Grand-Croix</i> (Grand Cross), <i>Commandeur</i> (Commander), and <i>Chevalier</i> (Knight); <i>Fr.</i>	frame:	The “rib” of a ship holding the hull planks
crosstree:	The horizontal timbers at the top of a mast to support the top, higher mast, lines, and shrouds	freeboard:	The sides of a vessel above the waterline; <i>also</i> height above a ship’s waterline
<i>Crozon Peninsula</i> :	[krow´-zohn] The southern peninsula between the Road of Brest and the Atlantic; <i>Fr.</i>	frigate:	A smaller warship built with one full gun deck
cutter:	A small single-masted, square-rigged ship with a spanker sail	full and by:	To sail windward, similar to tacking
<i>denier</i> :	[deh´-nyee] A French coin approximately $\frac{1}{240}$ the value of a livre; <i>Fr.</i>	<i>Garde de la Marine</i> :	[gahrd•duh•lah•mar-in´] A French term for a naval academy cadet in the French navy open only to sons of nobility; <i>Fr.</i>
draft:	The water depth needed to float a vessel	gig:	A small ship’s boat, usually reserved for use by the ship’s captain
<i>Duc D'Aquitaine</i> :	[dewk´ • dah´-kew-tahn] A English captured warship; <i>Fr.</i>	go to hull:	To furl the sails and bring the ship to a standstill
<i>écu</i> :	[eh´-kyew] A French silver coin worth 6 livres; <i>Fr.</i>	<i>Goulet</i> :	[goo- lay´] The channel between the Atlantic ocean and Road of Brest; <i>Fr.</i>
<i>en flute</i> :	[ohn-flyewt´] A nautical term meaning armed with a reduced number of cannons; <i>Fr.</i>	grapeshot:	Packaged small iron balls for cannons to shoot
<i>enseigne de vaisseau</i> :	[ahn-sayn´ • deh • vay-soh´], lieutenant; <i>Fr.</i>	<i>Guirlande</i> :	[gehí-lahnd´] French warship; <i>Fr.</i>
ensign:	The main flag on a ship indicating nationality	gundeck:	The deck that contains the most cannons or the highest deck that is completely covered by an above deck
fieldpiece:	Portable cannon mounted on large wheels	gunwale:	The upper edge of the hull above the deck
fish:	A temporary repair using long staves lashed in place.	hardtack:	A dried, hard wheat flour biscuit
flukes:	Large, triangular, flat iron plates on the bottom of an anchor	haul to:	To steer toward; to turn the ship toward something
footings:	A wedge-shaped wood supporting the mast base on a deck	<i>haut monde</i> :	[oh • mond´] A term meaning <i>high society</i> ; <i>Fr.</i>
fore:	Toward or at the front	hawsehole:	The hole in the bow of a ship through which the anchor cable or hawser passes
fore-and-aft ship:	A ship with sails running lengthwise to the hull	hawser:	A thick cable holding the anchor; to moor a ship to a dock
forecastle:	[fohk´-sahl] The raised fore-deck at the bow of a ship.	heading:	The direction a ship is pointing
foremast:	The mast nearest the bow of a ship on a ship having numerous masts	heel:	To roll sideways; <i>also</i> to keel
		helm:	The ship’s steering mechanism; ship’s wheel

helmsman:	The person steering the ship
hogged:	When the ends of a ship are warped lower than its middle
hulk:	A demasted ship used as a prison ship, storage ship, or abandoned
hull down:	A nautical term meaning only sails and masts are visible
<i>Île d'Aix:</i>	[eel • dehks ´] small island near Rochfort, France; <i>Fr.</i>
Jacobites:	The restoration of the Stuart line supporters, Scottish rebels
Janissaries:	The sultan's elite personal household guards.
jib:	A triangular staysail on the bowsprit or mainmast running fore to aft; any triangular sail set before the foremast to the bowsprit or the bow
jibboom:	A spar used to extend the bowsprit
jury rig:	To make temporary repairs to a mast or rigging
keel:	The main timber “spine” running the length of a hull's bottom to which all the ship's frames (ribs) are attached “spine”; <i>also</i> to heel, to roll
keelson:	The timbers lying atop the keel and over the transverse timbers attached to the keel to provide structural strength.
ketch:	A smaller two-masted ship with a mortar for bombardment
knot:	The nautical speed of 1.15 miles per hour
<i>la Bellona:</i>	[lah • behl ´-loon-ah], French warship; <i>Fr.</i>
<i>la Fine:</i>	[lah • feen´] A French warship meaning <i>the Wisp</i> ; <i>Fr.</i>
<i>l'Aigle:</i>	[lay´-gleh] A French warship meaning <i>the Eagle</i> ; <i>Fr.</i>
<i>l'Alcide:</i>	[lahl´-ceed] A French warship named for <i>Hercules</i> ; <i>Fr.</i>
<i>l'Amphion:</i>	[lahm´-fyewn] A French warship named for <i>Amphion</i> ; <i>Fr.</i>
<i>la Panthère:</i>	[lah • pahn´-thehr] A French warship meaning <i>the Panther</i> and renamed the <i>Amazon</i> after capture; <i>Fr.</i>
<i>la Protée:</i>	[lah • proh´-tee] A French warship named for <i>Proteus</i> ; <i>Fr.</i>
<i>l'Aquilon:</i>	[lah´-kee-lohn] A French frigate meaning <i>the North Wind</i> ; <i>Fr.</i>
larboard:	The port side or left side of a ship while facing forward.

<i>la Renommée:</i>	[lah • reh´-noh-may] A French frigate meaning <i>the Renown</i> ; <i>Fr.</i>
launch:	A ship's largest boat propelled by oars or sail (pre modern era); <i>also</i> to put into motion on water
league:	A nautical measurement equal to about 3.45 miles (5.56 kilometers)
<i>le Blonde:</i>	[luh • blohnd ´], French warship; <i>Fr.</i>
<i>le Castor:</i>	[luh • kas´-tohr] A French frigate meaning <i>the Beaver</i> ; <i>Fr.</i>
<i>le Défenseur:</i>	[luh • day´-fahn-suhr´] A French warship meaning <i>the Defender</i> ; <i>Fr.</i>
leeward:	In the direction the wind is blowing
<i>le Florissant:</i>	[luh • floh-ree-sahnt ´], French warship; <i>Fr.</i>
<i>le Fort de Nantz:</i>	Spanish treasure ship; <i>Fr.</i>
<i>le Griffon:</i>	[luh • greh-fohn´] A French warship meaning <i>the Griffon</i> ; <i>Fr.</i>
<i>le Héro:</i>	[luh • eh-roh´] A French warship meaning <i>the Hero</i> ; <i>Fr.</i>
Leicester:	[leh ´-ster], English town in Leicestershire, Midlands
<i>le Juste:</i>	[luh • zhew´-steh] A French warship meaning <i>the Righteous</i> ; <i>Fr.</i>
<i>le Lys:</i>	[luh • lees´] A French warship named for the river <i>Lys</i> ; <i>Fr.</i>
<i>le Mars:</i>	[luh • mahrs´] A French warship named for <i>Mars</i> ; <i>Fr.</i>
<i>l'Émeraude:</i>	[leh´-meh-rohd´] A French frigate meaning <i>the Emerald</i> ; <i>Fr.</i>
<i>le Royal Louis:</i>	[luh • roh-yehl´ • lewee] A French warship named for <i>Royal Louis</i> ; <i>Fr.</i>
<i>le Soleil Royal:</i>	[luh • soh-leh´ • roh-yahl´] A French warship meaning <i>the Royal Sun</i> ; <i>Fr.</i>
<i>l'Espérance:</i>	[leh´-speh-rahns´] A French warship meaning <i>the Hope</i> ; <i>Fr.</i>
<i>le Superbe:</i>	[luh • sew-pehr´-beh] A French warship meaning <i>the Superb</i> ; <i>Fr.</i>
<i>le Thésée:</i>	[luh • tay-zeh´] A French warship named for <i>Theseus</i> ; <i>Fr.</i>
lignum vitae:	The “tree of life” from the Bahamas of exceptionally dense wood and a bark previously used as a cure for syphilis
<i>l'Inflexible:</i>	[lahn´-fex-eeb´-leh] A French warship meaning <i>the Inflexible</i> ; <i>Fr.</i>

<i>livre:</i>	[leev'-r] A currency closely equivalent to the British pound; <i>Fr.</i>
long boat:	A launch or longer boat with 8-10 men rowing
lubber:	A landsman or inexperienced sailor
lying to:	To configure the sails to keep the ship still in the water
magazine:	An area or room where gunpowder is stored
mainmast:	The central or tallest mast on a ship
mainsail:	The first sail at the bottom of a mainmast
make fast:	To tie something tightly
merchantman:	A non-military ship carrying passengers or cargo
mess:	A nautical term meaning an area to eat; food or meal.
<i>messieurs;</i>	[meh-syewrs'], gentlemen; <i>Fr.</i>
midship:	The middle section of a ship, between fore and aft
midshipman:	A commissioned officer candidate or cadet
mizzenmast:	(Or mizzen) The stern-most mast on a ship having many masts; the third mast or a mast aft the mainmast
<i>mòr:</i>	[mohr], laird; <i>Gael.</i>
<i>Nannon:</i>	[nah-nohn'], French merchantship; <i>Fr.</i>
oakum:	Tarred rope fibers used to fill the gaps in wood and planks on ships used to caulk ship seams; bagged untarred oakum used as a protection against enemy musket shot
Ordinance:	Out of service for repair, maintenance; <i>also</i> in reserve
ordinary seaman:	A sailor apprenticed to become an able-bodied seaman
orlop deck:	The lowest deck on a ship that has four or more decks
<i>"Oui—la frégate est le vôtre."</i> :	[whee' • lah • free'-gaht • eh • lah • voh'-treh] A phrase meaning <i>"Yes—the frigate is yours."</i> ; <i>Fr.</i>
parral:	A wooden ring that slides along a mast vertically
parry:	In swordplay, to block an attack with one's sword
<i>Penfeld River:</i>	[pin'-fehld] The major river running through Brest to the Rade de Brest (Road of Brest) and Atlantic; <i>Fr.</i>
pieces of eight:	A widely used Spanish silver coin minted after 1598 worth eight reals
pilcher:	Diaper pants

pioneer troops:	Army engineers and path/road/bridge makers
<i>plaçage:</i>	[plah'-sazh] An extralegal or common-law marriage between a European man and a Native American, African, or Creole woman; <i>Fr.</i>
<i>placée:</i>	[plah-see'] A woman married by <i>plaçage</i> and not legally recognized as a wife; <i>Fr.</i>
point:	A ship's course in relation to movement, wind, or compass
poop deck:	The highest deck at the stern, usually forming the roof of the quarterdeck on large sail ships
port (or portside):	The left side of a ship (also <i>larboard</i>) when facing the bow; direction to the left of a ship
powder monkeys:	Young boys who carried powder canister to the guns and did other jobs aboard ship
pram:	A shallow-draft, flat-bottomed ship with or without masts
pressed:	To force into naval service
preventer chains:	Heavy chains attached to the stern of a ship and its rudder to avert losing it
privateer:	A civilian ship granted by a country to prey on enemy ships
prize:	A captured enemy ship
proW:	The portion of the bow of a ship above the waterline and most in front
purser:	[puh'-ser] A commissioned financial and supplies manager aboard a ship
quarterdeck:	The raised deck behind the mainmast at the stern of a ship where officers command
quarter gallery:	The enclosed balcony on the stern sides of a ship that housed part of the officers' quarters.
<i>Quimper:</i>	[kehrn-pehr'] A town in southern Brittany, France; <i>Fr.</i>
<i>Rade de Brest:</i>	[rahd' • duh • brehts'] The large bay or Road of Brest at the mouth of the Penfeld River in Brest, France; <i>Fr.</i>
ratlines:	The rungs between the shrouds used as foot hold ladders in climbing up to the top masts
<i>Raz de Sein:</i>	[rah' • duh • sah'] A sea passageway to Brest; <i>Fr.</i>
reaching:	To sail across the wind's direction between 60–160°
<i>Recouvance:</i>	[ruh'-kew-vrahns'] A section of Brest; <i>Fr.</i>

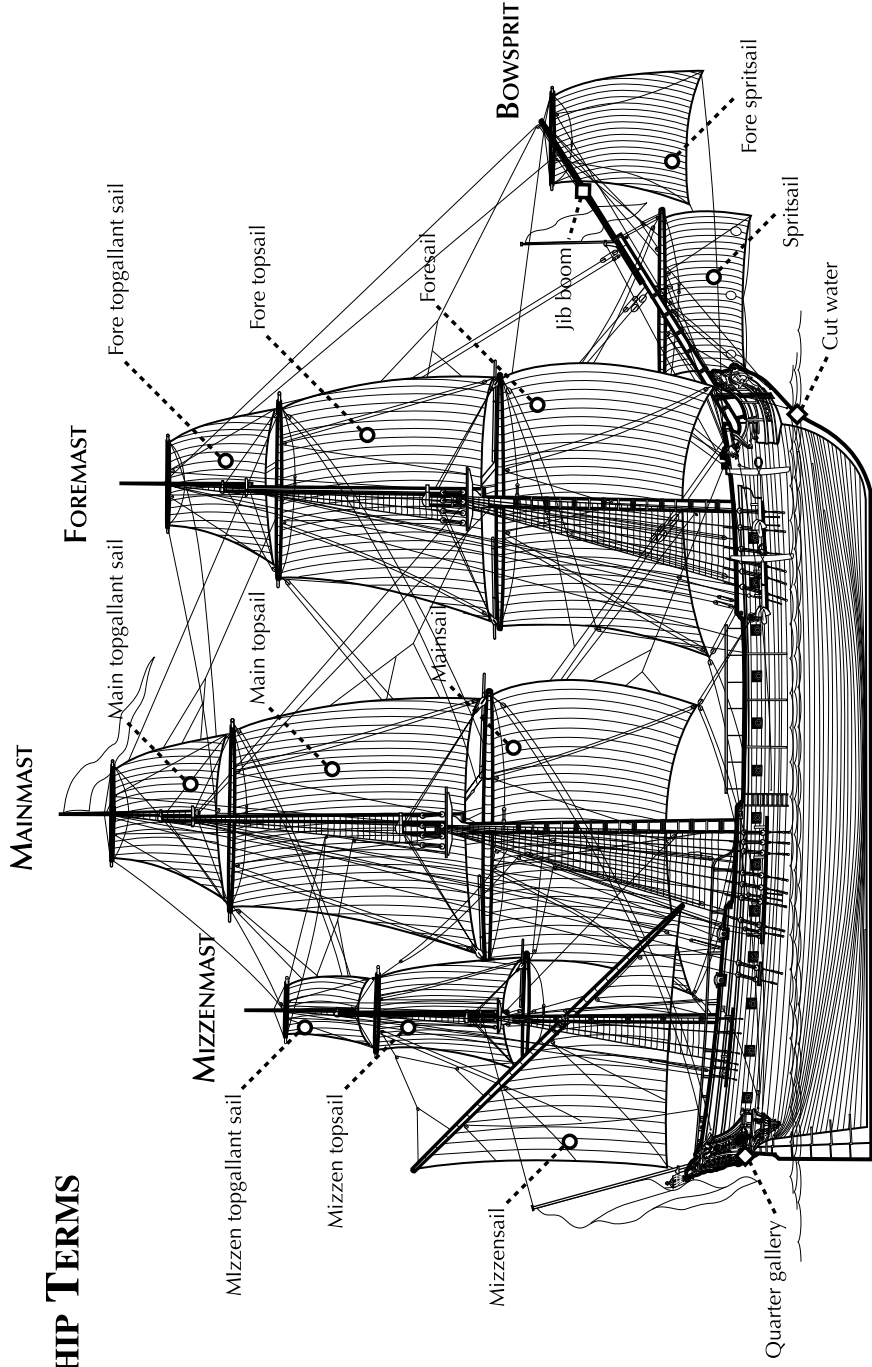
redoubt:	An entrenched or temporary fortification
reef:	To shorten a sail or the strips used to do it; <i>also</i> shallow rocks or coral
<i>renommée:</i>	[reh'-noh-may] A French term meaning <i>fame</i> or <i>renown</i> ; <i>Fr.</i>
rigging:	The system of masts, spars, lines, and cables, to support sails
<i>riposte:</i>	[ree'-post] In swordplay, a counter-attack after a parry; <i>Fr.</i>
road:	A sheltered anchorage or bay
running:	To sail with the wind at more than 160° or directly away
sails-up:	Ship sails on the horizon with the hulls unseen
<i>Saint-Domingue:</i>	[sahn' • doh-mahn'-geh] A French colony and port in the West Indies (present day Santo Domingo, Dominican Republic); <i>Fr.</i>
<i>Saujon</i>	[su' • zhohn], French warship; <i>Fr.</i>
scantling:	The dimensions of the timbers used in a ship
scarf:	The staggered cut used in joining timbers in ship construction
scow:	A flat-bottomed ship usually with two masts
scupper:	The hole in the hull to drain water off a ship's deck
scuttle:	To purposely sink your own ship
scuttlebutt:	Rumors
<i>seigneur:</i>	[sayn-yewr'] A term for landowner of a royal land grant; <i>Fr.</i>
<i>seigneurie:</i>	[sayn-yew-ree'] The rank or lands of a French landowner held by a grant from the king; <i>Fr.</i>
<i>sharny:</i>	Befouled with dung; <i>Scot.</i>
ship of the line:	The largest naval warships with two or more decks of guns
short haul:	To shorten by pulling; <i>also</i> shortest distance allowed
shroud:	Heavy rope or cable used to hold up the masts and attached to the sides of the ship
sloop:	A smaller ship with one mast
snow:	A ship with two masts, square-rigged, and a spanker

<i>sou:</i>	[sew'] A French copper coin worth 1/20 th the value of a livre; <i>Fr.</i>
spanker:	A fore to aft sail attached to a spar with an end attached to the aft-most mast
spar:	The long wood timber used to hold sails or rigging
spontoon:	A short pike carried by and indicating an officer's or sergeant's rank
square-rigged:	A mast rigged with sails perpendicular to the ship's length
stand out to sea:	To sail away from land
starboard:	The right side of a ship when facing the bow; the right side direction
stay:	A rope or cable used to hold up a mast or spar permanently
staysail:	A sail attached to a stay and running fore to aft
stern:	The rear or aft part of a ship
storeship:	A ship used to store supplies or goods
strike:	To haul down the flag; to surrender by taking down the flag
stunsails:	The smaller extra sails attached to spar ends
sweeps:	The long oars used on ships
tack:	To turn the ship windward in a zigzag pattern in order to advance forward against the wind
taffrail:	The stern rail of a ship or boat; the carved panel above the galleries at the stern of a ship
tartan truis:	Scottish wool pants displaying a clan plaid design
tender:	A smaller vessel for transporting people or supplies to a ship
topgallant:	The mast or sails above the topsail or topmast
topgallant sail:	The sail attached to the topgallant mast that is higher than the topmast
topman:	A crew member working in the tops or tending sails aloft
topmast:	The second mast section above the deck
tops:	The wooden platforms located at the joined sections of masts

topsail:	The second sail up a mast
topsail ship:	A ship that has a topsail mast, usually a larger ship such as a merchantship or warship
treenail:	[treh'-nahl] A long wooden peg about 1½ to 2 inches in diameter, used to attach planks and to join timbers
two-decker:	A warship with two complete decks of cannons
van:	The forward part, head, or vanguard of a fleet of ships
<i>Versailles:</i>	[vehr-sahy'] The royal château outside of Paris, France; <i>Fr.</i>
waist:	The middle section of a ship
wear:	To turn a ship by moving its head away from the wind
weigh:	To raise the anchor
yard:	A spar hung from a mast to hold the sail

SHIP NOMENCLATURE CHARTS

SHIP TERMS



La Renommée - 1744

Illustration adapted from *Frégate de VIII La Renommée* by Jean Boudriot and the 1747 British Royal Navy survey plan.

SHIP TERMS

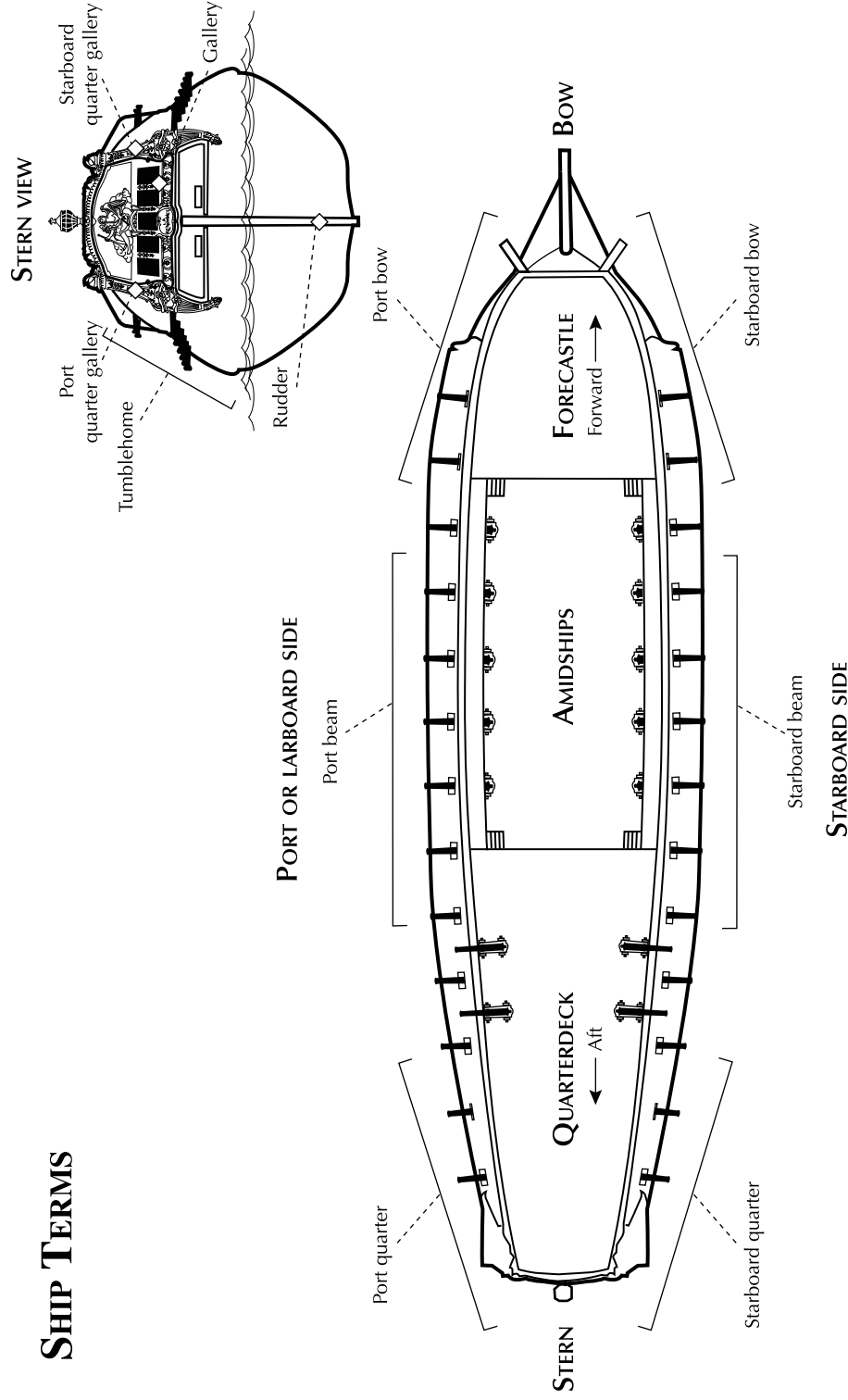
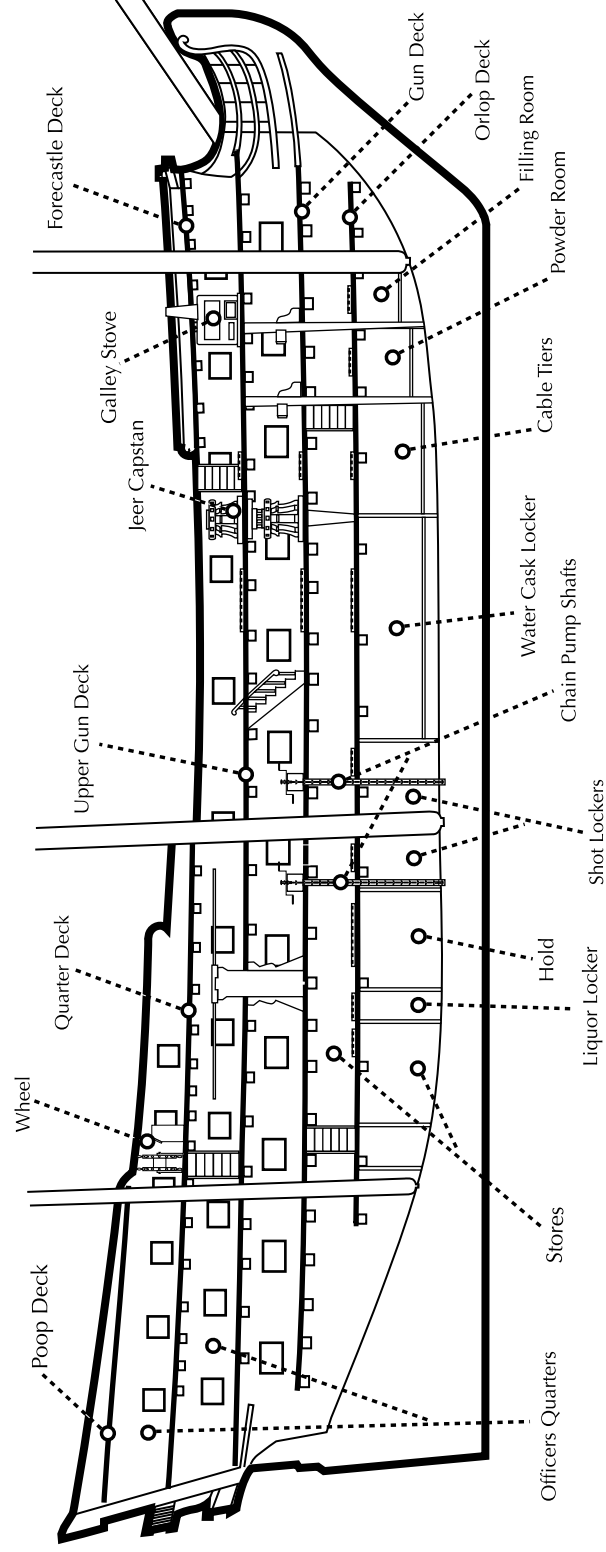


Illustration adapted from *Frégate de VIII La Renommée* by Jean Boudriot and the 1747 British Royal Navy survey plan.

SHIP DECK DIAGRAM



Northumberland 64-Gun 3rd Rate

SHIP RATINGS

British royal navy ships-of-the-line

- 1st Rate: 3 to 4 decks of guns with 100+ guns
- 2nd Rate: 2 decks of guns with 90–98 guns
- 3rd Rate: 2 decks of guns with 64–80 guns
- 4th Rate: 2 decks of guns with 50–60 guns

Frigates

- 5th Rate: 1 full deck of guns with 32–40 guns
(*Renown/Renommée* rating in 1757)
- 6th Rate: 1 full deck of guns with 24–28 guns

Unrated

- Sloop of war: 1 deck of guns with 16–18 guns
- Cutter: 1 deck of guns with 4–14 guns

French navy ships-of-the-line

- Vaisseaux de Première Rang*: 3 to 4 decks of guns with 80–100+ guns
- Vaisseaux de 80*: 2 decks of guns with 80 guns
- Vaisseaux de 74*: 2 decks of guns with 74 guns
- Vaisseaux de 64*: 2 decks of guns with 64 guns
- Vaisseaux de 60*: 2 decks of guns with 60 guns
- Vaisseaux de 50*: 2 decks of guns with 50 guns
- Vaisseaux de 40 a 48*: 2 decks of guns with 40–48 guns

Frigates

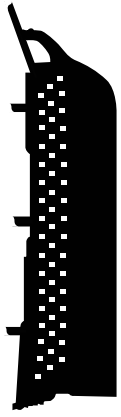
- Frégate du Premier Ordre*: 1 full deck of guns with 26–40, 12–pounder guns
- Frégate du Deuxième Ordre*: 1 full deck of guns with 24–38, 8–pounder guns (*Renown/Renommée* rating)
- Frégate Légères*: 1 full deck of guns with 18–28 6–pounder guns

- Corvette: 1 full deck of guns with 4–22 smaller guns
- Cutter: 1 full deck of guns with 4–14 smaller guns

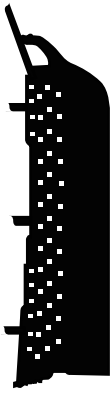
Ratings were based upon the number of carriage-mounted guns; smaller guns were used on most vessels but were not included for rating purposes. The rating requirements changed over the 18th century; this chart shows the mid to late 1700s ratings.

SHIP SIZES

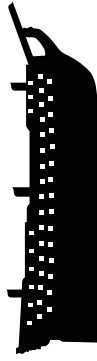
1st Rate/Vaisseaux de Premiere Rang



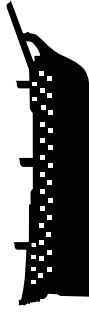
2nd Rate/Vaisseaux de Premiere Rang



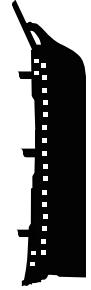
3rd Rate/Vaisseaux de 80



4th Rate/Vaisseaux de 60



5th Rate/Frégate du Premier Ordre

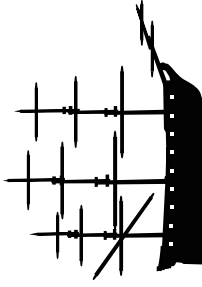


(Rating of the Renommée/Renown)

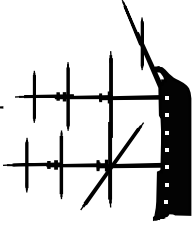
6th Rate/Frégate du Deuxième Ordre



Corvette/Frégate Légères



Snow/Sloop of War



Sloop



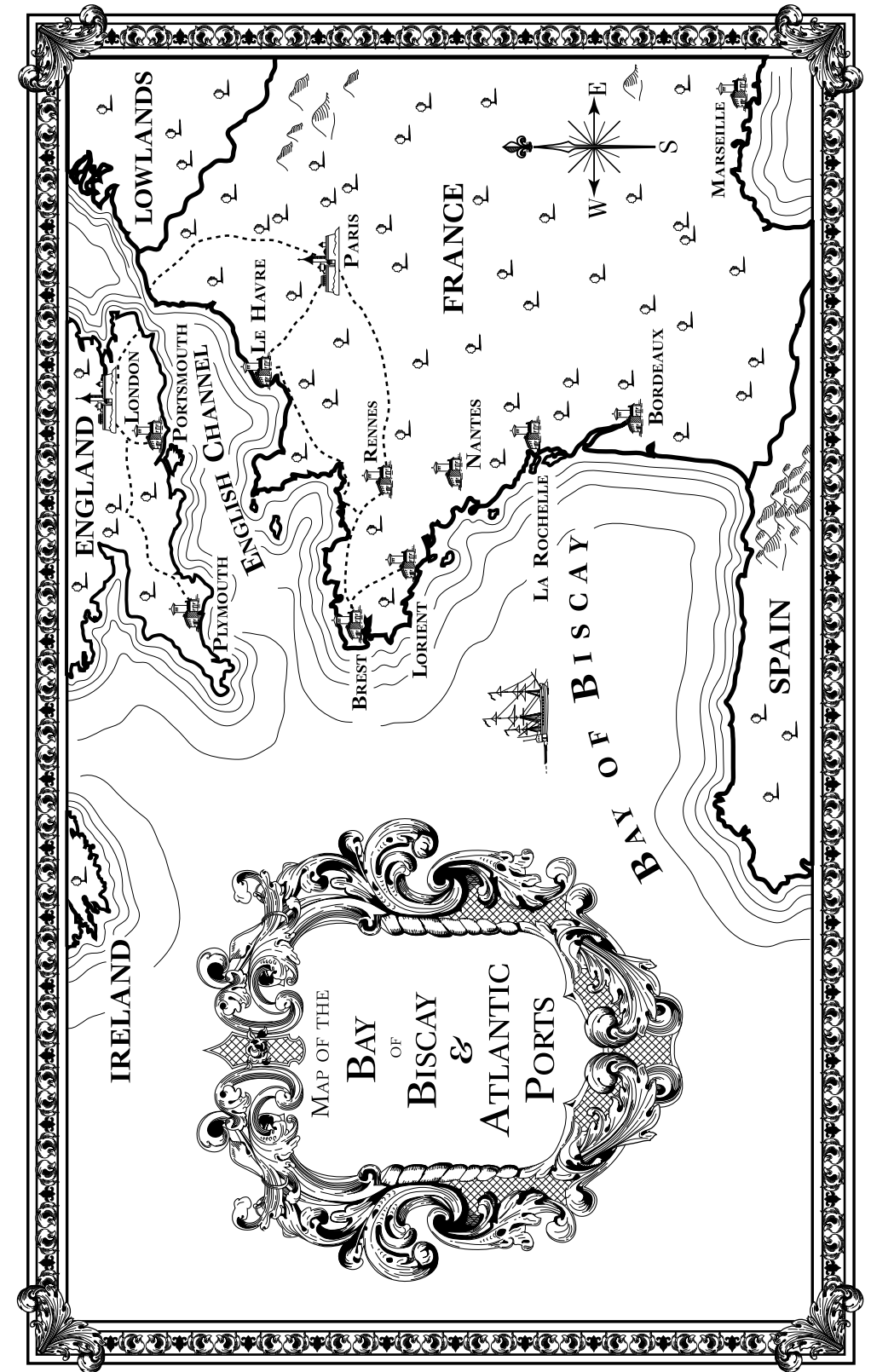
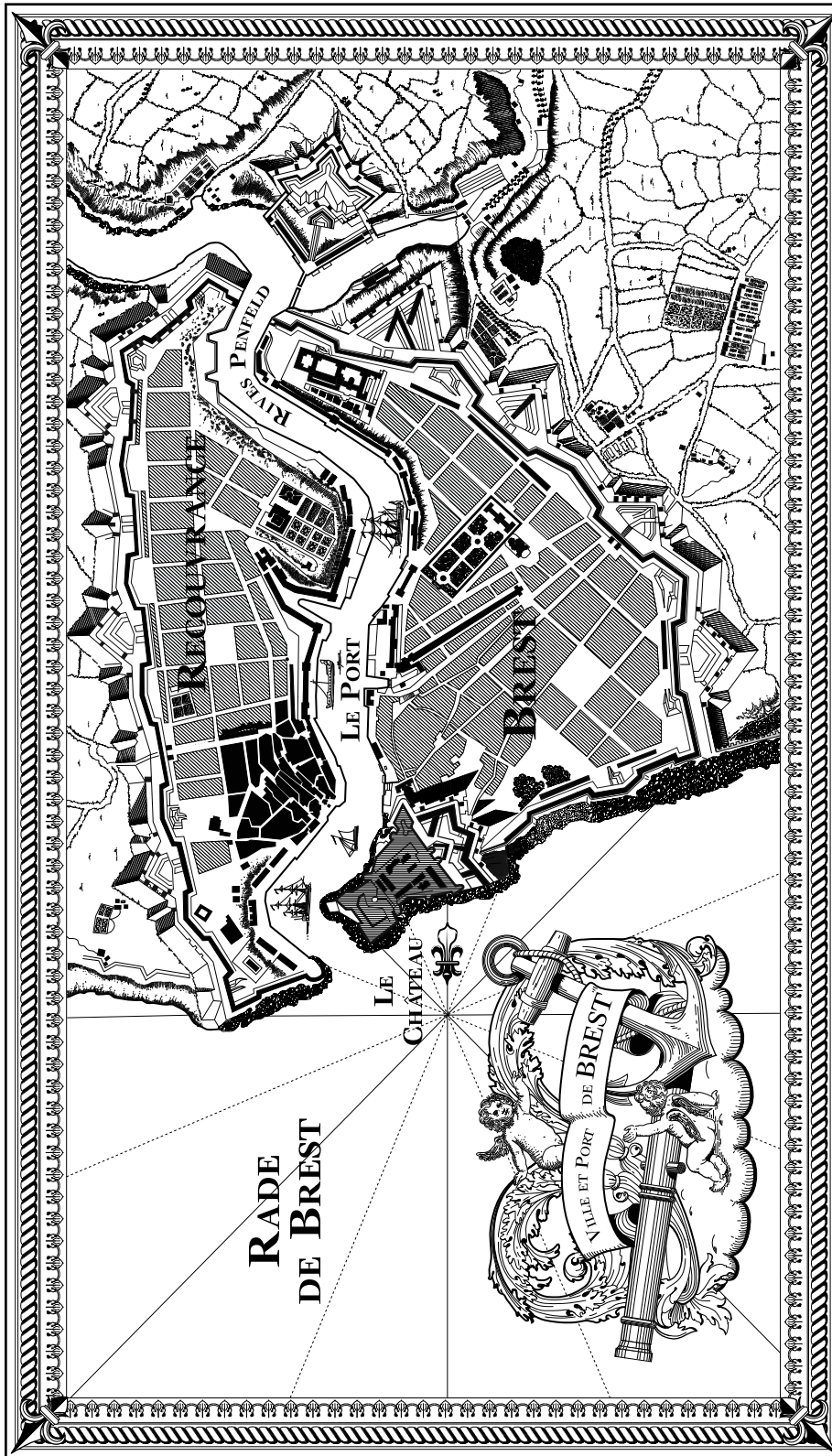
Cutter

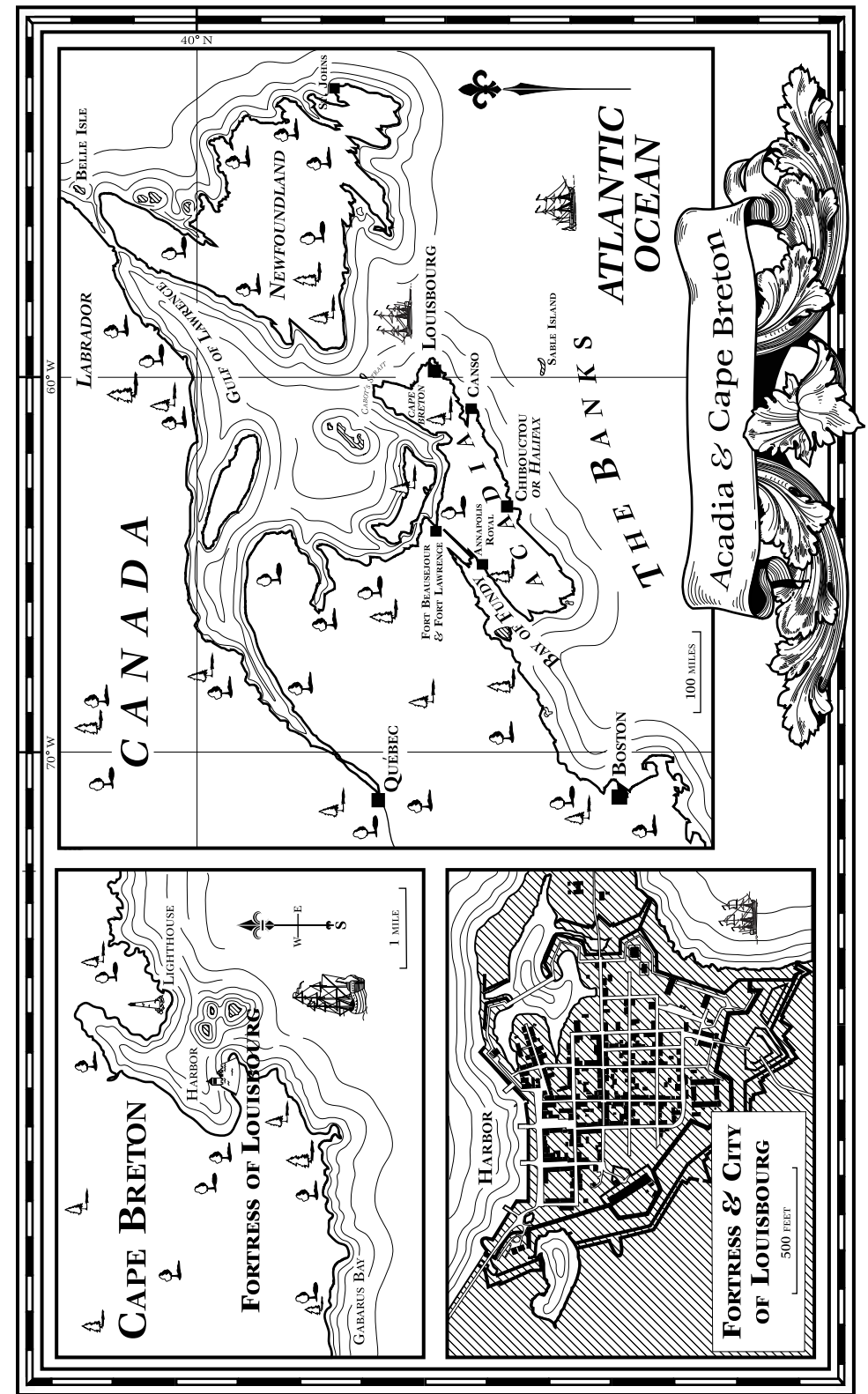
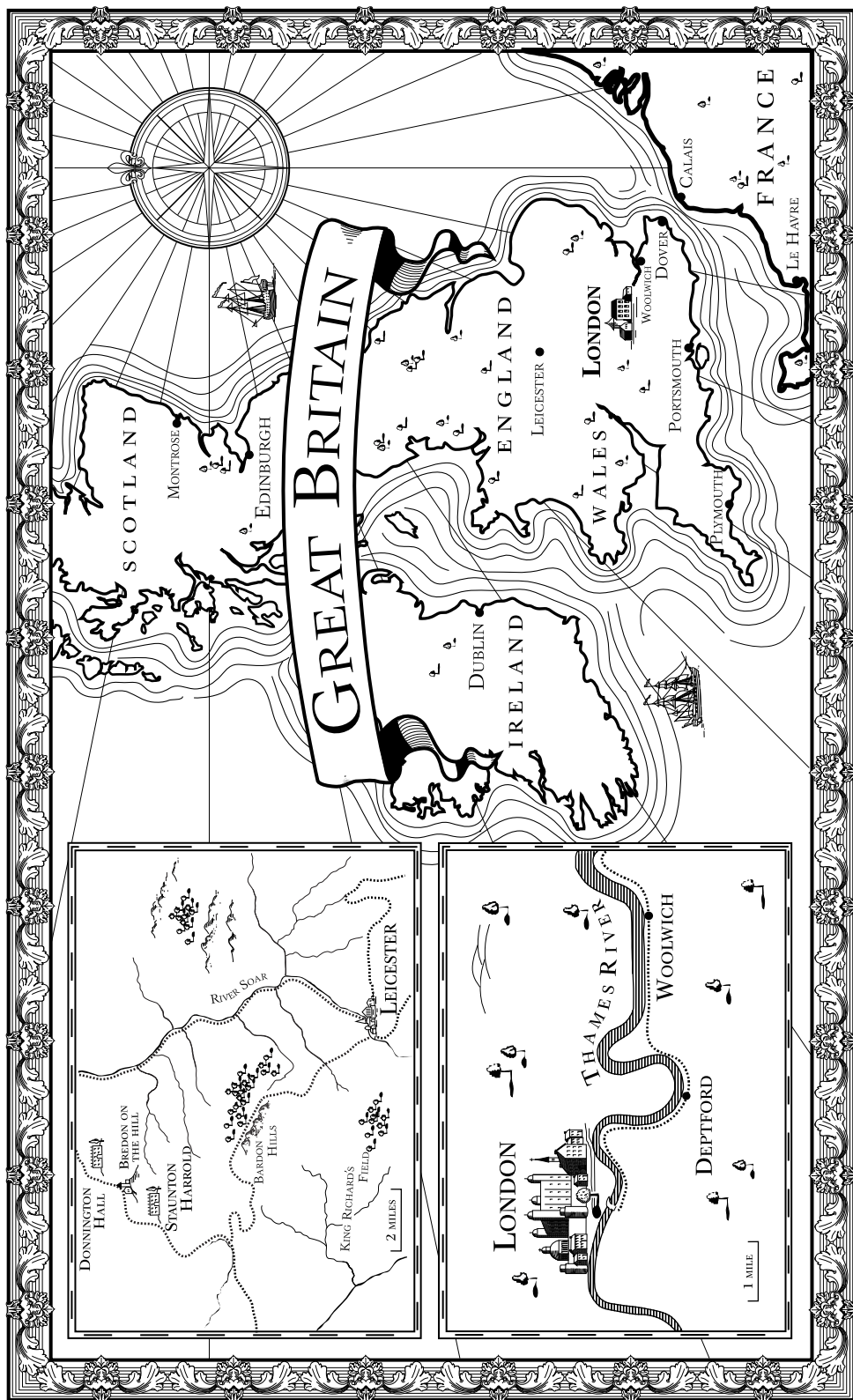


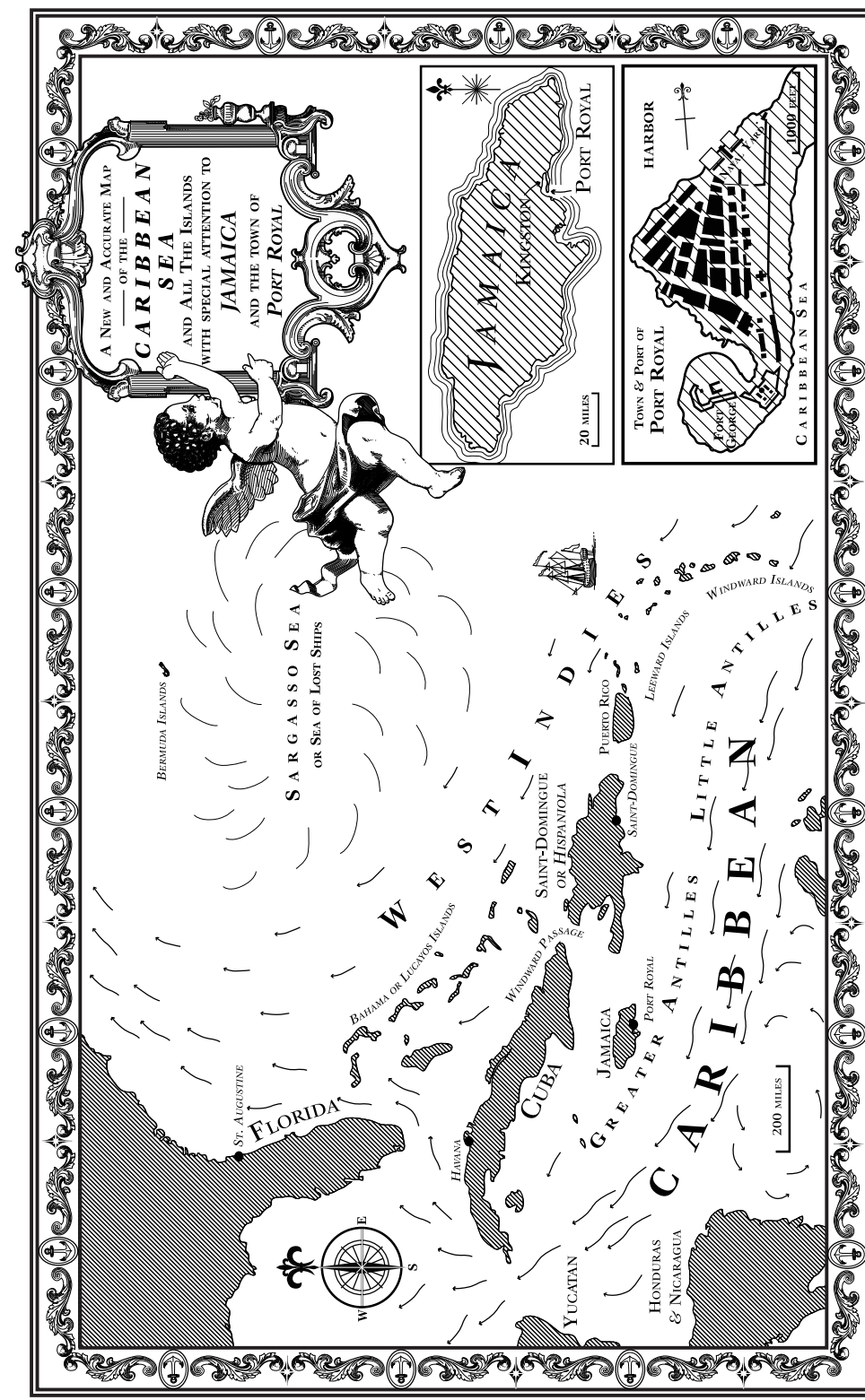
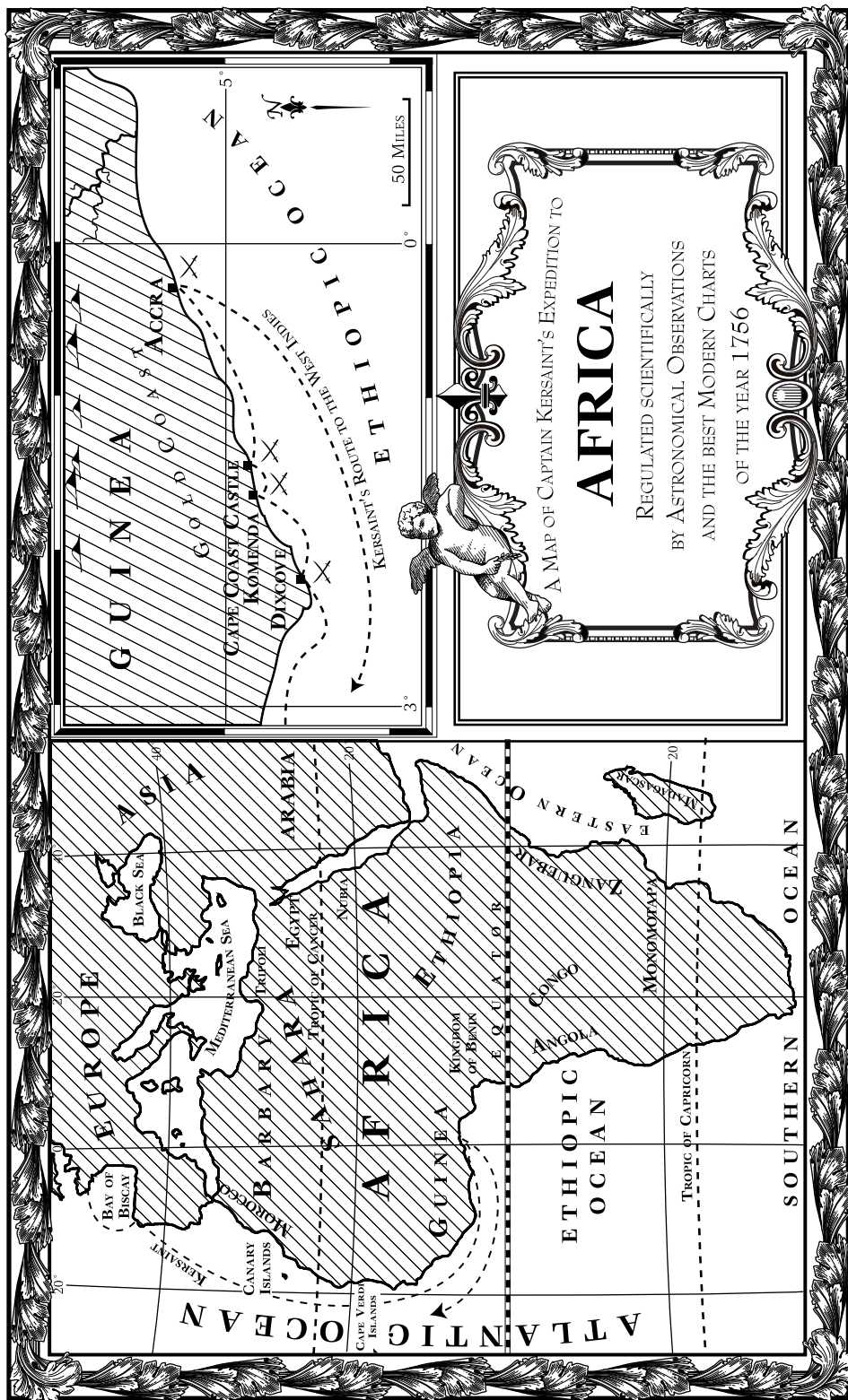
Jamaica Sloop

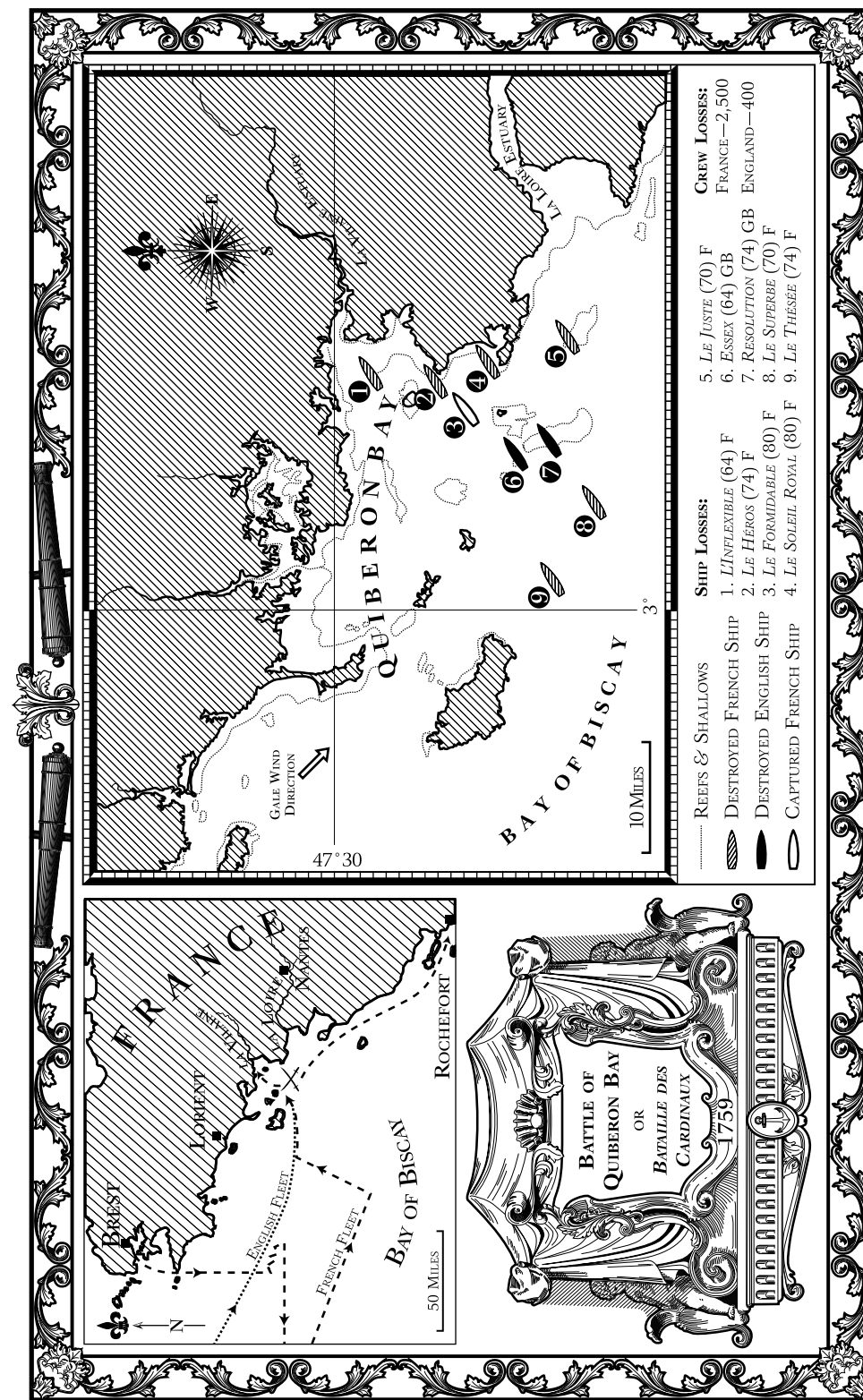
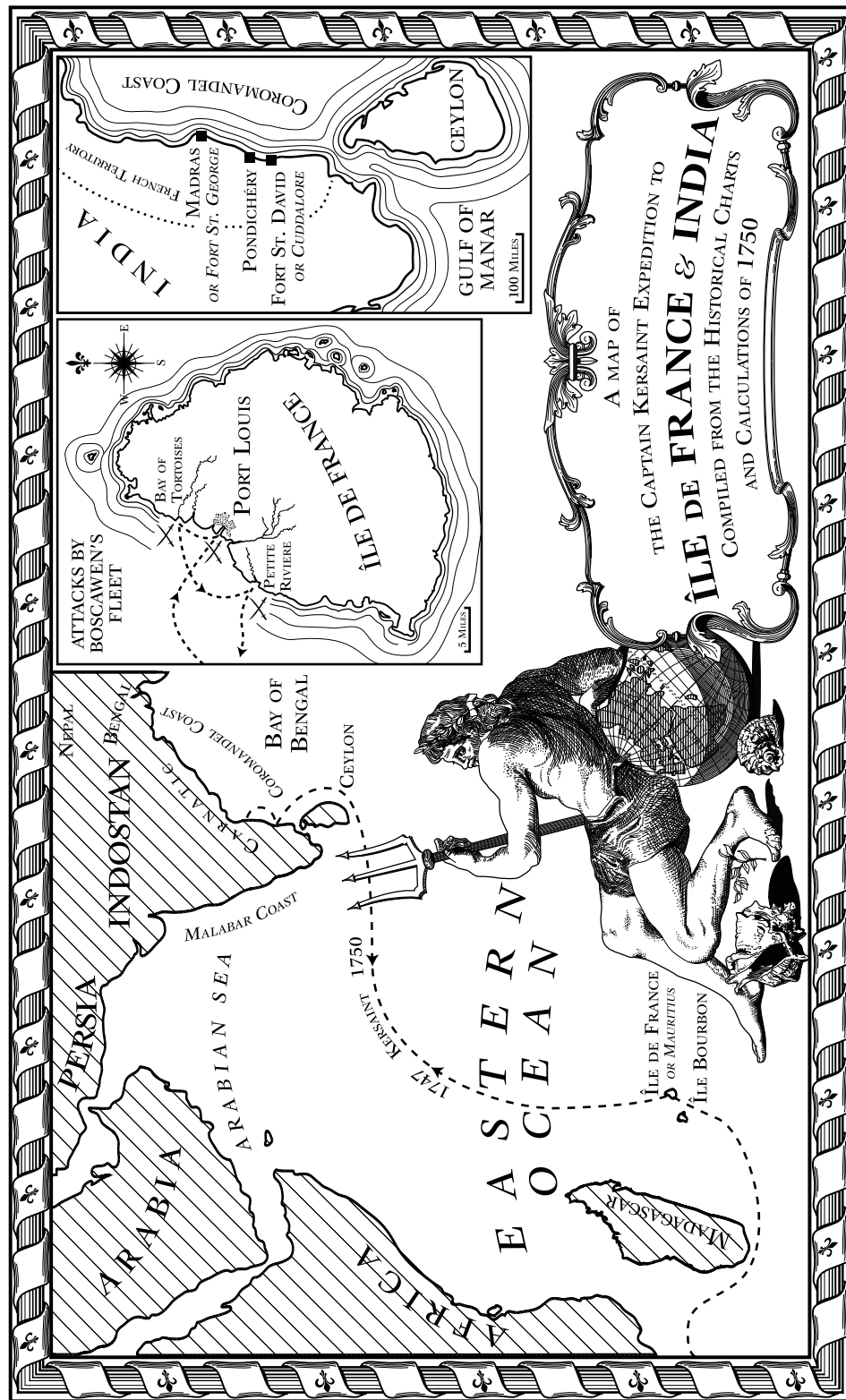


MAPS









LA RENOMMÉE OR HMS RENOWN

A BRIEF HISTORY

The *Tween Sea & Shore Series* is the result of over fifteen years of research by the author into the history and commanders of a French frigate launched in 1744 as *la Renommée*. Her name, *fame* or *renown* in English, became a prescient designation. The warship soon proved herself to be the fastest ship afloat, dashing over the waves at an unbelievable speed for the times—fifteen knots. Even today, many doubt the claim although it is recorded in historical records, and is supported by the fact that many French and even British captains sought to command her.

In Versailles's attempt to modernize their ship manufacturing during the 1730s, France's most distinguished shipwright, Blaise Ollivier, traveled to Holland and England to study their shipwright techniques and designs. After returning, his research established the first naval building methods based on scientific principles. With this new technology, in 1741 he produced the first, true light frigate, *la Medée*; dramatically different from traditional designs. The innovative ideas included a lower gun deck reduced to only four feet of headroom to be used for crew quarters with no cannons. This enabled a lower top deck to reduce wind resistance and heeling. Diagonally placed planking on the insides helped support the ship's lengthwise weight from sagging. These and other new concepts revolutionized ship design.

Soon after, student designer François Clairin-Deslauriers at the new naval construction academy in Paris submitted his design for a frigate based upon *la Medée's* ingenious construction scheme. He carried Ollivier's new ideas a step further and lowered the upper deck even more, slanted the sides inward for decreased wind resistance, thinned the masts, replaced the heavy wood deck supports with smaller iron ones, and changed other components to lighten the weight of the frigate. The Admiralty approved the plans and *la Renommée*, a 30-gun Second Order rated frigate, was awarded to the great Brest dockyard on France's west coast in Brittany.

Construction began in the spring of 1744 and by December the ship launched into navy service. Her first mission raised anchor for Louisbourg, the strong citadel on Cape Breton in New France. Great Britain and France had gone to war during the War of Austrian Succession which threatened the massive port. Guy de Kersaint, *la Renommée's* first commander, arrived outside of Louisbourg in late spring of 1745 too late. Colonial and British warships blockaded

the port and American colonial forces soon besieged the bastion. After numerous encounters with enemy ships while trying to sail to the fortress, the unsuccessful voyage returned to Brest. Two more attempts were made over the next two years to relieve Louisbourg after it fell to the colonial and British forces, however, both failed.

In 1747, two illustrious French commanders, the brothers François and René de Saint-Alouarn, set sail for Santo-Domingue in the West Indies carrying the island's new governor. The British 40-gun warship *Dover* commanded by Captain Washington Shirley intercepted her off the French coast. In a fierce hours-long battle, he captured the frigate after nearly sinking her and took his prize back to England, arriving in October.

Just after the new year in 1748, the British Royal Navy took *la Renommée* into its fleet and renamed her the *Renown* with the same Captain Shirley taking command of the fast warship. His first assignment sent him to the Port Royal station in Jamaica where he captained the ship on patrols in the Caribbean waters. Then in 1751, he returned the ship to England.

The war had ended and the reduced need for naval vessels forced the *Renown* into Ordinance, moth-balled until a need for her might arise. By 1757, the two countries were again engaged in combat with the Seven Years War underway. The frigate was given heavier guns and partly rebuilt. But the result slowed her as she came under the command of Captain George Mackenzie. The Scot sailed her in a fleet to the French coast for amphibious assaults on St.-Malo and Cherbourg. There, off the coast near the island of Alderney, the *Renown* captured *la Guirlande*, a 22-gun corvette, the only capture during the fleet's entire mission.

After embarking to Plymouth where the frigate was repaired and refitted, he departed with a fleet to take an important part in the capture of the Guadeloupe Islands and an attack on Martinique. From there in November of 1759, Captain Mackenzie set out for Jamaica with the governor of the island. *Renown* remained in Jamaica under Mackenzie until 1761 when Captain Frederick Maitland took command. After capturing a number of French ships, he returned to England with the frigate in 1762 to cruise the Channel. In March of that year, Maitland took *la Saujon*, a 6-gun privateer cutter, and also *le Count d'Herouville* of 12-guns off St.-Malo.

The remainder of that year until November, the *Renown* sailed in convoys to escort transports to Lisbon and Oporto, Portugal. Late that fall, Maitland left for Port Royal in Jamaica again.

The ship visited Haiti, Tortuga, Columbia, and numerous ports in the British and Spanish colonies in southern North America, now Georgia, Alabama, and Florida. By early summer of 1764, Maitland journeyed back to the Woolwich shipyard in England for repairs.

Captain John MacBride took command of her in June of 1765 on cruises until 1766, returning her to Woolwich where Captain Richard Bickerton became her commander and departed once more for Port Royal.

Bickerton patrolled the Gulf of Mexico and Caribbean until 1770 when Captain Thomas Fitzherbert took her helm. The frigate, now showing her age, returned under his command to Portsmouth where the crew was paid off and *Renown* was laid up to be surveyed to determine if she was still fit for commission. While she anchored there, Captain William Peere Williams-Freeman was made post captain on her in January of 1771.

By April, the frigate *Renown*, now twenty-seven years old and having served under two countries through two wars, was determined by the Admiralty to be beyond repair. The navy broke her up in March at Woolwich and sold off her timbers to become parts of barns, piers, and roof beams.

Throughout *la Renommée/Renown's* long history, far more than an average frigate's ten to fifteen years, she hosted numerous great commanders, most becoming admirals and vice-admirals, and all having greatly desired to captain the fastest ship of the seas.