

# SHIP CLASSIFICATIONS

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**First American Sailing Association Instructor Evaluator  
& International Yachtmaster Training Examiner in the World**

U.S. Naval Academy, Class of 1975 & U.S. Navy, Retired

SHIP NAME	Number Of Masts	S Q U A R E S A I L N A M E S ( U p p e r t o L o w e r )			
		M A S T N A M E S ( S t e r n = > B o w )			
<b>SHIP</b> ( AKA Full Rigged Ship )  Mast Names: ( Upper to Lower ) ----- - Topgallant  Topmast  Lower	<b>3 or More</b>  > = 3  <b>All Masts Square Rigged</b> in the traditional fashion  ----- <b>Square Rigged Sails</b>	<b>Jigger</b> (only if 4 <sup>th</sup> mast)	<b>Mizzen</b>	<b>Main</b>	<b>Fore</b>
		Jigger Royal	Mizzen Royal or Mizzen Topgallant Royal	Main Royal or Main Topgallant Royal	Fore Royal or Fore Topgallant Royal
		Jigger Upper Topgallant Sail	Mizzen Upper Topgallant Sail	Main Upper Topgallant Sail	Fore Upper Topgallant Sail
		Jigger Lower Topgallant Sail	Mizzen Lower Topgallant Sail	Main Lower Topgallant Sail	Fore Lower Topgallant Sail
		Jigger Upper Topsail	Mizzen Upper Topsail	Main Upper Topsail	Fore Upper Topsail
		Jigger Lower Topsail	Mizzen Lower Topsail	Main Lower Topsail	Fore Lower Topsail
		Jigger Sail	Crossjack or Mizzen Course or Crojack	Mainsail or Main Course	Foresail
		Note: Often there was only a single Topgallant Sail or Topsail instead of separate Upper & Lower Topgallants or Topsails			
<b>Square Rigged Sails Set on Bowsprit</b>		Spritsail or Spritcourse	Sprit Topsail ( forward or outer sail )		
<b>Studding Sails</b>  Extended from Ends of Yardarms in Good Weather & Light Winds	N / A	N / A	Main Topgallant Studdingsail	Fore Topgallant Studdingsail	
	N / A	N / A	Main Topmast Studdingsail	Fore Topmast Studdingsail	
	N / A	N / A	Lower Main Studdingsail	Fore Lower Studdingsail	

**SHIP CLASSIFICATIONS - Page 2**

( Typically Historic with some or all sails square rigged in the traditional fashion )

<b>SHIP</b> ( 3 masts or more, all square rigged ) & <b>BARQUE / BARK</b> ( 3 masts or more, all forward square rigged aft most mast: fore & aft  ----- <b>FORE &amp; AFT SAILS</b>  ( From Top to Bottom)	<b>Forward of Jigger Mast</b>	<b>Forward of Mizzen Mast</b>	<b>Forward of Main Mast</b>	<b>Forward of Fore Mast</b>
	Jigger Topgallant Staysail	Mizzen Royal Staysail	Main-Royal Staysail	N / A
	Jigger Topmast Staysail	Mizzen Topgallant Staysail	Main Topgallant Staysail	Flying Jib
	N / A	N / A	Middle Staysail	N / A
	Jigger Staysail	Mizzen Topmast Staysail	Main Topmast Staysail	Fore-Topmast Staysail
	N / A	N / A	N / A	Outer Jib, Inner Jib
	Spanker or Driver (aft of Mizzen Mast)	Mizzen Staysail	Main Staysail	Fore Staysail

**SAILS OCCASIONALLY SET ABOVE ROYALS IN CALM WEATHER ( in order):**

Skysails ( just above royals ), Skyscrapers, Moonrakers, Angel's Foot Stools, Star Gazers ( upper )

**LARGEST SHIP:**

<b>Preussen</b> ( previously only one with 5 masts )	Hull Depth 33 feet	Launched 1902
Length: 124 meters / 407 feet (438?);	Beam: 16.5 m / 54 ft;	54,000 sq ft sails
Cargo: 8,000 tons;	Registered Tonnage: 5,081 tons	Displacement 11,150 tons

<b>Royal Clipper</b> ( now only one with 5 masts )	Draft: 18.5 feet	Launched 2000
Length: 439 feet	Beam: 54 feet	56,000 sq ft sails, 42 sails
Cargo: N / A	Tonnage: 5,000 Gross Tons	

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Any suggested changes gratefully accepted.

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## SHIP CLASSIFICATIONS - Page 3

( Typically Historic with some or all sails square rigged in the traditional fashion )

SHIP NAME	Number Of Masts	S A I L N A M E S ( U p p e r t o L o w e r )			
		M A S T N A M E S ( S t e r n = > B o w )			
		Jigger	Mizzen	Main	Fore
<b>BARQUE</b>  <b>or</b>  <b>BARK</b>	3 or more masts	N / A	Mizzen Royal	Main Royal	Foreroyal
	forward 2 - 3 + masts are Square Rigged	N / A	Mizzen Upper Topgallant Sail	Main Upper Topgallant Sail	Fore Upper Topgallant Sail
		N / A	Mizzen Lower Topgallant Sail	Main Lower Topgallant Sail	Fore Lower Topgallant Sail
		Gaff-Topsail	Mizzen Upper Topsail	Main Upper Topsail	Fore Upper Topsail
	Only 1 Aft Mast Rigged Fore & Aft	Upper Spanker	Mizzen Lower Topsail	Main Lower Topsail	Fore Lower Topsail
	Lower Spanker	Mizzen Sail / Crossjack / Course / Crojack	Mainsail / Mainsail Main Course	Foresail / Fore Course	

**Largest Sailing Ship / Barque:** France II ( 5 masts ) Launched 1911  
 Length: more than 130 meters / 142 yards / 426 feet      Cargo Capacity: 8,000 Tons

## SHIP CLASSIFICATIONS - Page 4

( Typically Historic with some or all sails square rigged in the traditional fashion )

SHIP NAME	Number Of Masts	S A I L N A M E S ( U p p e r t o L o w e r )			
		M A S T N A M E S ( S t e r n = > B o w )			
		Jigger	Mizzen	Main	Fore
<b>BARQUEN-TINE</b>	3	N / A	2 Aft Masts Rigged Fore & Aft	2 Aft Masts Rigged Fore & Aft	Forward Mast Square Rigged
<b>BRIG</b>	2	N / A	All Masts Square Rigged	All Masts Square Rigged	N / A
<b>BRIG-ANTINE</b>	2	N / A	Aft Mast Rigged Fore & Aft	Forward Mast Square Rigged	N / A
AKA Hermaphrodite Brig or Brig-Schooner					

## S H I P C L A S S I F I C A T I O N S - Page 5

( Modern: sails typically rigged fore and aft in the modern fashion )

SHIP NAME	Number Of Masts	S A I L N A M E S ( U p p e r t o L o w e r )	
		M A S T N A M E S ( S t e r n = > B o w )	
		Mizzen	Main
<b>KETCH</b>	2 Masts Sails Rigged Fore & Aft	Mizzensail	Mainsail
		Mizzen Mast: Lower and Aft of Main Mast; <b>Forward of Rudder Post</b>	

Sails could be triangular, gaff or combination.  
One sail per mast or more rarely primary sail ( main or fore ) plus Top Sail

<b>YAWL</b>	2 Masts Sails Rigged Fore & Aft	Mizzensail	Mainsail
		Mizzen Mast: Lower and Aft of Main Mast <b>Aft of Rudder Post</b>	

Mast Names =>		Main	Fore
<b>SCHOONER</b>	2 or More Masts Sails Rigged Fore & Aft	Mainsail	Foresail
		Main Mast: Aft of Fore Mast Main / Aft Mast(s): Equal or Taller than Forward / Fore Mast	

Sails could be triangular, gaff or combination.  
One sail per mast or possible primary sail ( main or fore ) plus Top Sail

Largest known Schooner:            7 masts            Displacement: 5,218 tons  
Length: 123 meters / 134.5 yards,            Beam 15 meters / 49 feet  
Sail Area: 4,000 square meters / 4,784 square yards

## S H I P C L A S S I F I C A T I O N S - Page 6

( Modern: sails typically rigged fore and aft in the modern fashion )

SHIP NAME	Number Of Masts	S A I L N A M E S ( U p p e r t o L o w e r )
		M A S T N A M E S ( S t e r n = > B o w )
		Main
<b>CUTTER</b>	1 Mast with Sails Rigged Fore & Aft	Mainsail All Sails Triangular  In front of Main Mast:    One Jib or Genoa One Inner Forestaysail
<b>SLOOP</b> ( AKA Bermudian or Marconi Rig )	1 Mast with Sails Rigged Fore & Aft	Mainsail All Sails Triangular  In front of Main Mast:    One Jib or Genoa
<b>GAFF</b>	1 Mast with Sails Rigged Fore & Aft	Mainsail Quadrilateral Sail(s) ( 4 sided ) ----- Gaff can also be used to describe quadrilateral sail used on another type of vessel such as: 'gaff rigged schooner', gaff rigged cutter', 'gaff rigged sloop', etc.
<b>CAT BOAT</b>	1 Mast with Sail Rigged Fore & Aft	Mainsail Only ( no jib or genoa )  Sails could be triangular or gaff.

## SHIP CLASSIFICATIONS - Page 7

( Historic Vessels with multiple sail shapes & orientations )

NAME	NUMBER OF MASTS / SAILS & RIGGING	MAST NAMES (Bow to Stern)	SAIL / COMMENTS NAMES (Lower to Upper)
<b>GALLEY</b>  <b>Galley</b> <b>Bireme</b> <b>Triremes</b>  <b>Quadriremes</b>  <b>Quinquiremes</b>	Rows of Oars  1 2 3  4  5	None or Main	Great length with regard to beam & draft, unsuited for heavy seas  Developed by Greeks used by Romans No mast or single mast with square sail  Used by Venetians No mast or single mast with triangular Lateen Sail ( long yard supported by masthead with tack fixed )
<b>VIKING LONG SHIP</b>	1 Row of Oars	Main	Clinker construction, square sail Sometimes with the beginnings of castles
<b>ROUND SHIP</b>	2 Masts Lateen Rigged Or Main Square Rigged & Mizzen Lateen	Main  Mizzen	High Stern Castle  No oars
<b>COG</b>	2 Masts Both Square Rigged  or Main is Square Rigged & Mizzen is Lateen	Main  Mizzen	Usually with high castles at stem & stern  No oars  slow & wallowing  also: single mast & square rig

## SHIP CLASSIFICATIONS - Page 8

( Historic Vessels with multiple sail shapes & orientations )

NAME	NUMBER OF MASTS / SAILS & RIGGING	MAST NAMES (Bow to Stern)	SAIL / COMMENTS NAMES (Lower to Upper)
<b>CARRACK</b>  <b>AKA</b> <b>NAO</b>	3 Masts Fore & Main are Square Riggged & Mizzen is Lateen Riggged	Fore  Main  Mizzen	High sided cargo vessel of great capacity with four or five decks, two castles fore & aft integrated into hull  Displace > 2,000 tons  ocean traveling occasionally 4 masts
<b>CARAVEL</b>	2 Masts both Lateen Rig  or  3 Masts Fore & Main Mast are Square Riggged & Mizzen is Lateen Riggged	Fore  Main  Mizzen	Cargo ship displacing 50 - 100 - 300 tons generally rigged with 3 masts & bowsprit  small, often 20 - 30m in length highly maneuverable  occasionally defined with 2 masts square rigged  rarely with 4 masts
<b>GALEAZZE</b>	Various	Various	added guns to larger galleys, transition ship to Galleon
<b>GALLEON</b>	3 - 4 Masts Fore & Main with Square Sails Mizzen & Bonaventure with Fore & Aft Sails	Fore Main Mizzen Bonaventure	refined Carrack with slimmer lines and lower castles, especially smaller forecastle;  Introduces gun decks with gun ports  some with fore spritsails



## SHIP CLASSIFICATIONS - Page 9

( Historic Vessels with multiple sail shapes & orientations )

NAME	NUMBER OF MASTS / SAILS & RIGGING	MAST NAMES (Bow to Stern)	SAIL / COMMENTS NAMES (Lower to Upper)
<b>JUNK</b>	Various	Various	Elliptical sails. Usually Fore & Aft rigged. Sails usually spread between multiple masts.
<b>PINK</b>	Various	Various	Usually square rigged. Typically small, flat-bottomed cargo ship with narrow stern for shallow waters

## SHIP CLASSIFICATIONS - Page 10

( Historic Vessels with multiple sail shapes & orientations )

NAME	NUMBER OF MASTS / SAILS & RIGGING	MAST NAMES (Bow to Stern)	SAIL / COMMENTS NAMES (Lower to Upper)
<b>FULL RIGGED SHIPS</b>	3 or more Masts all Square Rigged	Fore Main Mizzen	forecastle & stern castle fully integrated into hull; multiple gun decks with gun ports; maximum size 215 feet ( due to strength of wood ) First or Second Rater: 3 gun decks Third Rater: 2 gun decks 4,5,6thRaters: escort duties or fast raiders
<b>CLIPPER</b>	Full Rigged		Wood Hull
<b>WIND-JAMMER</b>	Full Rigged		Steel Hull

**BOXING THE COMPASS** ( 32 points of 11.25° per point )

( read down each column )

NORTH	EAST	SOUTH	WEST
N by E	E by S	S by W	W by N
NNE	ESE	SSW	WNW
NE by N	SE by E	SW by S	NW by W
NE	SE	SW	NW
NE by E	SE by S	SW by W	NW by N
ENE	SSE	WSW	NNW
E by N	S by E	W by S	N by W

**BRITISH WARSHIP RATINGS**

	First Rate	Second Rate	Third Rate	Fourth Rate	Fifth Rate	Sixth Rate	Brig
<b>Number of Decks</b>	Three	Three	Two	Two	One	One	--
<b>Number of Guns 1746 - 1810</b>	more than 100	84 - 100	70 - 84	50 - 70	32 - 50	up to 32	--
<b>Number of Guns after 1810</b>	more than 110	90 - 110	80 - 90	60 - 80	32 - 60	up to 32	--
<b>Crew</b>	850 or more	750 - 850	500 - 720	350 - 420	215 - 295	120 - 195	--

<b>BRITISH WARSHIP RATINGS</b>							
	<b>First Rate</b>	<b>Second Rate</b>	<b>Third Rate</b>	<b>Fourth Rate</b>	<b>Fifth Rate</b>	<b>Sixth Rate</b>	<b>Brig</b>
<b>Compliment Officers &amp; Crew</b>	100 guns	98 guns	74 guns	50 guns	36 guns	24 guns	10 guns
<b>Captain</b>	1	1	1	1	1	1	0
<b>Lieutenant</b>	8	8	6	4	3	2	1
<b>Master</b>	1	1	1	1	1	1	0
<b>2<sup>nd</sup> Master</b>	0	0	0	0	0	0	1
<b>Surgeon</b>	1	1	1	1	1	1	0
<b>Asst. Surgeon</b>	0	0	0	0	0	0	1
<b>Purser</b>	1	1	1	1	1	1	0
<b>Midshipman</b>	24	24	16	10	6	4	2
<b>Lower Deck</b>	801	702	614	325	253	155	37
<b>Sub-Total Royal Navy</b>	837 83.1%	738 83.1%	640 83.7%	343 85.3%	264 84.6%	145 82.9%	42 73.7%
<b>Compliment Royal Marines</b>							
	<b>First Rate</b>	<b>Second Rate</b>	<b>Third Rate</b>	<b>Fourth Rate</b>	<b>Fifth Rate</b>	<b>Sixth Rate</b>	<b>Brig</b>
<b>Captain</b>	1	1	1	0	0	0	0
<b>Lieutenant</b>	3	3	2	2	2	1	0
<b>Sergeant</b>	4	3	3	2	2	1	0
<b>Corporal</b>	4	3	2	2	2	1	1
<b>Drummer</b>	2	2	2	1	1	1	0
<b>Private</b>	56	138	115	52	41	26	13
<b>Sub-Total Royal Marines</b>	170 16.9%	150 16.9%	125 16.3%	59 14.7%	48 15.4%	30 17.1%	15 26.3%
<b>TOTAL SHIP</b>	1,007	888	765	402	312	175	57

## BRITISH NAVY: TRADITIONAL RANK & PROMOTION

### Admiral of the Fleet

**Admiral of the Blue** ( lowest );   **Admiral of the White** ( middle );   **Admiral of the Red** ( highest )

**Vice Admiral of the Blue** ( lowest );   **Vice Admiral of the White**;   **Vice Admiral of the Red** ( highest )

**Rear Admiral of the Blue** ( lowest );   **Rear Admiral of the White**;   **Rear Admiral of the Red** ( highest )

### Commodore

( a Post Captain temporarily commanding a small number of ships )

### Captain

#### Master & Commander

( Lieutenant commanding a small vessel, 6<sup>th</sup> rate, sloop or brig )

( eventually abbreviated as Commander )

#### Lieutenant ( commissioned )

**Sub-Lieutenant** ( not commissioned ) ( introduced 1804 ) ( a second master assigned to LT's command )

**Passed Midshipman**

**Passed Midshipman's  
Mate**

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#### Examination Board

**Midshipman**

( after 6 years of service )

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**Master**

Youngsters: Not Gone Before Exam Board

Oldsters: Failed Exam Board

**Master's Mate**

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## BRITISH NAVY: TRADITIONAL PRIZE MONEY DISTRIBUTION

Rules:

- 1) Flag Officer / Admiral Earns share whether present or not
- 2) All ships within sight of prize earns shares

<b>RANK</b>	<b>FULL PAY PER LUNAR MONTH IN 1815</b>	<b>PROPORTION Pre 1808</b>	<b>Approx Pre 1808 Share 38 gun frigate 300 personnel</b>	<b>PROPORTION Post 1808</b>
Flag Officer	N / A	1/8	£ 125	1/3 of Captain's Share
Captain	£ 16.3 - 32.2	2/8 ( 3/8 if private ship )	£ 250 ( £ 375 if private ship	2/8
Commissioned Officers	£ 8.4	1/8	£ 25	1/8
Warrant Officers	£ 2.2 - 4.8	1/8	£ 7	1/8
Petty Officers	£ 2.0 - 2.3	1/8	£ 2 - 3	4/8
Remainder of Crew & Marines	£ 1.1 - 2	2/8	£ 1	

<b>ROYAL NAVY SHIP LOSSES 1793 - 1815</b>				
<b>Rating</b>	<b>Foundered ( sunk at sea )</b>	<b>Shipwrecked ( on coast )</b>	<b>Burnt / Exploded</b>	<b>Totals</b>
<b>Ship of Line ( 64+ Guns )</b>	3	17	8	28
<b>Frigates</b>	4	67	2	73
<b>Sloops, Brigs, Other</b>	68	170	5	243
<b>TOTAL</b>	75	254	15	344

<b>ROYAL NAVY FATAL PERSONNEL SHIP LOSSES 1793 - 1815</b>		
<b>Cause of Death</b>	<b>Number</b>	<b>Percentage</b>
<b>Individual, Non-Combat</b> ( disease & personal accidents )	84,440	81.5%
<b>Collective, Non-Combat</b> ( ship foundering, shipwreck, fire, explosion )	12,680	12.2%
<b>Enemy Action, Combat</b>	6,540	6.3%
<b>TOTAL</b>	103,660	100.0%

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