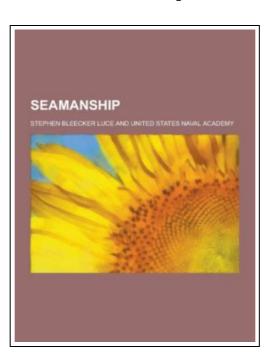
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Theclassics.Us, United States, 2013. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand ***** This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1868 edition. Excerpt: . CHAPTER XXXIX. MISCELLANEOUS NOTES. EIRE-BOOMS, COCK-BILLING YABDS, DRESSING SHIP, ETC. Precautions against Fire-Rafts. The following were adopted by the English fleet in the Canton river, 1856-7: Ships off the factories, moored head and stern, were protected by a boom thrown across the river, above and below the position. The largest boom, above the factories, was formed of two layers of large spars, lashed together, with a stream chain laid between them, bolted to the spars on alternate sides, and the whole woulded round at intervals. The spars were not placed so as to lock in throughout, but a small space was left every forty feet or so, to impart flexibility to the boom. At c c were two loaded sunken junks. At b b two junks moored head and stern, with long thirty-two s mounted forward, and guns crews on board. At a a, two junks, to which was attached a small boom to screen the entrance. The ships were fortified with a spar from each bow, meeting, and lashed together at the outer ends, and drooped by a tackle from the jib-boom end. Flying jib-boom kept in. From these outriggers, spars were continued aft to the gangways, supported by tackles from the lower yard-arms and boomed out by spars from the ship s side, which afforded space and shelter for the boats to he within. From the jib-boom end was suspended a fire grapnel, or a small anchor, shackled by a length...

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