

Flagship Glossary of Nautical Terms

ALPHA

Above board – on or above the deck, in plain view, not hiding anything.

Above-deck – on deck as opposed to within the boat; actually being above deck level is described as being aloft.

Above-water hull – the hull section of a vessel above waterline, the visible part of a ship. Also, topsides.

Abaft – toward the stern, relative to some object ("abaft the fore hatch").

Abaft the beam – further aft than the beam: a relative bearing of greater than 90 degrees from the bow: "two points abaft the port beam".

Abandon ship! – an imperative to leave the vessel immediately, usually in the face of some imminent danger.

Abeam – on the beam, a relative bearing at right angles to the centerline of the ship's keel.

Abel Brown – a sea song (shanty) about a young sailor trying to sleep with a maiden.

Aboard – on or in a vessel (see also "close aboard").

Abreast – (1) even with. (2) by the side of. (3) side by side.

Absentee pennant – special pennant flown to indicate absence of commanding officer, admiral, his chief of staff, or officer whose flag is flying (division, squadron, or flotilla commander).

Absolute bearing – the bearing of an object in relation to north. Either *true bearing*, using the geographical or true north, or *magnetic bearing*, using magnetic north. See also "bearing" and "relative bearing".

Accommodation ladder – a portable flight of steps down a ship's side.

Adjacent spaces - those spaces bordering a subject space in all directions, including all points of contact, corners, diagonals, decks, tank tops, and bulkheads.

Admeasure – to measure a vessel for the purpose of documentation.

Admiral – senior naval officer of Flag rank. In ascending order of seniority, Rear Admiral, Vice Admiral, Admiral and Admiral of the Fleet. Derivation Arabic, from "Amir al-Bahr" ("Ruler of the sea").

Admiralty – a high naval authority in charge of a state's Navy or a major territorial component.

Admiralty law – body of law that deals with maritime cases.

Adrift – afloat and unattached in any way to the shore or seabed, but not under way. It implies that a vessel is not under control and therefore goes where the wind and current take her (*loose from moorings, or out of place*). Also refers to any gear not fastened down or put away properly. It can also be used to mean "absent without leave".

Advance note – a note for one month's wages issued to sailors on their signing a ship's articles.

Aft – towards the stern (of the vessel).

Afloat – of a vessel which is floating freely (not aground or sunk). More generally of vessels in service ("the company has 10 ships afloat").

Afternoon watch – the 1200-1600 watch.

Aground – resting on or touching the ground or bottom.

Ahead – forward of the bow.

Ahoy – a cry to draw attention. Term used to hail a boat or a ship, as "*Boat ahoy!*"

Ahull – when the boat is lying broadside to the sea. To ride out a storm with no sails and helm held to leeward.

Aid to Navigation – (ATON) any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation.

Alarm - a signal or message from a person or device that indicates that there is a fire, medical emergency, or other situation that requires emergency response or evacuation. At some shipyards, this may be called an "incident" or a "call for service."

Alarm system - a system that warns employees at the worksite of danger.

All hands – entire ship's company, both officers and enlisted personnel.

All night in – having no night watches.

Allision – a vessel striking a fixed object such as a bridge or pier.

Aloft – above the ship's uppermost solid structure; overhead or high above.

Alongside – by the side of a ship or pier.

Amidships (or midships) – in the middle portion of ship, along the line of the keel.

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Anchor – an object designed to prevent or slow the drift of a ship, attached to the ship by a line or chain; typically a metal, hook-like or plough-like object designed to grip the bottom under the body of water (but also see *sea anchor*).

Anchorage – a suitable place for a ship to anchor. Area of a port or harbor.

Anchor's aweigh – said of an anchor when just clear of the bottom.

Anchor ball – round black shape hoisted in the forepart of a vessel to show that it is anchored.

Anchor bend – a specific knot, generally used to fasten an anchor line to an anchor.

Anchor buoy – a small buoy secured by a light line to anchor to indicate position of anchor on bottom.

Anchor chain or **anchor cable** – chain connecting the ship to the anchor.

Anchor detail – group of men who handle ground tackle when the ship is anchoring or getting underway.

Anchor light – all-around white light displayed by a ship at anchor.

Anchor rode – a line or chain, used to hold a vessel fast to the anchor.

Anchor watch – making sure that the anchor is holding and the vessel is not drifting. Important during rough weather and at night.

Anemometer – an instrument that measures wind velocity.

Aneroid barometer – a device to measure and indicate air pressure for meteorology, using a mechanical means, rather than a liquid such as mercury. The pressure is generally indicated as the equivalent of so many millibars, or as inches of mercury.

Antifouling – a type of paint, used on the bottoms of boats, that repels barnacles, marine grass and many other undesirable adhesions.

Apparent wind – the direction and force of the wind relative to a moving vessel, differing from true wind. The motion of a sailboat or powerboat underway makes the effective wind, acting on sails or hull, vary from the actual wind. Apparent wind can be indicated by a telltale or instruments.

Arc of Visibility – the portion of the horizon over which a lighted aid to navigation is visible from seaward.

Armament – a ship's weapons.

Articles of War – regulations governing the military and naval forces of UK and USA; read to every ship's company on commissioning and at specified intervals during the commission.

ASDIC – a type of sonar used by the Allies for detecting submarines during the Second World War.

Ashore – on the beach, shore or land.

Associated equipment - a system, accessory, component, or appurtenance of a recreational vessel; or a marine safety article intended for use on board a recreational vessel; but does not include radio equipment.

Astern – toward the stern; an object or vessel that is abaft another vessel or object.

Asylum Harbor – a harbor used to provide shelter from a storm.

Athwart, athwartships – at right angles to the fore and aft or centerline of a ship

Auxiliary – a sailboat that has an engine.

Avast – stop, cease or desist from whatever is being done.

Awash – so low in the water that the water is constantly washing across the surface.

Aweigh – position of an anchor just clear of the bottom.

Aye, aye (pronounced /aɪ.aɪ/) – reply to an order or command to indicate that it, firstly, is heard; and, secondly, is understood and will be carried out. ("Aye, aye, sir" to officers). Also "yarr".

Azimuth compass – an instrument employed for ascertaining position of the sun with respect to magnetic north. The azimuth of an object is its bearing from the observer measured as an angle clockwise from true north.

Azimuth circle – instrument used to take bearings of celestial objects.

BRAVO

Back and fill – to use the advantage of the tide being with you when the wind is not.

Backdrafting – a potentially dangerous condition caused by air movement over or around a boat, creating a low-pressure area at the stern that can increase CO levels on board.

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Backing (wind) – wind changing its direction, counterclockwise in the northern hemisphere, clockwise in the southern hemisphere; opposite of veering.

Backsplice – a splice in which the strands are reversed and interwoven, to make a neat end to a line.

Backstay – a stay supporting the mast, running from the masthead to the stern.

Baggywrinkle – a soft covering for cables (or any other obstructions) that prevents sail chafing from occurring.

Bank – a large area of elevated sea floor.

Banyan – traditional Royal Navy term for a day or shorter period of rest and relaxation.

Bar – large mass of sand or earth, formed by the surge of the sea. They are mostly found at the entrances of great rivers or havens, and often render navigation extremely dangerous, but confer tranquility once inside. See also: Touch and go, grounding. Alfred Lord Tennyson's poem "Crossing the bar", an allegory for death.

Bar pilot – a bar pilot guides ships over the dangerous sandbars at the mouth of rivers and bays.

Bare steerageway - the slowest speed at which a vessel can be operated and still have sufficient flow across the rudder to affect maneuverability.

Barge - a non-self-propelled vessel. An unpowered, flat bottom, shallow draft vessel including scows, carfloats and lighters. The term does not include ship shaped or deep draft barges.

Barrelman – a sailor that was stationed in the crow's nest.

Batten down – to close all openings, such as hatches, and fasten all loose gear, in heavy weather; wooden hatches used to be covered with a tarpaulin, and then fastened with battens and wedges.

Battens – thin flexible strips of wood or plastic, used in batten pockets of a sail to support (stiffen to keep flat) the roach; battens are also used in awnings.

Beaching – deliberately running a vessel *aground*, to load and unload (as with landing craft), or sometimes to prevent a damaged vessel sinking.

Beacon – a lighted or unlighted fixed aid to navigation attached directly to the earth's surface. (Lights and daybeacons both constitute beacons.)

Beam – the width of a vessel at the widest point, or a point alongside the ship at the mid-point of its length.

Beam ends – the sides of a ship. "On her beam ends" may mean the vessel is literally on her side and possibly about to capsize; more often, the phrase means the vessel is listing 45 degrees or more.

Beam reach – a point of sailing with the apparent wind blowing at right angles to the boat's fore-and-aft line.

Bear – large squared off stone used for scraping clean the deck of a sailing man-of-war.

Bear off or bear away – turn away from the wind.

Bearer - a horizontal member of a scaffold upon which the platform rest and which may be supported by ledgers.

Bearing – the horizontal direction of a line of sight between two objects on the surface of the earth. See also "absolute bearing" and "relative bearing".

Beating – sailing closer to the wind than about 60° (see also *reaching*, *running* and *tacking*).

Beaufort scale – the scale describing wind force devised by Admiral Sir Francis Beaufort in 1808, in which winds are graded by the effect of their force (originally, the amount of sail that a fully-rigged frigate could carry). Scale now reads up to Force 17.

Becket – (1) a loop or eye made in the end of rope or wire. (2) A rope handle.

Bedding compound – caulking material used for mating two surfaces, rendering them watertight.

Before the mast – literally, the area of a ship before the foremast (the forecabin). Most often used to describe men whose living quarters are located here, officers being quartered in the stern-most areas of the ship (near the quarterdeck). Officer-trainees lived between the two ends of the ship and become known as "midshipmen". Crew members who started out as seamen, then became midshipmen, and later, officers, were said to have gone from "one end of the ship to the other".

Belay – to make fast a line around a fitting, usually a cleat or belaying pin. An order to halt a current activity or countermand an order prior to execution.

Belaying pins – bars of iron or hard wood to which running rigging may be secured, or *belayed*.

Bend – a knot used to join two ropes or lines. Also see *hitch*.

Bermudan rig – a triangular mainsail, without an upper spar, which is hoisted up the mast by a single halyard attached to the head of the sail. This configuration, introduced to Europe about 1920, allows the use of a tall mast, enabling sails to be set higher where wind speed is greater.

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Berth (moorings) – a location in a port or harbour used specifically for mooring vessels while not at sea.

Berth (sleeping) – a bed or sleeping accommodation on a boat or ship.

Best bower (anchor) – the larger of two anchors carried in the bow; so named as it was the last, *best* hope.

Between the Devil and the deep blue sea – see *Devil seam*.

Bight - a loop in rope or line: a hitch or knot tied "on the bight" is one tied in the middle of the rope, without access to the ends. An indentation in a coastline.

Bilge – the bilge is the compartment at the bottom of the hull of a ship or boat where water collects so that it may be pumped out of the vessel at a later time.

Bilge keels – a pair of keels on either side of the hull, usually slanted outwards. In yachts, they allow the use of a drying mooring, the boat standing upright on the keels (and often a *skeg*) when the tide is out. On larger vessels they reduce the tendency to roll in a sea.

Bilged on her anchor – a ship that has run upon her own anchor, so the anchor cable runs under the hull.

Bimini top – open-front canvas top for the cockpit of a boat, usually supported by a metal frame.

Bimmy – a punitive instrument

Binnacle – the stand on which the ship's compass is mounted.

Binnacle list – a ship's sick list. The list of men unable to report for duty was given to the officer or mate of the watch by the ship's surgeon. The list was kept at the binnacle.

Binocular – a telescopic instrument for the use of both eyes at once, having two tubes, each furnished with lenses and prisms to minimize the size.

Bitt – a post mounted on the ship's bow, for fastening ropes or cables.

Bitter end – the anchor cable is tied to the bitts, when the cable is fully paid out, the bitter end has been reached. The last part of a rope or cable.

Block-and-tackle – arrangement of blocks (pulleys) and line to gain a mechanical advantage.

Blue Peter – a blue and white flag (otherwise the flag for the letter "P") hoisted at the foretrucks of ships about to sail. Formerly a white ship on a blue ground, but later a white square on a blue ground.

Boat – a craft or vessel designed to float on, and provide transport over, water.

Boatswain or **bosun** - a non-commissioned officer responsible for the sails, ropes and boats on a ship who issues "piped" commands to seamen.

Bobstay – a stay which holds the bowsprit downwards, counteracting the effect of the forestay. Usually made of wire or chain to eliminate stretch.

Body harness - a system of straps that may be secured about the employee in a manner that will distribute the fall arrest forces over at least the thighs, shoulders, chest, and pelvis, with means for attaching it to other components of a personal fall arrest system.

Bollard – from 'bol' or 'bole', the round trunk of a tree. A substantial vertical pillar to which lines may be made fast. Generally on the quayside rather than the ship.

Bombay runner – large cockroach.

Bonded Jacky – a type of tobacco or sweet cake.

Booby – a type of bird that has little fear and therefore is particularly easy to catch.

Booby hatch – a sliding hatch or cover.

Boom – a spar attached to the foot of a fore-and-aft sail.

Booms – masts or yards, lying on board in reserve.

Boom vang or **vang** – a sail control that lets one apply downward tension on a boom, countering the upward tension provided by the sail. The boom vang adds an element of control to sail shape when the sheet is let out enough that it no longer pulls the boom down. Boom vang tension helps control leech twist, a primary component of sail power.

Boarding ladder – a temporary set of steps placed over a vessel's side.

Boathook – a pole with a hook on one end, used for retrieving or picking up objects and for fending off.

Boom – a spar used to extend the foot of a sail.

Boom vang – a system of and line to hold the boom down under some sailing conditions.

Bosun – a boatswain, a petty officer in charge of hull, rigging, and sail maintenance as well as deck operations; other spellings are bos'n, bo's'n, bo'sun.

Bosun's chair – a seat, sometimes a rigid plank or made of canvas, used to hoist a person aloft to repair rigging; pockets for tools are often included.

Bottomry – pledging a ship as security in a financial transaction.

Boundary Line - a line established under Section 2(b) of the Act of February 19, 1895 (33 U.S.C. 151).

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Bow – the front of a ship.

Bow & beam bearings – a set of bearings on an object ashore or an aid to navigation whose position is known, used to determine distance off.

Bow-chaser, chase gun or chase-piece – a long gun with a relatively small bore, placed in the bow-port to fire directly ahead. Used especially while chasing an enemy vessel to damage its sails and rigging. (quoted from A Sea of Words)

Bowditch – a standard reference work on navigation, containing useful tables and reference text; it is named after Nathaniel Bowditch, the nineteenth-century author of the first “Bowditch”.

Bowline – a type of knot, producing a strong loop of a fixed size, topologically similar to a sheet bend. Also a rope attached to the side of a sail to pull it towards the bow (for keeping the windward edge of the sail steady).

Bowse – to pull or hoist.

Bowsprit – a spar projecting from the bow used as an anchor for the forestay and other rigging.

Boxing the compass – to state all 32 points of the compass, starting at north, proceeding clockwise. Sometimes applied to a wind that is constantly shifting.

Boy Seaman – a young sailor, still in training

Braided line – a modern configuration of rope (usually called “line” on board a boat or ship); it may be a single braid or double braid, one braid (core) inside another.

Brail – to furl or truss a sail by pulling it in towards the mast, or the ropes used to do so.

Brake – the handle of the pump, by which it is worked.

Brass monkey or brass monkey weather – very cold weather, origin unknown.

Breast line – mooring or dock line, extended laterally from the vessel to a pier or float, as distinguished from a spring line, which controls fore and aft movement of the vessel.

Bridge – a structure above the weather deck, extending the full width of the vessel, which houses a command centre, itself called by association, the bridge.

Brightwork – (1) polished brass, bronze or stainless steel aboard a vessel. (2) varnished wood as trim.

Bring to – cause a ship to be stationary by arranging the sails.

Bristol fashion – shipshape; clean, neat, orderly, and conforming to high standards of seamanship.

Broaching-to, broaching – suddenly turning a vessel's side to the wind; also use to describe the point when water starts to come over the gunwhale due to this turn.

Broad on the beam – at a right angle to a vessel's fore-and-aft axis.

Broad reach – a point of sail with the apparent wind broad just aft of the beam.

Buffer – the chief bosun's mate (in the Royal Navy), responsible for discipline.

Bulkhead – a transverse wall in the hull; the interior compartmentalization of a vessel is created by bulkheads; in some cases bulkheads are watertight, adding to the safety in case of damage to the hull.

Bull of Barney – a beast mentioned in an obscene sea proverb.

Bulwark - the extension of the ship's side above the level of the weather deck.

Bumboat – a private boat selling goods.

Bumpkin or Boomkin – a spar, similar to a bowsprit, but which projects from the stern. May be used to attach the backstay or mizzen sheets. An iron bar (projecting out-board from a ship's side) to which the lower and topsail brace blocks are sometimes hooked.

Bunting tosser – a signalman who prepares and flies flag hoists. Also known in the American Navy as a skivvy waver.

Buntline – one of the lines tied to the bottom of a square sail and used to haul it up to the yard when furling.

Buntline hitch – a simple, useful hitch for attaching a halyard to a shackle; strong, secure, easily undone.

Buoy – (1) a floating aid to navigation showing channels or otherwise indicating location, rocks and other obstructions, and prohibited areas on the water; turning points in races. (2) to buoy an anchor is to temporarily fasten the anchor line to a float, so that the anchor need not be raised when a vessel is leaving its anchorage.

Buoyed up – lifted by a buoy, especially a cable that has been lifted to prevent it from trailing on the bottom.

Burgee – a special flag flown on a vessel or on a flagstaff of a shore installation, indicating either the ownership of the vessel or the identity of a yacht club or similar organization.

By and large – **By** means into the wind, while **large** means with the wind. **By and large** is used to indicate

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all possible situations "*the ship handles well both by and large*".

By the board – anything that has gone overboard.

CHARLIE

Cabin – an enclosed room on a deck or flat.

Cabin boy – attendant on passengers and crew.

Cable – a large rope.

Cable length - a measure of length or distance. Equivalent to (UK) 1/10 nautical mile, approx. 600 feet; (USA) 120 fathoms, 720 feet (219 m); other countries use different values.

Camber – (1) curvature of either sail or keel. (2) the curvature of the deck usually being higher in the center so that the water can run off.

Can – a cylindrical buoy, generally green.

Canister – a type of anti personnel cannon load in which lead balls or other loose metallic items were enclosed in a tin or iron shell. On firing the shell would disintegrate releasing the smaller metal objects.

Canoe stern – a design for the stern of a yacht which is pointed, like a bow, rather than squared off as a transom.

Canvas – (1) firm, closely woven cloth (originally hemp, linen or cotton) used for sails and awnings. (2) a set of sails; today the word "sailcloth" is generally used for modern sailmaking fabrics such as polyester (Dacron) and nylon.

Cape Horn fever – the name of the fake illness a malingerer is pretending to suffer from.

Capsize – when a ship or boat lists too far and rolls over, exposing the keel. On large vessels, this often results in the sinking of the ship.

Capstan – a large winch with a vertical axis. A full-sized human-powered capstan is a waist-high cylindrical machine, operated by a number of hands who each insert a horizontal *capstan bar* in holes in the capstan and walk in a circle. Used to wind in anchors or other heavy objects; and sometimes to administer flogging over.

Captain's daughter – the cat o' nine tails, which in principle is only used on board on the captain's (or a court martial's) personal orders.

Cardinal – referring to the four main points of the compass: north, south, east and west. See also "bearing".

Careening – cause the ship to tilt on its side, usually to clean or repair the hull below the water line.

Carlins – fore and aft members of the deck frame; they support the coamings of the cockpit, the cabin trunk sides and the hatch coamings.

Carry away – to break loose, said of gear that is stressed beyond the strength of its fastenings.

Cast off - (1) to loosen or unfasten. (2) to undo all mooring lines in preparation for departure.

Cat – to prepare an anchor, after raising it by lifting it with a tackle to the *cat head*, prior to securing (*fishing*) it alongside for sea. (An anchor raised to the cat head is said to be *catted*). The cat o' nine tails. A cat-rigged boat or *catboat*.

Catamaran – a vessel with two hulls.

Catboat – a cat-rigged vessel with only one sail, usually on a gaff.

Cat o' nine tails – a short nine-tailed whip kept by the bosun's mate to flog sailors (and soldiers in the Army). When not in use, the cat was kept in a baize bag, hence the term "cat out of the bag". "Not enough room to swing a cat" also derives from this.

Cat head – a beam extending out from the hull used to support an anchor when raised in order to secure or 'fish' it.

Catenary – in a rope or chain run between two points, the sag from a straight line due to the effect of gravity.

Cavitate, cavitation – turbulence in the water caused by the overfast rotation of a propeller; causes wear on the propeller and a reduction in propeller efficiency.

Ceiling – (1) the inside lining of the hull. (2) The height of cloud cover.

Celestial navigation – position determination (and the total process of navigation based on it) by reference to sun, stars, and moon. A sextant is used to measure the altitude of the observed heavenly body above the horizon, a highly accurate source of time information is used to determine the time of the sight, and tables and/or a calculator or computer are used to determine a position line; the place where two position lines cross is a fix.

Centerboard – a board or plate lowered through the hull of a dinghy on the centerline to resist leeway.

Certificate of Inspection - the document issued for a vessel authorizing its use in a commercial activity requiring such inspection; and stating any limitations on numbers of passengers, routes, areas of operation, crew requirements, minimum equipment, and the like.

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Certified Industrial Hygienist (CIH) - an industrial hygienist who is certified by the American Board of Industrial Hygiene.

Chafing – wear on line or sail caused by constant rubbing against another surface.

Chafing gear – material applied to a line or spar to prevent or reduce chafing. See Baggywrinkle.

Chain locker – stowage space for anchor chain.

Chainplates – fittings on the sides of the hull or the outer edges of the deck of a sailboat, to which the port and starboard rigging, shrouds, are fastened.

Chain-shot – cannon balls linked with chain used to damage rigging and masts.

Chain-wale or channel – a broad, thick plank that projects horizontally from each of a ship's sides abreast a mast, distinguished as the fore, main, or mizzen channel accordingly, serving to extend the base for the shrouds, which supports the mast.

Chandlery – (1) items of nautical gear. (2) A store where nautical gear is sold.

Channel – (1) the navigable portion of a waterway. (2) The marked and designated area where there is a known depth of water; boats may not normally anchor in a channel.

Charlie Noble – a stovepipe fitting in a cabin top or deck, through which the metal “chimney” of a boat's cooking or heating stove passes; usually equipped with a cooling rim of water and a partial cap to exclude rain and spray.

Chart – seagoing map; most charts are issued by governmental sources, and their data are based on surveys of the land and underwater areas, showing depths as well as lights, buoys, and other aids to navigation; they are updated periodically.

Chase guns or chasers – cannons pointing forward or aft, often of longer range than other guns. Those on the bow (*bow chasers*) used to fire upon a ship ahead, while those on the rear (*stern chasers*) used to ward off pursuing vessels. Chasers can be brought to bear in a chase without slowing.

Cheeks – wooden blocks at the side of a spar. The sides of a block or gun-carriage.

Chine – a relatively sharp angle in the hull, as compared to the rounded bottoms of most traditional boat hulls. A line formed where the sides of a boat meet the bottom. Soft chine is when the two sides join at a shallow angle, and hard chine is when they join at a steep angle.

Chock – a rigging fitting, essentially shaped like a U or an O, normally mounted on deck or in the toe rail, to control a rigging or mooring line.

Chock-a-block – rigging blocks that are so tight against one another that they cannot be further tightened.

Citizen of the United States - a national of the United States as defined in Section 101(a)(22) of the Immigration and Nationality Act (8 U.S.C. 1101(a)(22)) or an individual citizen of the Trust Territory of the Pacific Islands who is exclusively domiciled in the Northern Mariana Islands within the meaning of Section 1005(e) of the Covenant to establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America (48 U.S.C. 1681).

Civil Red Ensign – the British Naval Ensign or Flag of the *British Merchant Navy*, a red flag with the Union Flag in the upper left corner. Colloquially called the "red duster".

Class II standpipe system - a 1 1/2 inch (3.8 cm) hose system which provides a means for the control or extinguishment of incipient stage fires.

Classes – organized groups of boats (essentially for racing), with either identical measurements and specifications, or variable measurements to fit a formula, designed to equalize boat performance to some degree and thus put a premium on skill and tactics.

Clean bill of health – a certificate issued by a port indicating that the ship carries no infectious diseases. Also called a pratique.

Clean slate – at the helm, the watch keeper would record details of speed, distances, headings, etc. on a slate. At the beginning of a new watch the slate would be wiped clean.

Cleat – a stationary device used to secure a rope aboard a vessel.

Cleat hitch – the distinctive crisscross or figure-eight hitch used to fasten (belay) a line to a cleat.

Clench – a method of fixing together two pieces of wood, usually overlapping planks, by driving a nail through both planks as well as a washer-like rove. The nail is then burred or riveted over to complete the fastening.

Clevis pin – a large pin that secures one fitting to another.

Clew – the lower corners of square sails or the corner of a triangular sail at the end of the boom.

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Clew-lines – used to truss up the clews, the lower corners of square sails.

Close aboard – near a ship.

Close hauled – a vessel *beating* as close to the wind direction as possible.

Close quarters - operating vessels in close proximity or in an area with limited sea room.

Clove hitch – a double-lock hitch, generally used around a piling or bollard, easily adjusted, but it can work loose.

Club-footed – foot of sail, such as a jib or foresail, supported by a small boom.

Club hauling - the ship drops one of its anchors at high speed to turn abruptly. This was sometimes used as a means to get a good firing angle on a pursuing vessel.

Coaming – the raised edge of a hatch, cockpit or skylight to help keep out water.

Coast Guard - the organization established and continued under Section 1 of Title 14.

Coast Guard Authorized Person - an individual who meets the requirement of Appendix B to Subpart B of this part 1915 for tank vessels, for passenger vessels, and for cargo and miscellaneous vessels.

Cockpit – a space for the crew, lower than the deck and often watertight or self-draining.

Cockpit sole – the actual floor of a cockpit.

Cold molding – process of bending multiple thin layers of wood in sequence with glue to achieve a total desired thickness as opposed to forming by steam bending or sawing.

Cold Work - any work that does not involve riveting, welding, burning, or other fire or spark producing operations.

Collision bulkhead - a transverse vertical structural boundary between the immediate bow / stem of a vessel and areas for which watertight integrity must be maintained in the event of a collision.

Colors – (1) the national ensign. (2) Sometimes applied to all flags flown from a vessel. (3) the act or ceremony of raising the colors, including other flags.

COLREGS – International Regulations for Preventing Collisions at Sea, also known as the International Navigation Rules.

Come about – (1) to tack. (2) to change direction relative to the wind.

Commercial service - any type of trade or business involving the transportation of goods or individuals, except service performed by a combatant vessel.

Companionway – a raised and windowed hatchway in the ship's deck, with a ladder leading below and the hooded entrance-hatch to the main cabins.

Compass – navigational instrument that revolutionized travel.

Competent Person - a person who is capable of recognizing and evaluating employee exposure to hazardous substances or to other unsafe conditions and is capable of specifying the necessary protection and precautions to be taken to ensure the safety of employees as required by the particular regulation under the condition to which it applies. For the purposes of Subparts B, C, and D of this part, except for 1915.35(b)(8) and 1915.36(a)(5), to which the above definition applies, the competent person must also meet the additional requirements of 1915.7.

Confined Space - a compartment of small size and limited access such as a double bottom tank, cofferdam, or other space which by its small size and confined nature can readily create or aggravate a hazardous exposure.

Consideration - an economic benefit, inducement, right, or profit including pecuniary payment accruing to an individual, person, or entity, but not including a voluntary sharing of the actual expenses of the voyage, by monetary contribution or donation of fuel, food, beverage, or other supplies.

Consular officer - an officer or employee of the United States Government designated under regulations to grant visas.

Contract Employer - an employer, such as a painter, joiner, carpenter, or scaffolding sub-contractor, who performs work under contract to the host employer or to another employer under contract to the host employer at the host employer's worksite. This excludes employers who provide incidental services that do not influence shipyard employment (such as mail delivery or office supply services).

Convoy - a number of merchant ships or naval auxiliaries, or both, usually escorted by warships and/or aircraft, or a single merchant ship, or naval auxiliary under surface escort, assembled and organized for the purpose of passage together.

Cored construction – the use of a core material sandwiched between an outer layer and inner layer, e.g. deck made of fiberglass inner and outer layers and balsa core.

Corinthian – an amateur yachtsman or boater.

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Corrector – a device to correct the ship's compass.

Counter – the part of the stern above the waterline that extends beyond the rudder stock culminating in a small transom. A long counter increases the waterline length when the boat is heeled, so increasing hull speed.

Course – (1) the direction in which a vessel is to be steered (2) in racing, the present course or series of courses, often triangular, to be followed.

Courses - the lowest square sail on each mast. The mainsail, foresail, and the mizzen on a four masted ship (the after most mast usually sets a gaff driver or spanker instead of a square sail).

Cowls (scoops) – direct the flow of air and vapors in or out of ducts.

Coxswain (pronounced /'cɒksən/) – the helmsman or crew member in command of a boat.

Cradle – a frame used to support a vessel on land.

As the crow flies – a direct line between two points (which might cross land) which is the way crows travel rather than ships which must go around land.

Crance/Crans/Cranze iron – a fitting, mounted at the end of a bowsprit to which stays are attached.

Cringle – a rope loop, usually at the corners of a sail, for fixing the sail to a spar. They are often reinforced with a metal eye.

Cro'jack or **crossjack** – a square yard used to spread the foot of a topsail where no course is set, e.g. on the foremast of a topsail schooner or above the driver on the mizzen mast of a ship rigged vessel.

Crow's nest – specifically a masthead constructed with sides and sometimes a roof to shelter the lookouts from the weather, generally by whaling vessels, this term has become a generic term for what is properly called masthead. See masthead.

Cross Trees – a strong cross piece that allows to spread the top mast stays allowing for taller masts, larger top sails. Allows to extend the height of the ships mast.

Crossing situation – when two vessels meet, not head on or nearly head on but with each having the other forward of a direction 22.5 degrees abaft the beam; the vessel having the other on its starboard side is the give-way vessel and must keep clear.

Crude oil - a liquid hydrocarbon mixture occurring naturally in the earth, whether or not treated to render it suitable for transportation, and includes crude oil from which certain distillate fractions may have been

removed, and crude oil to which certain distillate fractions may have been added.

Crude oil tanker - a tanker engaged in the trade of carrying crude oil.

Crutches – metal Y shaped pins to hold oars whilst rowing.

Cuddy – a small cabin in a boat.

Cunningham – a line invented by Briggs Cunningham, used to control the shape of a sail.

Current – horizontal movement of water, as from the normal flow of a river or when caused by the rise and fall of tides.

Cut and run – when wanting to make a quick escape, a ship might cut lashings to sails or cables for anchors, causing damage to the rigging, or losing an anchor, but shortening the time needed to make ready by bypassing the proper procedures.

Cut of his jib – the "cut" of a sail refers to its shape. Since this would vary between ships, it could be used both to identify a familiar vessel at a distance, and to judge the possible sailing qualities of an unknown one.

DELTA

Dacron – trademark name for a type of polyester fiber, may be cloth or line.

Daggerboard – a type of centerboard that is lifted vertically.

Damage control - measures necessary aboard ship to preserve and re-establish water-tight integrity, stability, maneuverability and offensive power; to control list and trim; to effect rapid repairs of material; to limit the spread of, and provide adequate protection from, fire; to limit the spread of, remove the contamination by, toxic agents; and to provide for care of wounded personnel.

Danger bearing – a measured angle between the bearings of two points – such as buoys, landmarks, or rocks – indicates to the mariner an unsafe area for his/her vessel.

Dangerous atmosphere - an atmosphere that may expose employees to the risk of death, incapacitation, impairment of ability to self-rescue (i.e., escape unaided from a confined or enclosed space), injury, or acute illness.

Dangerous drug - a narcotic drug, a controlled substance, or a controlled substance analog (as

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defined in Section 102 of the Comprehensive Drug Abuse and Control Act of 1970 (21 U.S.C. 802)).

Davit – a swing-out device, a crane, used to hoist; a pair of davits, at the stern or at the side of the vessel, handles a dinghy or other small boat; a single davit at the bow is sometimes used to handle a heavy anchor.

Davy Jones' Locker – an idiom for the bottom of the sea.

Day beacon – an unlighted fixed structure which is equipped with a dayboard for daytime identification.

Dayboard – the daytime identifier of an aid to navigation presenting one of several standard shapes (square, triangle, rectangle) and colors (red, green, white, orange, yellow, or black).

Daysailer – a boat without a cabin that is used for short sails or racing.

Dayshape – a special geometric marker, such as a black ball, cone, or cylinder hung aloft to indicate a vessel's type, occupation or state; one black ball means "at anchor," three means "aground."

Dead ahead, dead astern – direction exactly ahead of or behind a vessel.

Deadeye – a wooden block with holes which is spliced to a shroud. It is used to adjust the tension in the standing rigging of large sailing vessels, by lacing through the holes with a lanyard to the deck. Performs the same job as a turnbuckle.

Deadlight – (1) a fixed skylight, comparatively small, in a deck or cabin top, admitting light to the space below. (2) a non-opening port.

Deadrise – the design angle between the keel (q.v.) and horizontal.

Dead reckoning – the navigation means used to determine position, calculated from the course steered and the speed through the water, without obtaining a fix; a dead reckoning position is indicated on a chart by marking a half circle with a dot on the track line; the time is placed at an angle to the horizontal and to the track line.

Dead run – see *running*.

Deadwood – a wooden part of the centerline structure of a boat, usually between the sternpost and amidships.

Decks – the structures forming the approximately horizontal surfaces in the ship's general structure. Unlike flats, they are a structural part of the ship.

Deck hand – a person whose job involves aiding the deck supervisor in (un)mooring, anchoring, maintenance, and general evolutions on deck.

Deck supervisor – the person in charge of all evolutions and maintenance on deck; sometimes split into two groups: forward deck supervisor, aft deck supervisor.

Deckhead – the under-side of the deck above. Sometimes paneled over to hide the pipe work. This paneling, like that lining the bottom and sides of the holds, is the ceiling.

Departure, point of – the last fix obtained by an outward bound vessel; it is marked on the chart as the beginning of the track until the next fix or estimated position. A vessel "takes departure" from such a position.

Derrick – a lifting device composed of one mast or pole and a boom or jib which is hinged freely at the bottom.

Designated area - an area established for hot work after an inspection that is free of fire hazards.

Deviation – the amount by which a ship's magnetic compass needle points to one side or the other of magnetic north; iron, steel, magnets, and DC current in wires cause the compass to vary by different amounts on differing headings.

Devil seam – the devil was possibly a slang term for the garboard seam, hence "between the devil and the deep blue sea" being an allusion to keel hauling, but a more popular version seems to be the seam between the waterway and the stanchions which would be difficult to get at, requiring a cranked caulking iron, and a restricted swing of the caulking mallet.

Devil to pay (or Devil to pay, and no pitch hot) – 'Paying' the Devil is sealing the devil seam. It is a difficult and unpleasant job (with no resources) because of the shape of the seam (up against the stanchions) or if the devil refers to the garboard seam, it must be done with the ship slipped or careened.

Dilution ventilation - a form of exposure control that involves providing enough air in the workplace to dilute the concentration of airborne contaminants to acceptable levels.

Dinghy – a small boat used as a tender; the term is also used for a small racing sailboat.

Directional light – a light illuminating a sector or very narrow angle and intended to mark a direction to be followed.

Discharge - when referring to a substance discharged from a vessel, includes spilling, leaking, pumping,

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pouring, emitting, emptying, or dumping, however caused.

Displacement – the weight of the water displaced by a floating hull; the volume of water will vary depending on whether it is fresh water or seawater.

Displacement hull – a vessel supported by its own buoyancy while in motion; see planning hull.

Disrate – to reduce in rank or rating; demote.

Distress signals – standardized or improvised signals, which may be visual, audible, or electronic, that are used on board a boat to indicate distress and seek assistance; various signals are listed in the Navigation Rules.

Ditty bag – a small bag for tools and personal items.

Dock – an enclosed or nearly enclosed water area; a place where vessels can make fast, as at a pier, wharf, or floating structure; frequently used incorrectly to refer to the pier or wharf itself.

Documented vessel - a vessel for which a certificate of documentation has been issued.

Dog - the apparatus which draws up a watertight door or hatch to secure it against opening and to prohibit the passage of water or air. "Dogging down" is the act of securing a watertight door or hatch.

Dog watch – a short watch period, generally half the usual time (e.g. a two hour watch between two four hour ones). Such a watch might be included in order to slowly rotate the system over several days for fairness, or to allow both watches to eat their meals at approximately normal times.

The **Doldrums** - also called the "equatorial calms", is a nautical term for the equatorial trough, with special reference to the light and variable nature of the winds.

Dolphin – a structure consisting of a number of piles driven into the seabed or riverbed in a circular pattern and drawn together with wire rope.

Dorade vent – special designed deck box ventilation to keep water out with a baffle while letting air in below decks.

Douse – (1) to drop or lower a sail quickly. (2) to put out a lamp or a fire.

Downhaul – (1) a rigging line used to haul down. (2) to hold down a spar or sail.

Draft or draught – the depth of a ship's keel below the waterline.

Dressing down – treating old sails with oil or wax to renew them, or a verbal reprimand.

Dressing ship – on national holidays, at regattas, and on other special occasions, yachts often "dress ship" with International Code signal flags; A vessel is dressed at 0800, and remains so dressed until the time of evening colors (while at anchor only, except for a vessel's maiden and final voyages, and participation in a marine parade or other situation).

Drift – (1) movement of a vessel through the water without propulsion. (2) speed of a current.

Driver – the large sail flown from the mizzen gaff.

Driver-mast – the fifth mast of a six-masted barquentine or gaff schooner. It is preceded by the jigger mast and followed by the spanker mast. The sixth mast of the only seven-masted vessel, the gaff schooner *Thomas W. Lawson*, was normally called the pusher-mast.

Drop test - a method utilizing gauges to ensure the integrity of an oxygen fuel gas burning system. The method requires that the burning torch is installed to one end of the oxygen and fuel gas lines and then the gauges are attached to the other end of the hoses. The manifold or cylinder supply valve is opened and the system is pressurized. The manifold or cylinder supply valve is then closed and the gauges are watched for at least sixty (60) seconds. Any drop in pressure indicates a leak.

Drydock – an enclosed dock from which the water can be pumped out, so a ship can have its lower hull cleaned or repaired.

Dry rot – decay of wood timbers, as in a boat, usually occurring in moist conditions.

Dunnage - loose packing material used to protect a ship's cargo from damage during transport. Personal baggage.

ECHO

Earrings – small lines, by which the uppermost corners of the largest sails are secured to the yardarms.

Ease – to let out a line under full control, gradually as with a sheet or a docking line.

Ebb – a tidal current flowing toward the sea.

Echo sounding – measuring the depth of the water using a sonar device.

Embayed – the condition where a sailing vessel is confined between two capes or headlands, typically where the wind is blowing directly onshore.

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Emergency operations - activities performed by fire response organizations that are related to: rescue, fire suppression, emergency medical care, and special operations or activities that include responding to the scene of an incident and all activities performed at that scene.

Employee - any person engaged in ship repairing, shipbuilding, ship breaking, or related employments on the navigable waters of the United States, including dry docks, graving docks, and marine railways, other than the master, ship's officers, crew of the vessel, or any person engaged by the master to repair any vessel over 18 net tons.

Employer - an employer, any of whose employees are employed, in whole or in part, in ship repairing, shipbuilding, ship breaking or related employments as defined in this section on the navigable waters of the United States, including dry docks, graving docks, and marine railways.

Enclosed space - any space, other than a confined space, which is enclosed by bulkheads and overhead. It includes cargo holds, tanks, quarters, and machinery and boiler spaces.

Ensign – the national flag.

Enter with restrictions - denotes a space where entry for work is permitted only if engineering controls, personal protective equipment, clothing, and time limitations are as specified by the Marine Chemist, Certified Industrial Hygienist, or the shipyard competent person.

Entry - the action by which a person passes through an opening into a space. Entry includes ensuing work activities in that space and is considered to have occurred as soon as any part of the entrant's body breaks the plane of an opening into the space.

Entry – forward-designed section of hull in the water; qualifies the type of hull in terms of efficiency and behavior in relation to wave action (for example, a sharper entry means faster hull speed for a racing hull).

Escort - A unit(s) assigned to accompany and protect another vessel(s), force or convoy.

Estimated position (EP) – a navigational point (less precise than a fix) based on course run, speed, and estimates of such factors as drift caused by wind or currents.

Exclusive Economic Zone - the zone established by Presidential Proclamation Numbered 5030, dated March 10, 1983.

Explosion-proof lights is an apparatus enclosed in a case that is capable of withstanding an explosion of a specified gas or vapor that may occur within it and of preventing the ignition of a specified gas or vapor surrounding the enclosure by sparks, flashes, or explosion of the gas or vapor within, and that operates at such an external temperature that a surrounding flammable atmosphere will not be ignited thereby.

Extremis – (also known as “in extremis”) the point under International Rules of the Road (Navigation Rules) at which the privileged (or stand-on) vessel on collision course with a burdened (or give-way) vessel determines it must maneuver to avoid a collision. Prior to extremis, the privileged vessel must maintain course and speed and the burdened vessel must maneuver to avoid collision.

Eye splice – a fixed loop in the end of a line, made by intertwining strands of rope or by tucking an outer core of double-braid rope back into itself.

FOXTROT

Fair – a smooth curve, usually referring to a line of the hull which has no deviations. To make something flush. A rope is fair when it has a clear run. A wind or current is fair when it offers an advantage to a boat.

Fairlead – a rigging fitting designed to change the direction of a line, control the line and minimize friction.

Fast – fastened or held firmly (*fast aground*: stuck on the seabed; *made fast*: tied securely).

Fastening – (1) any of several methods of holding planks in a wooden boat to the frames. (2) screws, nails, rivets. (3) a screw or bolt used to fasten rigging and plumbing fixtures.

Fathom – a unit of length equal to 6 feet (1.8 m), roughly measured as the distance between a man's outstretched hands.

Fathometer – the formerly trademarked name for one brand (Ratheon) of electronic instrument for measuring depth of water; now used generically for electronic depth sounders.

Fender – an air or foam filled bumper used in boating to keep boats from banging into docks or each other.

Fetch – the distance across water which a wind or waves have traveled. To reach a mark without tacking.

Fid – a tapered wooden tool used for separating the strands of rope for splicing.

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Figure-eight – a knot, usually in the end of a line as a stopper, to prevent the end of the line from passing through a block or fairlead.

Figurehead – symbolic image at the head of a traditional sailing ship or early steamer.

Fin keel – keel shaped like the fin of a fish, shorter and deeper than a full-length keel.

Fire hazard - a condition or material that may start or contribute to the spread of fire.

Fire protection - methods of providing fire prevention, response, detection, control, extinguishment, and engineering.

Fire response - the activity taken by the employer at the time of an emergency incident involving a fire at the worksite, including fire suppression activities carried out by internal or external resources or a combination of both, or total or partial employee evacuation of the area exposed to the fire.

Fire response employee - a shipyard employee who carries out the duties and responsibilities of shipyard firefighting in accordance with the fire safety plan.

Fire response organization - an organized group knowledgeable, trained, and skilled in shipyard firefighting operations that responds to shipyard fire emergencies, including: fire brigades, shipyard fire departments, private or contractual fire departments, and municipal fire departments.

Fire ship – a ship loaded with flammable materials and explosives and sailed into an enemy port or fleet either already burning or ready to be set alight by its crew (who would then abandon it) in order to collide with and set fire to enemy ships.

Fire suppression - the activities involved in controlling and extinguishing fires.

Fire watch - the activity of observing and responding to the fire hazards associated with hot work in shipyard employment and the employees designated to do so.

First Lieutenant – in the Royal Navy, the senior lieutenant on board; responsible to the Commander for the domestic affairs of the ship's company. Also known as 'Jimmy the One' or 'Number One'. Removes his cap when visiting the mess decks as token of respect for the privacy of the crew in those quarters. Officer i/c cables on the forecabin. In the U.S. Navy the senior person in charge of all Deck hands.

First Mate – the second in charge of a ship

First-rate – the classification for the largest sailing warships of the 17th through 19th centuries. They had 3 masts, 850+ crew and 100+ guns.

Fish – to repair a mast or spar with a fillet of wood. To secure an anchor on the side of the ship for sea (otherwise known as "catting".)

Fish - finfish, mollusks, crustaceans, and all other forms of marine animal and plant life, except marine mammals and birds.

Fishing vessel - a vessel that commercially engages in the catching, taking, or harvesting of fish or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish.

Fish processing vessel - a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

Fish tender vessel - a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fishing, fish processing, or fish tender vessel or a fish processing facility.

Fix – the position of a vessel, determined by bearings, either visual or electronic, or by any other means believed to be acceptably accurate.

Fixed extinguishing system - a permanently installed fire protection system that either extinguishes or controls fire occurring in the space it protects.

Flag hoist – a number of signal flags strung together to convey a message, e.g. 'England expects...'

Flammable liquid - any liquid having a flashpoint below 100 °F (37.8 °C), except any mixture having components with flashpoints of 100 °F (37.8 °C) or higher, the total of which make up 99 percent or more of the total volume of the mixture.

Flank – the maximum speed of a ship. Faster than "full speed".

Flare – a curvature of the topsides outward towards the gunwale. A pyrotechnic signalling device, usually used to indicate distress.

Flashing – a lighted aid to navigation that is on less than it is off in a regular sequence of single flashes occurring less than 30 times in each minute.

Flatback – a Great Lakes slang term for a vessel without any self unloading equipment.

Flemish – to coil a line spirally, laid flat on deck, either for appearance or to make a mat.

Float plan – a plan given to a responsible person on shore that tells where you intend to cruise and when you expect to make port again including a description of the boat.

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Flood – an incoming tidal current.

Flotsam – debris or cargo that remains afloat after a shipwreck. See also jetsam.

Fluke – the wedge-shaped part of an anchor's arms that digs into the bottom.

Fly by night – a large sail used only for sailing downwind, requiring little attention.

Flying bridge – a high steering position, usually above the normal wheelhouse of a power cruiser, also called a "fly bridge."

Following sea – wave or tidal movement going in the same direction as a ship

Foot – the lower edge of any sail. The bottom of a mast. A measurement of 12 inches.

Footloose – if the foot of a sail is not secured properly, it is footloose, blowing around in the wind.

Footrope – each yard on a square rigged sailing ship is equipped with a footrope for sailors to stand on while setting or stowing the sails

Fore – located at the front, as of a vessel.

Fore-and-aft – from stem to stern, from front to back, oriented parallel to the keel.

Forecast – formalized weather prediction.

Forecastle – a partial deck, above the upper deck and at the head of the vessel; traditionally the sailors' living quarters. Pronounced "foc'sle". The name is derived from the castle fitted to bear archers in time of war.

Foredeck – the forward part of the main deck of a vessel.

Forestaysail – a sail attached to the forestay, similar to a jib, which is on the headsay.

Foretriangle – the area bounded by the mast, fore-deck, and headstay.

Forward – on board a vessel, the direction to the front, toward the bow.

Founder – to fill with water and sink.

Force – see *Beaufort scale*.

Fore, foreward – towards the bow (of the vessel).

Forefoot – the lower part of the stem of a ship.

Foreign vessel - a vessel of foreign registry or operated under the authority of a country except the United States.

Foremast jack – an enlisted sailor, one who is housed before the foremast.

Forestays – long lines or cables, reaching from the front of the vessel to the mast heads, used to support the mast.

Foul – the opposite of clear. For instance, a rope is foul when it does not run straight or smoothly, and an anchor is foul when it is caught on an obstruction. A breach of racing rules.

Fractional rig – a rig in which the jib of a sloop does not reach to the top of the mast, a three-quarter rig is an example of this rig.

Frame – a transverse structural member which gives the hull strength and shape. Wooden frames may be sawn, bent or laminated into shape. Planking is then fastened to the frames. A bent frame is called a timber.

Freeboard – the height of a ship's hull (excluding superstructure) above the waterline. The vertical distance from the current waterline to the lowest point on the highest continuous watertight deck. This usually varies from one part to another.

Freight vessel - a motor vessel of more than 15 gross tons as measured under Section 14502 of this title, or an alternate tonnage measured under Section 14302 of this title as prescribed by the Secretary under Section 14104 of this title that carries freight for hire, except an oceanographic research vessel or an offshore supply vessel.

Fronts – boundaries between air masses that have different temperatures.

Full and by – sailing into the wind (*by*), but not as close-hauled as might be possible, so as to make sure the sails are kept *full*. This provides a margin for error to avoid being taken aback (a serious risk for square-rigged vessels) in a tricky sea. Figuratively it implies getting on with the job but in a steady, relaxed way, without undue urgency or strain.

Fully battened – sail with battens running full width of the sail horizontally.

Furl – to roll or gather a sail against its mast or spar.

Futtocks – pieces of timber that make up a large transverse frame.

GOLF

Gaff – the spar that holds the upper edge of a four-sided fore-and-aft mounted sail. A long hook with a sharp point to haul fish in.

Gaff rigged – a boat rigged with a four-sided fore-and-aft sail mounted on an upper spar or gaff which extends aft from the mast.

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Gam – a meeting of two (or more) whaling ships at sea. The ships each send out a boat to the other, and the two captains meet on one ship, while the two chief mates meet on the other.^[4]

Gammon iron – the bow fitting which clamps the bowsprit to the stem.

Galley – the kitchen of the ship

Gangplank – a movable bridge used in boarding or leaving a ship at a pier; also known as a "brow".

Gangway – an opening in the bulwark of the ship to allow passengers to board or leave the ship. Any ramp-like or stair-like means of access provided to enable personnel to board or leave a vessel including accommodation ladders, gangplanks, and brows.

Garbled – the (illegal) practice of mixing cargo with garbage.

Garboard – the strake closest to the keel (from Dutch *gaarboard*).

Garboard planks – the planks immediately either side of the keel.

Gas freeing - operations performed in testing, evaluating, removing or controlling hazardous materials or conditions, within or related to a confined or enclosed spaces, which may present hazards to personnel entering or working in, on or adjacent to the space.

General exhaust (dilution) ventilation systems - also called dilution ventilation, is different from local exhaust ventilation because instead of capturing emissions at their source and removing them from the air, general exhaust ventilation allows the contaminant to be emitted into the workplace air and then dilutes the concentration of the contaminant to an acceptable level (e.g., to the PEL or below). Dilution systems are often used to control evaporated liquids.

Genoa or genny – a large *jib*, strongly overlapping the mainmast.

Geographic position – charted position.

Ghost – to sail slowly when there is apparently no wind.

Gibe – see **gybe**.

Give-way vessel – the vessel that does not have the right of way in a crossing or overtaking situation; the vessel that is burdened.

Global Positioning System (GPS) - a satellite based radio-navigation system providing continuous worldwide coverage. It provides navigation, position, and timing information to air, marine, and land users.

Going about or tacking – changing from one tack to another by going through the wind (see also *gybe*). When ready to go about the helmsman or skipper calls "Ready about", the crew then each call "Ready!", and as the turn is made the helmsman calls "Helm's a lee!".

Gooseneck – fitting that attaches the boom to the mast, allowing it to move freely.

Goosewinged – of a fore-and-aft rigged vessel sailing directly away from the wind, with the sails set on opposite sides of the vessel – for example with the mainsail to port and the jib to starboard, to maximize the amount of canvas exposed to the wind.

Grab rail – a convenient grip, on a cabin top or along a companion ladder.

Grapeshot – small balls of lead fired from a cannon, similar to shotgun shot on a larger scale. Used to hurt people, rather than cause structural damage.

Grave – to clean a ship's bottom.

Great circle – a circle formed on a sphere, such as the earth, by the intersection of a plane passing through the center of the sphere. An arc of a great circle is the shortest distance on the surface between two points, hence a great circle route is the shortest route between the points.

Great Lakes barge - a non-self-propelled vessel of at least 3,500 gross tons operating on the Great Lakes.

Grog – watered-down pusser's rum consisting of half a gill with equal part of water, issued to all seamen over twenty. (CPOs and POs were issued with neat rum) From the British Admiral Vernon who, in 1740, ordered the men's ration of rum to be watered down. He was called "Old Groggram" because he often wore a grogram coat), and the watered rum came to be called 'grog'. Often used (illegally) as currency in exchange for favours in quantities prescribed as 'sippers' and 'gulpers'. Additional issues of grog were made on the command 'splice the mainbrace' for celebrations or as a reward for performing especially onerous duties. The RN discontinued the practice of issuing rum in 1970. A sailor might repay a colleague for a favour by giving him part or all of his grog ration, ranging from "sippers" (a small amount) via "gulpers" (a larger quantity) to "grounders" (the entire tot).

Groggy – drunk from having consumed a lot of grog.

Grommet – a ring or eyelet, as in a sail; a rope grommet is a circle made by unlaying the rope, then using one strand spirally, twisted onto itself, replacing the original strands.

Gross tonnage – the total interior space of a ship, including non-cargo space, computed at 40 cubic feet

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equals one ton; **net tonnage** is found by subtracting engine rooms, crew's quarters, stores, and navigation space; **displacement tonnage** is the weight of the vessel, which is the same as the weight of the water displaced.

Ground – the bed of the sea.

Ground swells – swells that become shorter and steeper as they near the shore, because of the shoaling water.

Ground tackle – anchor, anchor rode (line or chain), and the shackles and other gear used for attachment.

Grounding – when a ship (while afloat) touches the bed of the sea, or goes "aground".

Gudgeon - a socket that a pin fits into, e.g. the pin of a hinge or the pivoting bolt of a ship's rudder

Gunner's daughter – see *kissing the gunner's daughter*.

Gunwale – upper edge of the hull.

Guy – a rigging line for control, attached to the end of a movable spar.

Gybe – to change from one tack to the other away from the wind, with the stern of the vessel turning through the wind. When ready to go about the helmsman or skipper calls "Ready to gybe", the crew then each call "Ready!", and as the turn is made the helmsman calls "Gybe ho!". A gybe may also happen accidentally when sailing downwind. (See also *going about* and *wearing ship*.)

HOTEL

Hail – a call to a ship or boat.

Half-hitch – the simplest knot, usually part of another knot, such as two half-hitches or a fisherman's bend.

Halyard – originally, ropes used for hoisting a spar with a sail attached; today, a line used to raise the head of any sail.

Hammock – canvas sheets, slung from the deckhead in mess decks, in which seamen slept. "Lash up and stow" a piped command to tie up hammocks and stow them (typically) in racks inboard of the ship's side to protect crew from splinters from shot and provide a ready means of preventing flooding caused by damage.

Handy billy – a loose block and tackle with a hook or tail on each end, which can be used wherever it is needed. Usually made up of one single and one double block.

Hand bomber – a ship using coal-fired boilers shoveled in by hand.

Hand lead – a weight, attached to a line, lowered into the water to find out the depth.

Hand over fist – to climb steadily upwards, from the motion of a sailor climbing shrouds on a sailing ship (originally "hand over hand").

Handsomely – with a slow even motion, as when hauling on a line "handsomely".

Handy-billy – block and tackle (movable).

Hank – a fastener attached to the luff of the headsail that attaches the headsail to the forestay. Typical designs include a bronze or plastic hook with a spring-operated gate, or a strip of cloth webbing with a snap fastener.

Harbor – a harbor or haven is a place where ships may shelter from the weather or are stored. Harbors can be man-made or natural.

Hard – a section of otherwise muddy shoreline suitable for mooring or hauling out.

Hard over – all the way in one direction, as a tiller or wheel can be put "hard over" to make an abrupt turn.

Harden up – turn towards the wind; sail closer to the wind.

Hardtack – a hard and long-lasting dry biscuit, used as food on long journeys. Also called *ship's biscuit*.

Hatchway, hatch – a covered opening in a ship's deck through which cargo can be moved or access made to a lower deck; the cover to the opening is called a hatch.

Haul wind – to point the ship towards the direction of the wind; generally not the fastest point of travel on a sailing vessel.

Hauling – (1) hauling out is removing a boat from the water. (2) pulling on an anchor line, halyard, or a rope or line is simply called hauling.

Hauling part – the part of a fall or tackle to which power is applied.

Hawser - a large heavy cable that is used when mooring or towing a ship.

Hawse-hole – a hole in a ship's bow for a cable or chain, such as for an anchor, to pass through.

Hawsepipes – fittings in the hawse holes through which dock or anchor lines may be run, and, in larger vessels, in which the upper part of the anchor may be stowed.

Flagship Glossary of Nautical Terms

Hawsepiper – an informal maritime industry term used to refer to a merchant ship's officer who began his or her career as an unlicensed merchant seaman and did not attend a traditional maritime college/academy to earn the officer license.

Hazardous material - a material that has one or more of the following characteristics:

- has a flash point below 140F, closed cup, or is subject to spontaneous heating;
- has a threshold limit value below 500 ppm in the case of a gas or vapor, below 500 mg/m³ for fumes, and below 25 mppcf in case of a dust.
- has a single dose oral LD₅₀ below 500 mg/kg;
- is subject to polymerization with the release of large amounts of energy;
- is a strong oxidizing or reducing agent;
- causes first degree burns to skin in short time exposure, or is systemically toxic by skin contact; or
- in the course of normal operations, may produce dusts, gases, fumes, vapors, mists, or smokes which have one or more of the above characteristics.

Hazardous substance - a substance which by reason of being explosive, flammable, poisonous, corrosive, oxidizing, irritant, or otherwise harmful is likely to cause injury.

Head – the toilet or latrine of a vessel, which for sailing ships projected from the bows

Head – (1) the bow or forward part of a vessel. (2) the upper end of a vertical part, such as the rudder head. (3) the upper corner of a triangular sail; the upper edge of a four-sided sail. (4) the toilet on board ship (fixture only or entire compartment).

Heading – the direction in which a vessel is pointed at any give moment.

Head seas – waves coming from the direction in which a vessel is heading.

Head of navigation – a term used to describe the farthest point above the mouth of a river that can be navigated by ships.

Headsail – any sail flown in front of the most forward mast.

Headstay – (1) a stay from the bow to a point high on the mast. (2) the foremost stay.

Headway – forward motion of a vessel through the water.

Heave – (1) to pull strongly on a line. (2) to throw a line. (3) a vessel's transient, vertical, up-and-down motion.

Heave down – turn a ship on its side (for cleaning).

Heaving line – a light line, coiled and thrown from vessel to vessel or between vessel and shore, to be used for pulling in a larger line, such as a dock line.

Heaving to – (1) setting the sails so that a boat makes little headway, usually in a storm or a waiting situation. (2) In power-driven vessels, heading into the seas, or nearly so, and reducing speed to the minimum necessary to maintain control.

Heel, heeling – to tip, to lean to one side; heeling may result from uneven distribution of weight or the force of the wind; a list is a continuous; a roll is a repeated inclination, from side to side.

Heeling error – the additional or changing deviation in a compass caused by heeling, when the relative position of heavy iron (keel, engine) is changed so that the magnetic force varies.

Helm – the tiller, wheel, and other steering gear; a boat is said to have a weather helm if it tends to turn its bow to windward; lee helm if it tends to fall away to leeward.

Helmsman – a person who steers a ship

Highfield lever – a particular type of tensioning lever, usually for running backstays. Their use allows the leeward backstay to be completely slackened so that the boom can be let fully out.

High tide, high water – the highest level reached as a result of tidal action.

Hitch – a knot used to tie a rope or line to a fixed object.

Hog – a fore-and-aft structural member of the hull fitted over the keel to provide a fixing for the garboard planks. A rough flat scrubbing brush for cleaning a ship's bottom under water.

Hogging – the distortion of the hull where the ends of the keel are lower than the center.

Hold – in earlier use, below the orlop deck, the lower part of the interior of a ship's hull, especially when considered as storage space, as for cargo. In later merchant vessels it extended up through the decks to the underside of the weather deck.

Holiday – a gap in the coverage of newly applied paint, slush, tar or other preservative.

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Holystone – a chunk of sandstone used to scrub the decks. The name comes from both the kneeling position sailors adopt to scrub the deck (reminiscent of genuflection for prayer), and the stone itself (which resembled a Bible in shape and size).

Horizontal angle – an angle, usually measured with a sextant, between two landmarks, providing a line of position (the arc of a circle).

Horn – a sound signal which uses electricity or compressed air to vibrate a disc diaphragm.

Horn timber – a fore-and-aft structural member of the hull sloping up and backwards from the keel to support the counter.

Horse – attachment of sheets to deck of vessel (main-sheet horse). To move or adjust sail by brute hand force rather than using running rigging.

Horseshoe buoy – Personal Flotation Device (PFD), used in rescues, shaped like a U and mounted in a bracket at the rail; for man-overboard situations.

Hose systems - fire protection systems consisting of a water supply, approved fire hose, and a means to control the flow of water at the output end of the hose.

Host employer - an employer who is in charge of coordinating work or who hires other employers to perform work at a multi-employer workplace.

Hot work - any activity involving riveting, welding, burning, powder-actuated tools, or similar fire-producing operations. Grinding, drilling, abrasive blasting, or similar spark-producing operations are also considered hot work except when such operations are isolated physically from any atmosphere containing more than 10% of the lower explosive limit of a flammable or combustible substance.

Hounds – attachments of stays to masts.

Hove to - little or no way on; to hold a vessel's position and/or to protect a vessel while riding out a storm.

Hull – the shell and framework of the basic flotation-oriented part of a ship

Hydrofoil – a boat with wing-like foils mounted on struts below the hull.

Hydrography – the science of surveying the waters of the earth.

INDIA

Icing – a serious hazard where cold temperatures (below about -10°C) combined with high wind speed (typically force 8 or above on the Beaufort scale) result

in spray blown off the sea freezing immediately on contact with the ship

Idlers – members of a ship's company not required to serve watches. These were in general specialist tradesmen such as the carpenter and the sailmaker.

Immediately Dangerous to Life or Health (IDLH) - an atmosphere that poses an immediate threat to life or that is likely to result in acute or immediate severe health effects.

In Irons – when the bow of a sailboat is headed into the wind and the boat has stalled and is unable to maneuver

In the offing – in the water visible from on board a ship, now used to mean something imminent.

Inboard – (1) more toward the center of a vessel. (2) inside. (3) a motor fitted inside the boat.

Inboard-outboard drive system – a power boating alternative drive system to transom mounted outboard motors.

Incident Management System - a system that defines the roles and responsibilities to be assumed by personnel and the operating procedures to be used in the management and direction of emergency operations; the system is also referred to as an "incident command system" (ICS).

Incipient Stage Fire - a fire, in the initial or beginning stage, which can be controlled or extinguished by portable fire extinguishers, Class II standpipe or small hose systems without the need for protective clothing or breathing apparatus.

Incline experiment - a test designed to measure the initial stability of a vessel, over small angles of heel. By placing known weights in certain locations to induce a heel, then examining the effect, the metacentric height can be estimated and stability curves generated.

Inert or Inerted Atmosphere - an atmospheric condition where:

1. the oxygen content of the atmosphere in the space is maintained at a level equal to or less than 8.0 percent by volume or at a level at or below 50 percent of the amount required to support combustion, whichever is less; or
2. the space is flooded with water and the vapor concentration of flammable or combustible materials in the free space atmosphere above the water line is less than 10 percent of the lower explosive limit for the flammable or combustible material.

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Inerting - the displacement of the atmosphere in a permit space by noncombustible gas (such as nitrogen) to such an extent that the resulting atmosphere is noncombustible. This procedure produces an IDLH oxygen-deficient atmosphere.

Inflatable boat – a craft that has an inflatable structure; an inflatable boat with a rigid bottom is often referred to as a RIB.

Inglefield clip – a type of clip for attaching a flag to a flag halyard.

Inland Rules – Navigation Rules for vessel operations in certain harbors, rivers, lakes, and inland waterways of the United States.

Interior Structural Firefighting Operations - the physical activity of fire response, rescue, or both involving a fire beyond the incipient stage inside of buildings, enclosed structures, vessels, and vessel sections.

Intracoastal Waterways (ICW) – bays, rivers, and canals along coasts (such as Atlantic and Gulf of Mexico coasts), connected so vessels may travel without entering the open sea.

In-water survey – a method of surveying the underwater parts of a ship while it is still afloat instead of having to drydock it for examination of these areas as was conventionally done.

Isobars – on a weather map, lines drawn connecting places of equal atmospheric pressure; isobars close together indicate a steeper gradient of pressure and stronger winds.

Isogonic lines – lines, on a chart, connecting points of equal magnetic variation.

JULIET

Jack – a sailor. Also *jack tar* or just *tar*. A flag. Typically the flag was talked about as if it were a member of the crew. Strictly speaking, a flag is only a "jack" if it is worn at the jackstaff at the bow of a ship.

Jacklines or jack stays – lines, often steel wire with a plastic jacket, from the bow to the stern on both port and starboard. The Jack Lines are used to clip on the safety harness to secure the crew to the vessel while giving them the freedom to walk on the deck.

Jack Tar – a sailor dressed in 'square rig' with square collar. Formerly with a tarred pigtail.

Jenny – see *genoa*

Jetsam – debris ejected from a ship that sinks or washes ashore. See also flotsam.

Jetty – a structure, usually masonry, projecting out from the shore; a jetty may protect a harbor entrance or the harbor itself.

Jib – a triangular staysail at the front of a ship.

Jibboom – a spar used to extend the bowsprit.

Jibe – see *gybe*.

Jigger-mast – the fourth mast, although ships with four or more masts were uncommon, or the aft most mast where it is smallest on vessels of less than four masts.

Jollies – traditional Royal Navy nickname for the Royal Marines.

Joggle – a slender triangular recess cut into the faying surface of a frame or steamed timber to fit over the land of clinker planking, or cut into the faying edge of a plank or rebate to avoid feather ends on a streak of planking. The feather end is cut off to produce a nib. The joggle and nib in this case is made wide enough to allow a caulking iron to enter the seam.

Junk – old cordage past its useful service life as lines aboard ship. The strands of old junk were teased apart in the process called picking oakum.

KILO

Keel – the central structural basis of the hull

Keelhauling – maritime punishment: to punish by dragging under the keel of a ship.

Keelson – the timber immediately above the keel of a wooden ship.

Ketch – a two-masted sailing rig; the after (mizzen) mast is shorter than the forward (main) mast and stepped forward of the rudder post, so the mizzen sail on a ketch is relatively larger than it might be on a yawl.

Killick – a small anchor. A fouled killick is the substantive badge of non-commissioned officers in the RN. Seamen promoted to the first step in the promotion ladder are called 'Killick'. The badge signifies that here is an Able Seaman skilled to cope with the awkward job of dealing with a fouled anchor.

Kissing the gunner's daughter – bend over the barrel of a gun for punitive spanking with a cane or cat

Flagship Glossary of Nautical Terms

King plank – the centerline plank of a laid deck. Its sides are often recessed, or nibbed, to take the ends of their parallel curved deck planks.

Knee – connects two parts roughly at right angles, eg. deck beams to frames.

Knot – (1) unit of speed, one nautical mile per hour. Originally speed was measured by paying out a line from the stern of a moving boat. The line had a knot every 47 feet 3 inches, and the number of knots passed out in 30 seconds gave the speed through the water in nautical miles per hour. (2) a general term for a hitch or bend.

Know the ropes – a sailor who 'knows the ropes' is familiar with the miles of cordage and ropes involved in running a ship.

Kort nozzle - a cylindrical shroud around a propeller, designed to contain and direct the flow of water off the blade tips, and thereby measurably increasing its efficiency and output per horsepower.

LIMA

Labeled - identified with a sign, placard, or other form of written communication, including pictograms, that provides information on the status or condition of the work space to which it is attached.

Ladder – on board a ship, all "stairs" are called ladders, except for literal staircases aboard passenger ships. Most "stairs" on a ship are narrow and nearly vertical, hence the name. Believed to be from the Anglo-Saxon word *hlaeder*, meaning ladder.

Laid up – not in commission and ready for use.

Laker – Great Lakes slang for a vessel who spends all its time on the five Great Lakes.

Land lubber – a person unfamiliar with being on the sea.

Lanyard – a rope that ties something off.

Larboard – obsolete term for the left side of a ship. Derived from "lay-board" providing access between a ship and a quay, when ships normally docked with the left side to the wharf. Replaced by *port side* or *port*, to avoid confusion with *starboard*.

Large – see **by and large**.

Lateral system – a system of aids to navigation in which characteristics of buoys and beacons indicate the sides of the channel or route relative to a conventional direction of buoyage (usually upstream).

Latitude – geographic distance north or south of the equator, measured in degrees, minutes, and seconds or fractions of a minute.

Launch – (1) to move a boat into the water from land. (2) a powerboat used as a ferry between land and a moored boat; also "shore boat."

Lay – to come and go, used in giving orders to the crew, such as "lay forward" or "lay aloft". To direct the course of vessel. Also, to twist the strands of a rope together.

Laying down – beginning construction in a shipyard.

Laying-to – underway with little or no way on; an alternative to anchoring under certain circumstances.

Lazarette – small stowage locker at the aft end of a boat.

Lead – a shaped weight on a marked line, used to measure water depth and to pick up bottom samples (mud, clay, sand).

League – a unit of length, normally equal to three nautical miles.

Ledger or stringer is a horizontal scaffold member which extends from post to post and which supports the bearer forming a tie between the posts.

Lee – the direction toward which the wind blows, an object sheltered from the wind is "in the lee." A lee shore is the coast lying in the direction toward which the wind is blowing.

Iceboards – boards attached to the gunwale (in lieu of an external keel) to reduce leeway.

Leech – the aft or trailing edge of a fore-and-aft sail; the leeward edge of a spinnaker; a vertical edge of a square sail. The leech is susceptible to twist, which is controlled by the boom vang and mainsheet.

Lee helm – the tendency of a sailboat to turn the bow to leeward, as distinguished from weather helm, unless corrective rudder action is taken.

Lee side – the side of a ship sheltered from the wind (cf. weather side).

Lee shore – a shore downwind of a ship. A ship which cannot sail well to windward risks being blown onto a lee shore and grounded.

Leeway – the amount that a ship is blown leeward by the wind.

Leeward – in the direction that the wind is blowing towards.

Length on the waterline (LWL) – the length of a vessel when measured at the line of flotation.

Flagship Glossary of Nautical Terms

Length overall (LOA) – the distance between the tip of the bow and the end of the stern, excluding projecting spars or rudder.

Let go and haul – an order indicating that the ship is in line with the wind.

Life preserver – a device such as a buoyant ring, cushion, or inflatable jacket which keeps a person afloat in the water.

Lifeboat – shipboard lifeboat, kept on board a vessel and used to take crew and passengers to safety in the event of the ship being abandoned. Rescue lifeboat, usually launched from shore, used to rescue people from the water or from vessels in difficulty.

Lifelines – lines, usually of wire rope, often covered with plastic, at the sides of the boat's deck to keep persons from falling overboard.

Liferaft – an inflatable, covered raft, used in the event of a vessel being abandoned.

Light Lists – a series of seven volumes published by the USCG for the coastal and inland waters that provide more complete information concerning aids to navigation than can be shown on charts; but they should not be used for navigation in lieu of charts and *Coast Pilots*.

Lights – lighthouses or beacons; fixed aids to navigation that are equipped with light sources having certain prescribed characteristics.

Line – the correct nautical term for the majority of the cordage or "ropes" used on a vessel. A line will always have a more specific name, such as mizzen topsail halyard, which describes its use.

Line of position (LOP) – a line, straight or curved, along which an observer can be presumed to be located derived from observation or measurement by visual, electronic, or celestial sources; there are two lines: one "real," one drawn on a chart.

Liner – ship of the line: a major warship capable of taking its place in the main (battle) line of fighting ships. Hence modern term for most prestigious passenger vessels: Liner.

Linestoppers – also called jam cleats; they will keep the tension on a line while stopped or jammed.

List – a continuous leaning to one side, often caused by an imbalance in stowage or a leak into one compartment.

Loaded to the gunwales – literally, having cargo loaded as high as the ship's rail; also means extremely drunk.

Local exhaust ventilation systems - composed of five parts: fans, hoods, ducts, air cleaners, and stacks. Local exhaust ventilation is designed to capture an emitted contaminant at or near its source, before the contaminant has a chance to disperse into the workplace air.

Locker – a storage place, a closet.

Log – (1) a device for measuring distance run through the water. (2) A written record, usually in a book, including data on a vessel's course, speed, weather encountered, as well as other details of navigation and maintenance.

Loggerhead – an iron ball attached to a long handle, used for driving caulking into seams and (occasionally) in a fight. Hence: 'at loggerheads'.

Long splice – a splice joining two rope ends, made by untwisting strands, thinning and removing the ends, so that the final splice is no thicker than the original line; a long splice will thus go through a block without jamming.

Longitudinal framing - in ship construction, to have the continuous framing members assembled in the fore and aft (longitudinal) direction.

Loose cannon – an irresponsible and reckless individual whose behavior (either intended or unintended) endangers the group he or she belongs to. A loose cannon, weighing thousands of pounds, would crush anything and anyone in its path, and possibly even break a hole in the hull, thus endangering the seaworthiness of the whole ship.

Loose footed – a mainsail that is not connected to a boom along its foot.

Lower Explosive Limit (LEL) - the minimum concentration of vapor in air below which propagation of a flame does not occur in the presence of an ignition source.

Lubber's line – a vertical line inside a compass case indicating the direction of the ship's head.

Luff – the forward edge of a sail.

Luff up – to steer a sailing vessel more towards the direction of the wind until the pressure is eased on the [sheet].

Luffing - when a sailing vessel is steered far enough to windward that the sail is no longer completely filled with wind (the luff of a fore-and-aft sail begins to flap first). Loosening a sheet so far past optimal trim that the sail is no longer completely filled with wind. The flapping of the sail(s) which results from having no wind in the sail at all.

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Lying ahull – waiting out a storm by dousing all sails and simply letting the boat drift.

MIKE

Mae West – a Second World War personal flotation device used to keep people afloat in the water; named after the 1930s actress Mae West, well-known for her pneumatic torso.

Magnetic bearing, course, heading – a bearing, course, or heading named in relation to magnetic north; usually this is an intermediate step in converting a “compass” reading related to the direction of the north point of the compass to get a “true” reading related to the direction of true north.

Magnetic meridian – a line of horizontal magnetic force of the earth to which a compass, without local disturbances (deviation), aligns itself.

Magnetic north – the direction towards the North Magnetic Pole. Varies slowly over time.

Mainbrace – one of the braces attached to the mainmast.

Mainmast (or Main) – the tallest mast on a ship.

Mainsail – the sail hoisted on the after side of the mainmast, pronounced “mains’l.”

Mainsheet – sail control line that allows the most obvious effect on mainsail trim. Primarily used to control the angle of the boom, and thereby the mainsail, this control can also increase or decrease downward tension on the boom while sailing upwind, significantly affecting sail shape. For more control over downward tension on the boom, use a boom vang.

Major conversion - a conversion of a vessel that substantially changes the dimensions or carrying capacity of the vessel; changes the type of the vessel; substantially prolongs the life of the vessel; or otherwise so changes the vessel that it is essentially a new vessel, as decided by the Secretary.

Make fast – action of attaching a line, such as making a boat fast to a pier or the shore.

Making way - the act of moving or traveling aboard a vessel.

Man of war or **man o' war** – a warship from the Age of Sail

Man overboard! – a cry let out when a seaman has gone overboard.

Marconi rig – another term for bermudan rig. The mainsail is triangular, rigged fore-and-aft with the lead

edge fixed to the mast. Refers to the similarity of the tall mast to a radio aerial.

Marina – a docking facility for small ships and yachts.

Marine Chemist - an individual who possesses a current Marine Chemist Certificate issued by the National Fire Protection Association.

Marine environment - the navigable waters of the United States and the land and resources in and under those waters; the waters and fishery resources of an area over which the United States asserts exclusive fishery management authority; the seabed and subsoil of the outer Continental Shelf of the United States, the resources of the Shelf, and the waters superjacent to the Shelf; and the recreational, economic, and scenic values of the waters and resources.

Marines - soldiers afloat. Royal Marines formed as the Duke of York and Albany's Maritime Regiment of Foot in 1664 with many and varied duties including providing guard to ship's officers should there be mutiny aboard. Sometimes thought by seamen to be rather gullible, hence the phrase "tell it to the marines".

Marlinespike – (1) a pointed steel tool for splicing line. (2) that portion of seamanship devoted to the use of lines, knots, and related matters.

Mast – a vertical pole on a ship which supports sails or rigging.

Master – either the commander of commercial vessel, or a senior officer of a naval sailing ship in charge of routine seamanship and navigation but not in command during combat.

Master-at-arms – a non-commissioned officer responsible for discipline on a naval ship. Standing between the officers and the crew, commonly known in the Royal Navy as 'the Buffer'.

Masthead – a small platform partway up the mast, just above the height of the mast's main yard. A lookout is stationed here, and men who are working on the main yard will embark from here. See also Crow's Nest.

Masthead light – a white light, at or near the masthead, used underway by a vessel under power at night; the range of visibility required varies with the size of the vessel; the arc of visibility is from dead ahead to 22.5 degrees abaft the beam on both sides.

Matelot – a traditional Royal Navy term for an ordinary sailor.

MAYDAY – a radio-telephone distress call, from the French *m'aidez* (help me).

Flagship Glossary of Nautical Terms

Merchant ship - a ship engaged in mercantile trade except river craft, estuarial craft, or craft which operate solely within harbor limits.

Merchant shipping - the complete commercial maritime industry, including the fishing industry.

Meridian – a line passing through both poles and intersecting the equator at right angles, known as longitude. The prime meridian (0 degrees) passes through Greenwich, England, a part of Greater London.

Mess – an eating place aboard ship. A group of crew who live and feed together,

Mess deck catering – a system of catering in which a standard ration is issued to a mess supplemented by a money allowance which may be used by the mess to buy additional victuals from the purser's stores or elsewhere. Each mess was autonomous and self-regulating. Seaman cooks, often members of the mess, prepared the meals and took them, in a tin canteen, to the galley to be cooked by the ship's cooks. As distinct from "cafeteria messing" where food is issued to the individual hand, which now the general practice.

Messenger – a light line used to carry another line such as a halyard or a larger hawser from a ship to the shore or to another vessel; see heaving line.

Metacenter - the intersection of the vertical line through the center of buoyancy of a vessel at equilibrium with the vertical line through the center of buoyancy when the vessel is heeled.

Metacentric height - the distance from a vessel's center of gravity (G) to its metacenter (M); hence, GM.

Midshipman – a non-commissioned officer below the rank of Lieutenant. Usually regarded as being "in training" to some degree. Also known as 'Snotty'. 'The lowest form of animal life in the Royal Navy' where he has authority over and responsibility for more junior ranks, yet, at the same time, relying on their experience and learning his trade from them.

Midships – location near the center of a vessel measured either from side to side or fore-and-aft.

Mizzen – the aftermost mast in a ketch, yawl, or schooner with three and more; the mizzen sail is set on this mast.

Mizzen staysail – sail on a ketch or yawl, usually lightweight, set from, and forward of, the mizzen mast while reaching in light to moderate air.

Mobile offshore drilling unit - a vessel capable of engaging in drilling operations for the exploration or exploitation of subsea resources.

Molo - an earthen-work wharf.

Monkey's fist – a ball woven out of line used to provide heft to heave the line to another location. The monkey fist and other heaving-line knots were sometimes weighted with lead (easily available in the form of foil used to seal e.g. tea chests from dampness) although Clifford W. Ashley notes that there was a "definite sporting limit" to the weight thus added.

Moor – to attach a boat to a mooring buoy or post. Also, to a dock a ship.

Moored – anchored, made fast to a pier, wharf, etc.

Mooring – (1) permanent ground tackle. (2) a place where vessels are kept at anchor.

Morse code – a communication code developed by Samuel Morse, originally for the land telegraph; the code, modified for radio use, uses dots and dashes for letters, numerals, and a few special signs.

Motorboat – a boat propelled by an internal-combustion engine; the U.S. Motor Boat Act divides motorboats into four classes based on length.

Motorsailer – an auxiliary sailboat with a larger than usual engine.

Motor vessel - a vessel propelled by machinery other than steam.

Mould – a template of the shape of the hull in transverse section. Several moulds are used to form a temporary framework around which a hull is built.

Mouse, mousing – turns of twine, taken across a hook, to prevent accidental unhooking.

Multi-employer workplace - a workplace where there is a host employer and at least one contract employer.

NOVEMBER

Nationally Recognized Testing Laboratory (NRTL) - an organization recognized by OSHA, in accordance with Appendix A of 29 CFR 1910.7, that tests for safety and lists or labels or accepts equipment and materials that meet all the criteria found in 1910.7(b)(1) through (b)(4)(ii).

Nautical mile – a distance of 6,076 feet. Approximately the distance of one minute of arc of latitude on the Earth's surface. A speed of one nautical mile per hour is called a *knot*.

Nautical school vessel - a vessel operated by or in connection with a nautical school or an educational institution under Section 558 of Title 40.

Flagship Glossary of Nautical Terms

Naval architect – architect specializing in marine design.

Navigable waters of the United States includes all waters of the territorial sea of the United States as described in Presidential Proclamation No. 5928 of December 27, 1988.

Navigation – the art and science of determining a vessel's position and guiding it safely and efficiently to another position; coastal navigation, using visual (surface) reference points, is more usually called piloting; celestial navigation uses observations of heavenly bodies (usually with instruments) and tables or calculators; electronic navigation (radionavigation) is the technical term when electronic devices and systems are used.

Navigation lights – lights shown by a vessel that indicate course, position, and status such as fishing or towing.

Navigation Rules – the Rules of the Road governing navigation lights, rules for vessels meeting or passing, sound signals, and distress signals.

Neap tide – one occurring when the sun and moon are farthest from being in line (quarter and three-quarter moons); neap tides have the least range (rise and fall). See spring tide.

Net tonnage – a vessel's capacity, determined by measuring its hull interior and subtracting the volume of non-cargo spaces (engine room, crew quarters, etc.)

Nipper – short rope used to bind a cable to the "messenger" (a moving line propelled by the capstan) so that the cable is dragged along too (used where the cable is too large to be wrapped round the capstan itself). During the raising of an anchor the nippers were attached and detached from the (endless) messenger by the ship's boys. Hence the term for small boys: 'nippers'.

No room to swing a cat – the entire ship's company was expected to witness floggings, assembled on deck. If it was very crowded, the bos'n might not have room to swing the 'cat o' nine tails' (the whip).

Not Safe for Hot Work - a space where hot work may not be performed because the conditions do not meet the criteria for Safe for Hot Work.

Not Safe for Workers - a space where an employee may not enter because the conditions do not meet the criteria for Safe for Workers.

Numbered vessel - a vessel for which an official number has been issued.

Nylon – a polyamide synthetic material with a long-chain molecule; nylon fibers are used for rope and

some sailcloth, when elasticity is desirable; hard nylon is used for some rigging parts, such as sheaves.

OSCAR

Oakum – material used for caulking hulls. Often hemp picked from old untwisted ropes.

Oarlock – a U-shaped, or sometimes O-shaped, pivoting device in which oars are set when rowing.

Oceanographic research vessel - a vessel that the Secretary finds is being employed only in instruction in oceanography or limnology, or both, or only in oceanographic or limnological research, including those studies about the sea such as seismic, gravity meter, and magnetic exploration and other marine geophysical or geological surveys, atmospheric research, and biological research.

Offshore – (1) out of sight of land. (2) from the land; toward the water.

Offshore supply vessel - a motor vessel of more than 15 gross tons but less than 500 gross tons that regularly carries goods, supplies, individuals in addition to the crew, or equipment in support of exploration, exploitation, or production of offshore mineral or energy resources.

Off-soundings – waters deeper than where depths can normally be measured; usually assumed to 100 fathoms or 200 meters.

Oil - oil of any type or in any form, including petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes except dredged spoil.

Oil spill response vessel - a vessel that is designated in its certificate of inspection as such a vessel, or that is adapted to respond to a discharge of oil or a hazardous material.

Oilskins or **oilies** – foul weather clothing worn by sailors.

Oreboat – Great Lakes term for a vessel primarily used in the transport of iron ore.

Orlop deck - the lowest deck of a ship of the line. The deck covering in the hold.

Outboard – (1) outside or away from a vessel's hull; opposite of inboard. (2) a propulsion unit for boats, attached at the transom; includes motor, driveshaft and propeller, fuel tank and battery may be integral or could be installed separately in the boat.

Outdrive – a propulsion system for boats, with an inboard motor operating an exterior drive, with

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driveshaft, gears, and propeller; also called stern drive and inboard/outboard (I/O).

Outhaul – a line used to control the shape of a sail.

Outward bound – to leave the safety of port, heading for the open ocean.

Over the barrel – adult sailors were flogged on the back or shoulders while tied to a grating, but boys were beaten instead on the posterior (often bared), with a cane or cat, while bending, often tied down, over the barrel of a gun, known as (kissing) the gunner's daughter.

Overall length - (LOA) for a foreign vessel or a vessel engaged on a foreign voyage, the greater of 96 percent of the length on a waterline at 85 percent of the least molded depth measured from the top of the keel (or on a vessel designed with a rake of keel, on a waterline parallel to the designed waterline); or the length from the fore side of the stem to the axis of the rudder stock on that waterline; and for any other vessel, the horizontal distance of the hull between the foremost part of the stem and the aftermost part of the stern, excluding fittings and attachments.

Overbear – to sail downwind directly at another ship, stealing the wind from its sails.

Overfall – dangerously steep and breaking seas due to opposing currents and wind in a shallow area.

Overhaul – hauling the buntline ropes over the sails to prevent them from chaffing.

Overhead – the "ceiling," or, essentially, the bottom of the deck above you.

Overreach – when tacking, to hold a course too long.

Override - as on a winch, for a wrap of line to ride over another and cause a tangle. As on a tugboat, for the vessel or object being towed to overtake the tugboat and collide.

Overwhelmed – capsized or foundered.

Owner – traditional Royal Navy term for the Captain, a survival from the days when privately-owned ships were often hired for naval service.

Ox-eye – a cloud or other weather phenomenon that may be indicative of an upcoming storm.

Oxygen-deficient atmosphere - an atmosphere having an oxygen concentration of less than 19.5% by volume.

Oxygen-enriched atmosphere - an atmosphere that contains 22% or more oxygen by volume.

PAPA

Painter – a towline or tie-up line for a small boat.

Panting – the pulsation in and out of the bow and stern plating as the ship alternately rises and plunges deep into the water

Parbuckle – a method of lifting a roughly cylindrical object such as a spar. One end of a rope is made fast above the object, a loop of rope is lowered and passed around the object, which can be raised by hauling on the free end of rope.

Parallax error – the error in reading an instrument such as a compass or gauge from off to one side, resulting from the distance between the needle or pointer and the numerical scale.

Parrel – a movable loop or collar, used to fasten a yard or gaff to its respective mast. A parrel still allows the spar to be raised or lowered and swivel around the mast. Can be made of wire or rope and fitted with beads to reduce friction.

Part brass rags – fall out with a friend. From the days when cleaning materials were shared between sailors.

Passage – (1) one leg of a voyage. (2) a journey.

Passenger - an individual carried on the vessel except the owner or an individual representative of the owner or, in the case of a vessel under charter, an individual charterer or individual representative of the charterer; the master; or a member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for on board services;

Additionally, on an **offshore supply vessel**, an individual carried on the vessel except an employee of the owner, or of a subcontractor to the owner, engaged in the business of the owner; an employee of the charterer, or of a subcontractor to the charterer, engaged in the business of the charterer; an individual employed in a phase of exploration, exploitation, or production of offshore mineral or energy resources served by the vessel;

And on a **fishing vessel, fish processing vessel, or fish tender vessel**, an individual carried on the vessel except a managing operator; an employee of the owner, or of a subcontractor to the owner, engaged in the business of the owner; an employee of the charterer, or of a subcontractor to the charterer, engaged in the business of the charterer; or an observer or sea sampler on board the vessel pursuant to a requirement of State or Federal law;

And on a **sailing school vessel**, an individual carried on the vessel except an employee of the

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owner of the vessel engaged in the business of the owner, except when the vessel is operating under a demise charter; an employee of the demise charterer of the vessel engaged in the business of the demise charterer; or a sailing school instructor or sailing school student.

Passenger for hire - a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or any other person having an interest in the vessel.

Passenger vessel - a vessel of at least 100 gross tons carrying more than 12 passengers, including at least one passenger for hire; that is chartered and carrying more than 12 passengers; or that is a submersible vessel carrying at least one passenger for hire.

Patent log – a device, including a rotor on a towline and counter, for measuring distance run and speed.

Pay – fill a seam (with caulking or pitch), or to lubricate the running rigging; pay with slush (q.v.), or protect from the weather by covering with slush. See also: The Devil to pay. (French from *paix*, pitch)

Pay out – to release line in a controlled manner, as with an anchor rode.

Paymaster – the officer responsible for all money matters in RN ships including the paying and provisioning of the crew, all stores, tools and spare parts. See also: purser.

Pelorus – a sighting device, without a compass, used to determine relative bearings.

Pennant – (1) a small flag, typically a signal flag. (2) a short length of line or cable between a mooring chain and the boat, sometimes called a pendant.

Personal Alert Safety System (PASS) - a device that sounds a loud signal if the wearer becomes immobilized or is motionless for 30 seconds or more.

Physical Isolation - the elimination of a fire hazard by removing the hazard from the work area (at least 35 feet for combustibles), by covering or shielding the hazard with a fire-resistant material, or physically preventing the hazard from entering the work area.

Physically Isolated - positive isolation of the supply from the distribution piping of a fixed extinguishing system. Examples of ways to physically isolate include: removing a spool piece and installing a blank flange; providing a double block and bleed valve system; or completely disconnecting valves and piping from all cylinders or other pressure vessels containing extinguishing agents.

Pier – a structure, usually wood or masonry, extending into the water, used as a landing place for boats and ships.

Pier-head jump – when a sailor is drafted to a warship at the last minute, just before she sails.

Pile, piling – a vertical wooden, concrete, or metal pole, driven into the bottom; may be a support for a pier or floats or an aid to navigation; also used for mooring.

Pilot – a specially knowledgeable person qualified to navigate a vessel through difficult waters, e.g. harbor pilot etc.

Piloting – navigation using visual reference points (aids to navigation, landmarks, etc.) and water depths.

Pipe (Bos'n's), or a **bos'n's call** – a whistle used by Boatswains (bosuns or bos'ns) to issue commands. Consisting of a metal tube which directs the breath over an aperture on the top of a hollow ball to produce high pitched notes. The pitch of the notes can be changed by partly covering the aperture with the finger of the hand in which the pipe is held. The shape of the instrument is similar to that of a smoking pipe.

Pipe down – a signal on the bos'n's pipe to signal the end of the day, requiring lights (and smoking pipes) to be extinguished and silence from the crew.

Piping the side – a salute on the bos'ns pipe(s) performed in the company of the deck watch on the starboard side of the quarterdeck or at the head of the gangway, to welcome or bid farewell to the ship's Captain, senior officers and honored visitors.

Pitch – (1) the alternating rise and fall of the bow of a vessel proceeding through waves. (2) the theoretical distance advanced by a propeller in one revolution. (3) tar and resin used for caulking between the planks of a wooden vessel.

Pitchpole – to capsize a boat end over end, rather than by rolling over.

Planing hull – a hull designed so that forward speed creates hydrodynamic lift, reducing friction and increasing speed.

Planking – lengths of wood used for the external skin or the deck of a vessel.

Plumb bow – hull with vertical bow shape.

Polyester – synthetic material (typical trade name, Dacron) used for fibers for rope and sailcloth; polyester is stronger and has less elasticity than nylon.

Pontoon – a flat-bottomed vessel used as a ferry, barge, car float or a float moored alongside a jetty or a ship to facilitate boarding.

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Poop deck – a high deck on the aft superstructure of a ship.

Pooped – swamped by a high, following sea. Exhausted.

Port – (1) left, as the port side of a boat, or a direction, as “to turn to port.” (2) an opening, for light and/or ventilation, in the side of a vessel. (3) general area of a shore establishment having facilities for landing and maintaining vessels.

Port tack – a sailing vessel with the wind coming from the left, or port, side is said to be on the port tack; such a vessel normally does not have the right of way when meeting a vessel on the starboard tack.

Portable unfired pressure vessel - any pressure container or vessel used aboard ship, other than the ship's equipment, containing liquids or gases under pressure, excepting pressure vessels built to Interstate Commerce Commission (ICC) regulations under 49 CFR Part 178: Specifications for Packagings, Subparts C: Specifications for Cylinders and Subpart H: Specifications for Portable Tanks.

Porthole or **port** – an opening in a ship's side, esp. a round one for admitting light and air, fitted with thick glass and, often, a hinged metal cover, a window

Powder Actuated Fastening Tool - a tool or machine which drives a stud, pin, or fastener by means of an explosive charge.

Pram – a small boat used as a tender; a dinghy usually with a squared-off bow.

Press gang – formed body of personnel from a ship of the Royal Navy (either a ship seeking personnel for its own crew or from a 'press tender' seeking men for a number of ships) that would identify and force (press) men, usually merchant sailors into service on naval ships usually against their will.

Preventer – a sail control line originating at some point on the boom leading to a fixed point on the boat's deck or rail (usually a cleat or pad eye) used to prevent or moderate the effects of an accidental jibe. Also, lines used to help control the side-to-side movement of a cargo boom.

Prime meridian – the meridian of longitude through Greenwich, England (0⁰).

Privateer – a privately-owned ship authorized by a national power (by means of a letter of marque) to conduct hostilities against an enemy. Also called a **private man of war**.

Product carrier - a tanker engaged in the trade of carrying oil except crude oil.

Propeller walk or **prop walk** – the tendency for a propeller to push the stern sideways. In theory a right hand propeller in reverse will walk the stern to port.

Protected Space - any space into which a fixed extinguishing system can discharge.

Prow – a poetical alternative term for bows.

Proximity Firefighting - specialized fire-fighting operations that require specialized thermal protection and may include the activities of rescue, fire suppression, and property conservation at incidents involving fires producing very high levels of conductive, convective, and radiant heat such as aircraft fires, bulk flammable gas fires, and bulk flammable liquid fires. Proximity firefighting operations usually are exterior operations but may be combined with structural firefighting operations. Proximity firefighting is not entry firefighting.

Psychrometer – a weather instrument, usually two hygrometers, one dry and one with a wet bulb, to measure the moisture in the air.

Public vessel - a vessel that is owned, or demise chartered, and operated by the United States Government or a government of a foreign country; and is not engaged in commercial service.

Pulpit – the forward railing structure at the bow of a boat.

Purchase – a mechanical method of increasing force, such as a tackle or lever.

Pusser – purser, the person who buys, stores and sells all stores on board ships, including victuals, rum and tobacco. Originally a private merchant, latterly a warrant officer. Also, in modern use, a term for the Navy in general (pussers) or a sailor in particular (a pusser).

QUEBEC

Q flag – a plain yellow flag – the letter “Q” of the International Code Flag set – must be hoisted by any vessel arriving in the port of a country from the waters of another country; it must be kept flying until the vessel is “cleared” by customs and immigration officials of the arrival port.

Qualified instructor - a person with specific knowledge, training, and experience in fire response or fire watch activities.

Quarter – the side of a vessel, port or starboard, from amidships to the stern.

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Quarterdeck – the aftermost deck of a warship. In the age of sail, the quarterdeck was the preserve of the ship's officers.

Quartering sea – waves coming toward the vessel's quarter.

Quay – a structure, usually of masonry or stonework, parallel to the water's edge, where vessels can make fast, and load and unload cargo; a wharf.

Quayside – refers to the dock or platform used to fasten a vessel to

ROMEO

Rabbet – a groove cut in wood to form part of a joint.

Radar – acronym for **R**Adio **D**etection **A**nd **R**anging. An electronic system designed to transmit radio signals and receive reflected images of those signals from a "target" in order to determine the bearing and distance to the "target".

Radar reflector – a special fixture fitted to a vessel or incorporated into the design of certain aids to navigation to enhance their ability to reflect radar energy. In general, these fixtures will materially improve the visibility for use by vessels with radar.

Radio bearing – a direction determined by radio.

Radio direction finder (RDF) – a radio receiver with special antenna and circuitry used to determine the direction to a source of radio waves.

Radionavigation – (1) electronic piloting. (2) the determination of a vessel's position, course, and speed by various electronic devices and systems.

Rafting, rafted – the mooring procedure for two or more vessels, made fast side-by-side at a dock or on an anchor or mooring buoy.

Rail – (1) a protective edge on deck. (2) a solid bar on supports, similar to a lifeline.

Raised deck – deck level arranged to be higher than the actual gunwale.

Rake – (1) the slant, fore and aft, of a mast. (2) the slant of a ship's funnels, bow, or stern.

Range lights – two lights associated to form a range (a line formed by the extension of a line connecting two charted points) which often, but not necessarily, indicates the channel centerline. The front range light is the lower of the two, and nearer to the mariner using the range. The rear light is higher and further from the mariner.

Ratlines – rope ladders permanently rigged from bulwarks and tops to the mast to enable access to top masts and yards.

Reach – a channel between the mainland and an island.

Reaching – sailing across the wind: from about 60° to about 160° off the wind. Reaching consists of "close reaching" (about 60° to 80°), "beam reaching" (about 90°) and "broad reaching" (about 120° to 160°).

Ready about – a call to indicate imminent tacking (see *going about*).

Reciprocal – a direction precisely opposite another; differing by 180°.

Receiving – leading a line through a block or fairlead as in setting up a purchase, or rigging a halyard.

Recreational vessel - a vessel manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure.

Recreational vessel manufacturer - person engaged in the manufacturing, construction, assembly, or importation of recreational vessels, components, or associated equipment.

Red Duster – traditional nickname for the Red Ensign, the civil ensign (flag) carried by United Kingdom civilian vessels.

Reduced cat – a light version on the cat o'nine tails for use on boys; also called "boys' pussy".

Reef - to temporarily reduce the area of a sail exposed to the wind, usually to guard against adverse effects of strong wind or to slow the vessel. Rock or coral, possibly only revealed at low tide, shallow enough that the vessel will at least touch if not go aground.

Reef points – small lengths of cord attached to a sail, used to secure the excess fabric after reefing.

Reef-bands – long pieces of rough canvas sewed across the sails to give them additional strength.

Reef-tackles – ropes employed in the operation of reefing.

Registration – the numbering or licensing of a boat.

Related employment - any employment performed as an incident to or in conjunction with ship repairing, shipbuilding or shipbreaking work, including, but not restricted to, inspection, testing, and employment as a watchman.

Relative bearing – a bearing relative to the direction of the ship: the clockwise angle between the ship's direction and an object.

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Rescue - locating endangered persons at an emergency incident, removing those persons from danger, treating the injured, and transporting the injured to an appropriate health care facility.

Reverse sheer – the reverse of normal sheer. The sheerline rises above the straight line from stem to stern instead of curving below.

Rhumb line – a straight line on a Mercator chart; it intersects all meridians at the same angle; for short distances it provides an adequate course, but a great circle is actually the shorter distance.

Ribs – another term for frames, the transverse members of a wooden hull to which the planks are fastened.

Riding light – the anchor light.

Rig (rigs) – (1) the spars, standing rigging, and sails; (2) to make a boat ready for sailing or to prepare a sail or piece of gear for use.

Rigging – the wire rope, rods, lines, hardware, and other equipment that support and control the spars and sails; standing rigging is semi-permanent once set up; running rigging is continually adjusted as the sails are hoisted, doused, trimmed, or reefed.

Right-of-way – in both normal boat operations and racing, certain boats (stand-on vessels) have priority in crossing or overtaking situations, or at turns in races; the other craft (give-way vessel) must yield to the boat that has the right-of-way in particular situation; the boat on starboard tack, or the vessel coming from the right in the case of power boats, will have the right-of-way under most conditions.

Righting couple – the force which tends to restore a ship to equilibrium once a heel has altered the relationship between her center of buoyancy and her center of gravity.

Rigol – the rim or 'eyebrow' above a port-hole or scuttle.

River tow boat - a shallow draft, low free board, self-propelled vessel designed to tow river barges by pushing ahead. This term does not include other towing vessels.

Rode – the anchor line, which may be line (fiber rope), chain, or a combination of line and chain.

Roll – the alternating motion of a boat, leaning alternately to port and starboard; the motion of a boat about its fore-and-aft axis.

Roller furling – the method of furling a sail by winding it on a stay, most used for jibs but used for mainsails on some cruising boats.

Roller reefing – reduction of sail area by winding the sail on a rotating boom or stay.

Rolling hitch – a knot useful for attaching a line to another line or to a spar.

Rolling-tackle – a number of pulleys, engaged to confine the yard to the weather side of the mast; this tackle is much used in a rough sea.

Rope – cordage made of fiber or steel; rope may be braided or formed with twisted strands; when in use aboard vessels it is generally called line.

The ropes – the lines in the rigging.

Rope's end – a summary punishment device.

Round turn – a turn, of line, around an object or a line; part of a knot.

Rowlock – a bracket providing the fulcrum for an oar. Also see *thole*.

Rub, rail, strake, or guard – an outer member on the side of a vessel's hull, designed to absorb friction and pounding from contact with pilings, docks, etc.

Rubbing strake – an extra plank fitted to the outside of the hull, usually at deck level, to protect the topsides.

Rules of the road – a general term for the regulations governing vessels, used to prevent collisions; in the U.S. the technical name is Navigation Rules; the rules vary slightly for inland and international waters, but are generally similar.

Rummage sale – a sale of damaged cargo (from French *arrimage*).

Running before the wind or running - sailing more than about 160° away from the wind. If directly away from the wind, it's a *dead run*.

Running fix – a navigation fix obtained by using a line of position (LOP) taken at or near the current time together with another earlier LOP that has been "advanced" for the movement of the vessel between these two times.

Running lights – the required lights, called navigation lights, that a vessel shows at night or in poor visibility, to indicate position, course, and status.

Running rigging – rigging used to manipulate sails, spars, etc. in order to control the movement of the ship.

SIERRA

Safe for hot work - a space that meets all of the following criteria:

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1. The oxygen content of the atmosphere does not exceed 22.0 percent by volume;
2. The concentration of flammable vapors in the atmosphere is less than 10 percent of the lower explosive limit;
3. The residues or materials in the space are not capable of producing a higher concentration than permitted in paragraph (1) or (2) of the above, under existing atmospheric conditions in the presence of hot work and while maintained as directed by the Marine Chemist or competent person, and
4. All adjacent spaces have been cleaned, or inerted, or treated sufficiently to prevent the spread of fire.

Safe for workers - a space that meets the following criteria:

1. The oxygen content of the atmosphere is at least 19.5 percent and below 22 percent by volume;
2. The concentration of flammable vapors is below 10 percent of the lower explosive limit (LEL);
3. Any toxic materials in the atmosphere associated with cargo, fuel, tank coatings, or inerting media are within permissible concentrations at the time of the inspection; and
4. Any residues or materials associated with the work authorized by the Marine Chemist, Certified Industrial Hygienist, or competent person will not produce uncontrolled release of toxic materials under existing atmospheric conditions while maintained as directed.

Safety and Health Advisory Committee (SHAC) is composed of representatives from Labor, Management, consultants, and academia. This committee operates within the framework of the National Shipbuilding Research Program (NSRP) which is a DoD-funded program established to help reduce the cost of Shipbuilding and Ship Repair for both private and public shipyards. The SHAC committee is chartered with the expressed mission to initiate and implement efforts that will reduce injuries and illnesses to our industry workers as well as the associated costs related to these injuries. In accomplishing this mission, the SHAC committee entertains a close working relationship with OSHA and NIOSH on a variety of subjects including regulation reform, injury reduction and safety innovations.

Safety harness – harness with webbing used with a safety line to lessen chances of persons on deck falling overboard.

Sagging – when a trough of a wave is amidship, causing the hull to deflect so that the ends of the keel are higher than the middle. The opposite to hogging.

Sail-plan – a set of drawings showing various sail combinations recommended for use in various situations.

Sailing instruction - teaching, research, and practical experience in operating vessels propelled primarily by sail and may include any subject related to that operation and to the sea, including seamanship, navigation, oceanography, other nautical and marine sciences, and maritime history and literature; and as applicable to sailing instruction, instruction in mathematics and language arts skills to sailing school students having learning disabilities.

Sailing school instructor - an individual who is on board a sailing school vessel to provide sailing instruction.

Sailing school student - an individual who is on board a sailing school vessel to receive sailing instruction.

Sailing school vessel - a vessel that is less than 500 gross tons carrying more than 6 individuals who are sailing school instructors or sailing school students; principally equipped for propulsion by sail, even if the vessel has an auxiliary means of propulsion; and owned or demise chartered, and operated by an organization described in Section 501(c)(3) of the Internal Revenue Code of 1986 (26 U.S.C. 501(c)(3)) and exempt from tax under Section 501(a) of that Code, or by a State or political subdivision of a State, during times that the vessel is operated by the organization, State, or political subdivision only for sailing instruction.

Saltie – Great Lakes term for a vessel that sails the oceans.

Sampson post – a strong vertical post used to support a ship's windlass and the heel of a ship's bowsprit.

Satellite navigation – position finding using radio transmissions from satellites orbiting in space with sophisticated on-board automatic equipment.

Scandalize – to reduce the area and efficiency of a sail by expedient means (slacking the peak and tricing up the tack) without properly reefing, thus slowing boat speed. Also used in the past as a sign of mourning.

Scientific personnel - individuals on board an oceanographic research vessel only to engage in

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scientific research, or to instruct or receive instruction in oceanography or limnology.

Scope – the ratio of length of anchor rode in use to the vertical distance from the bow of the vessel to the bottom of the water.

Scow – a method of preparing an anchor for tripping by attaching an anchor cable to the crown and fixing to the ring by a light seizing (also known as becue). The seizing can be broken if the anchor becomes fouled. A type of clinker dinghy, characteristically beamy and slow.

Screw – a propeller; sometimes called a wheel.

Scud – a name given by sailors to the lowest clouds, which are mostly observed in squally weather.

Scudding – a term applied to a vessel when carried furiously along by a tempest.

Scuppers – originally a series of pipes fitted through the ships side from inside the thicker deck waterway to the topside planking to drain water overboard, larger quantities drained through freeing ports, which were openings in the bulwarks.

Scuttle – a small opening, or lid thereof, in a ship's deck or hull. To cut a hole in, or sink something.

Scuttlebutt – a barrel with a hole in used to hold water that sailors would drink from. Also: gossip.

Sea anchor – canvas shaped like a parachute or a cone with an opening at the tip to keep a boat's bow to the seas in open water and reduce drift to a minimum; not a means of anchoring to the bottom.

Sea boots - high waterproof boots for use at sea. In leisure sailing known as *sailing wellies*.

Sea chest – a watertight box built against the hull of the ship communicating with the sea through a grillage, to which valves and piping are attached to allow water in for ballast, engine cooling, and firefighting purposes.

Seacock – a valve in the hull of a boat.

Seagoing barge - non-self-propelled vessel of at least 100 gross tons making voyages beyond the Boundary Line.

Seagoing motor vessel - motor vessel of at least 300 gross tons making voyages beyond the Boundary Line.

Seakindly – comfortable in rough seas, moving through the water without undue motion or strain; said of a vessel's hull design.

Seaman – generic term for sailor, or (part of) a low naval rank

Seamanship – all the arts and skills of boat handling, ranging from maintenance and repairs to steering, anchoring, docking, sail handling, marlinespike work, and rigging.

Seaworthy – certified for, and capable of, safely sailing at sea.

Secretary - the head of the department in which the Coast Guard is operating.

Seizing – binding two lines together, or a rope to a spar, and so on, using light line.

Self-unloader – Great Lakes slang term for a vessel with a conveyor or some other method of unloading the cargo without shoreside equipment.

Sennet whip – a summary punitive implement

Sentinel – weight suspended from an anchor rode to help keep the pull on the anchor as horizontal as possible to prevent dragging in rough weather; also called a "kellet."

Serving – covering and protecting a portion of a line, to prevent wear; a serving may be as simple as a whipping (small stuff wrapped around) or more elaborate, with worming, parceling, and the addition of waterproofing.

Set – (1) to raise a sail. (2) the direction of a current.

Shakes – pieces of barrels or casks broken down to save space. They are worth very little, leading to the phrase "no great shakes".

Sheer – the upward curve of a vessel's longitudinal lines as viewed from the side.

Sheet – a rope used to control the setting of a sail in relation to the direction of the wind.

Sextant – navigational instrument used to measure a ship's latitude and longitude.

Shackle – a metal link fitting with a pin across the throat, used to connect lines to an anchor, fasten blocks to a spar in rigging, or a line to a sail.

Sheave – a grooved wheel or pulley over which rope or rigging wire runs, used to change the direction of force; often sheaves are parts of blocks.

Sheet bend – a knot useful for bending a line to an eye or to join two lines of different sizes.

Ship – to place gear in place, as to ship a rudder or to ship oars, bringing them inboard when not in use.

Ship – strictly, a three-masted vessel square-rigged on all three masts, or on three masts of a vessel with more than three. Hence a ship-rigged barque would be a four master, square-rigged on fore, main and mizzen,

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with spanker and gaff topsail only on the Jigger-mast. Generally now used to describe most medium or large vessels outfitted with smaller boats. As a consequence of this submarines may be larger than small ships, but are called boats because they do not carry boats of their own.

Ship's bell – striking the ship's bell is the traditional method of marking time and regulating the crew's watches.

Ship's biscuit – see *hard tack*.

Ship breaking - any breaking down of a vessel's structure for the purpose of scrapping the vessel, including the removal of gear, equipment or any component part of a vessel.

Shipbuilding - the construction of a vessel including the installation of machinery and equipment.

Ship's company – the crew of a ship.

Ship Repair and Ship Repairing mean any repair of a vessel including, but not restricted to, alterations, conversions, installations, cleaning, painting, and maintenance work.

Shipshape – in good order, in good condition, properly rigged and ready.

Shipyards Employment - ship repairing, shipbuilding, ship breaking, and related employments.

Shipyards firefighting - the activity of rescue, fire suppression, and property conservation involving buildings, enclosed structures, vehicles, vessels, aircraft, or similar properties involved in a fire or emergency situation.

Shoal – shallow water that is a hazard to navigation.

Shoal draught – a vessel with shallow draught, so capable of sailing in unusually shallow water.

Shrouds – standing rigging running from a mast to the sides of a ship.

Sick bay – the compartment reserved for medical purposes.

Sidelights – red and green navigation lights, visible from forward or on the beam. See running lights.

Signal halyard – halyard for hoisting the signal flags and pennants.

Siren – a sound signal which uses electricity or compressed air to actuate either a disc or a cup shaped rotor.

Skeg – a downward or sternward projection from the keel in front of the rudder. Protects the rudder from

damage, and in *bilge keelers* may provide one "leg" of a tripod on which the boat stands when the tide is out.

Skipper – the captain of a ship.

Skysail – a sail set very high, above the royals. Only carried by a few ships.

Skyscraper – a small, triangular sail, above the skysail. Used in light winds on a few ships.

Slack – (1) not moving. (2) loose. (3) to ease.

Slack water – the period of little or no water movement between flood and ebb tidal currents.

Slip – (1) a berth for a boat between two piers or floats or piles. (2) the percentage difference between the theoretical and the actual distance that a propeller advances when turning in water under load.

Slop chest – a ship's store of merchandise, such as clothing, tobacco, etc., maintained aboard merchant ships for sale to the crew.

Slush – greasy substance obtained by boiling or scraping the fat from empty salted meat storage barrels, or the floating fat residue after boiling the crew's meal. In the Royal Navy the perquisite of the cook who could sell it or exchange it (usually for alcohol) with other members of the crew. Used for greasing parts of the running rigging of the ship and therefore valuable to the master and bosun.

Slush fund – the money obtained by the cook selling slush ashore. Used for the benefit of the crew (or the cook).

Small bower (anchor) – the smaller of two anchors carried in the bow.

Small hose system - a system of hoses ranging in diameter from 5/8" (1.6 cm) up to 1 1/2" (3.8 cm) which is for the use of employees and which provides a means for the control and extinguishment of incipient stage fires.

Small passenger vessel - wing-in-ground craft, regardless of tonnage, carrying at least one passenger for hire, and a vessel of less than 100 gross tons, carrying more than 6 passengers, including at least one passenger for hire; that is chartered with the crew provided or specified by the owner or the owner's representative and carrying more than 6 passengers; that is chartered with no crew provided or specified by the owner or the owner's representative and carrying more than 12 passengers; or that is a submersible vessel carrying at least one passenger for hire.

Small stuff – cordage in small sizes, such as marline, spun yarn, sail twine; primarily used for whippings and servings.

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Snow – a form of brig where the gaff spanker or driver is rigged on a "snow mast" a lighter spar supported in chocks close behind the main-mast.

Snub a line – to check a running rope quickly, usually by tension around a bitt or cleat.

Sole – the cabin or cockpit deck.

Son of a gun – the space between the guns was used as a semi-private place for trysts with prostitutes and wives, which sometimes led to birth of children with disputed parentage. Another claim is that the origin the term resulted from firing a ship's guns to hasten a difficult birth.

Sonar – a method of using sound pulses to detect, range and sometime image underwater targets and obstacles, or the bed of the sea. Also see *echo sounding* and *ASDIC*.

Sou'wester - a storm from the south west. A type of waterproof hat with a wide brim over the neck, worn in storms.

Sounding – measuring the depth of the water. Traditionally done by *swinging the lead*, now commonly by echo sounding.

Soundings – measurements of water depth as shown on a chart; a vessel is "off soundings" if in water too deep to use a long (deep sea) lead line; inside the 100 fathom line is usually "on soundings."

Space - an area on a vessel or vessel section or within a shipyard such as, but not limited to: cargo tanks or holds; pump or engine rooms; storage lockers; tanks containing flammable or combustible liquids, gases, or solids; rooms within buildings; crawl spaces; tunnels; or access ways. The atmosphere within a space is the entire area within its bounds.

Spanker – a fore-and-aft or gaff-rigged sail on the aft-most mast of a square-rigged vessel and the main fore-and-aft sail (spanker sail) on the aft-most mast of a (partially) fore-and-aft rigged vessel such as a schooner, a barquentine, and a barque.

Spanker-mast – the aft-most mast of a fore-and-aft or gaff-rigged vessel such as schooners, barquentines, and barques. A full-rigged ship has a spanker sail but not a spanker-mast (see Jigger-mast).

Spar – a wooden, in later years also iron or steel pole used to support various pieces of rigging and sails. The big five-masted full-rigged tall ship *Preussen* (German spelling: *Preußen*) had crossed 30 steel yards, but only one wooden spar – the little gaff of its spanker sail.

Spindrift – finely-divided water swept from crest of waves by strong winds.

Spinnaker – a large sail flown in front of the vessel while heading downwind.

Spinnaker pole – a spar used to help control a spinnaker or other headsail.

Splice – to join lines (ropes, cables etc.) by unravelling their ends and intertwining them to form a continuous line. To form an eye or a knot by splicing.

Spotting the boom - to position the end of a cargo boom directly over the load to be lifted.

Spring line – one of the standard dock lines, used to control fore and aft motion of a boat made fast in to a pier or float.

Squall – a sudden and violent windstorm often accompanied by rain; a line squall or line of squalls quite often accompanies an advancing cold front.

Square knot – another name for the reef knot, useful for tying two ends of a line together, as around an object; not a suitable knot to use when fastening two lines where the strain will be intermittent.

Square meal – a sufficient quantity of food. Meals on board ship were served to the crew on a square wooden plate in harbor or at sea in good weather. Food in the Royal Navy was invariably better or at least in greater quantity than that available to the average landsman. However, while square wooden plates were indeed used on board ship, there is no established link between them and this particular term. The OED gives the earliest reference from the U.S. in the mid 19th century.

Square rigged – vessel rigged with sails that are hung laterally and of square shape.

Squared away – yards held rigidly perpendicular to their masts and parallel to the deck. This was rarely the best trim of the yards for efficiency but made a pretty sight for inspections and in harbor. The term is applied to situations and to people figuratively to mean that all difficulties have been resolved or that the person is performing well and is mentally and physically prepared.

Squat effect - the phenomenon by which a vessel moving quickly through shallow water creates an area of lowered pressure under its keel that reduces the ship's buoyancy, particularly at the bow. The reduced buoyancy causes the ship to "squat" lower in the water than would ordinarily be expected, and thus its effective draft is increased.

Stability letter - a document that attests to a vessel's condition of initial stability following an incline experiment; limits of load and its placement; and

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influences the COI on numbers and movements of passengers

Stanchion – vertical post near a deck's edge that supports life-lines. A timber fitted in between the frame heads on a wooden hull or a bracket on a steel vessel, approx one meter high, to support the bulwark plank or plating and the rail.

Stand on - to continue on present course and speed.

Stand-on vessel – the boat that has the right of way in a crossing or overtaking situation.

Standing part – (1) the portion of a line not used in making a knot, or the part of the line around which the knot may be tied. (2) in a block and tackle, the part of the purchase that does not move when power is applied to the hauling part.

Standing rigging – rigging which is used to support masts and spars, and is not normally manipulated during normal operations.

Standpipe - a fixed fire protection system consisting of piping and hose connections used to supply water to approved hose lines or sprinkler systems. The hose may or may not be connected to the system.

Starboard – towards the right-hand side of a vessel facing forward. Denoted with a green light at night. Derived from the old steering oar or 'steerboard' which preceded the invention of the rudder.

Starboard – the right bank of a river as you face in the direction that the river flows is called its "starboard" bank, thus related to the river's flow *down-stream*, not to the vessel herself.

Starboard tack – when sailing with the wind coming from the starboard side of the vessel. Has right of way over boats on *port tack*.

Starter – a rope used as a punitive device.

State - State of the United States, Guam, Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Northern Mariana Islands, and any other territory or possession of the United States.

Stay – rigging running fore (forestay) and aft (backstay) from a mast to the hull.

Staysail – a triangular sail that can either be loose-luffed or bent on a stay; hoisted for additional drive.

Steadying sail – sail hoisted more for steadying effect of the wind on it than for propulsion.

Steam vessel - a vessel propelled in whole or in part by steam, except a recreational vessel of not more than 40 feet in length.

Steering oar or **steering board** – a long, flat board or oar that went from the stern to well underwater, used to control the vessel in the absence of a rudder..

Steerageway – sufficient motion through the water to enable a vessel to respond to its rudder.

Stem – the extension of keel at the forward end of a ship.

Step – (1) at the base of the mast, the special part of the boat in which the heel of the mast is set. (2) to raise the mast and put it in place.

Stern – the rear part of a ship, technically defined as the area built up over the sternpost, extending upwards from the counter to the taffrail.

Stern drive – an inboard/outboard engine system, with the motor inside the hull; steering is done by turning the outboard (propeller) unit.

Stern frame - furnishes support to the rudder, propeller shaft, and transom frame.

Stern line – the dock or mooring line that runs from the stern of the vessel to the pier, float, or pile.

Stern tube – the tube under the hull to bear the tailshaft for propulsion (usually at stern).

Sternway – opposite of headway; having a reverse motion through the water.

Stonnacky – a punitive device.

Stopper knot – a knot tied in the end of a rope, usually to stop it passing through a hole; most commonly a figure-eight knot.

Stow – to put in the proper place.

Strake – one of the overlapping boards in a clinker built hull.

Studding-sails (pronounced /'stʌnsəl/, "stunsail") – long and narrow sails, used only in fine weather, on the outside of the large square sails.

Stuffing box – a through-hull fitting for the drive shaft or rudder post, also called a gland.

Submersible vessel - a vessel that is capable of operating below the surface of the water.

Suit of sails – the full complement of a boat's sails.

Superstructure – cabins and other structures above deck.

Surge – a vessel's transient motion in a fore and aft direction.

Survey – inspection of a vessel for any reason by a qualified professional (marine surveyor).

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Sway – a vessel's lateral motion from side to side. To hoist: "Sway up my dunnage".

Swamp – to fill with water, not from a leak but from water coming over the deck and gunwales.

Swell – a long, large wave that does not crest; swells come from such a distance that the wind causing them is not apparent locally.

Swigging – to take up the last bit of slack on a line such as a halyard, anchor line or dock line by taking a single turn round a cleat and alternately heaving on the rope above and below the cleat while keeping the tension on the tail.

Swim platform – low platform installed at the transom for ease of boarding.

Swinging the compass – measuring the accuracy in a ship's magnetic compass so its readings can be adjusted – often by turning the ship and taking bearings on reference points.

Swinging the lamp – telling sea stories. Referring to lamps slung from the deckhead which swing while at sea. Often used to indicate that the story teller is exaggerating.

Swinging the lead – measuring the depth of water beneath a ship using a lead-weighted sounding line. Regarded as a relatively easy job. Feigning illness etc to avoid a hard job.

TANGO

Tabernacle – a large bracket attached firmly to the deck, to which the foot of the mast is fixed. It has two sides or cheeks and a bolt forming the pivot around which the mast is raised and lowered.

Tack - a leg of the route of a sailing vessel, particularly in relation to *tacking* and to *starboard tack* and *port tack*. Hard tack.

Tacking - zig-zagging so as to sail directly towards the wind (and for some rigs also away from it). *Going about*.

Tackle – a purchase, a block and tackle, a combination rig of one or more blocks with lines to obtain mechanical advantage.

Taffrail – a rail at the stern of the boat that covers the head of the counter timbers.

Tailshaft – a kind of metallic shafting (a rod of metal) to hold the propeller and connected to the power engine. When the tailshaft is moved, the propeller may also be moved for propulsion.

Taken aback – an inattentive helmsmen might allow the dangerous situation to arise where the wind is blowing into the sails 'backwards', causing a sudden (and possibly dangerous) shift in the position of the sails.

Taking the wind out of his sails – to sail in a way that steals the wind from another ship. cf. overbear.

Tally – the operation of hauling aft the sheets, or drawing them in the direction of the ship's stern.

Tanker - a self-propelled tank vessel constructed or adapted primarily to carry oil or hazardous material in bulk in the cargo spaces.

Tank vessel - a vessel that is constructed or adapted to carry, or that carries, oil or hazardous material in bulk as cargo or cargo residue, and that is a vessel of the United States; operates on the navigable waters of the United States; or transfers oil or hazardous material in a port or place subject to the jurisdiction of the United States.

Teazer – a rope used as a punitive device.

Telltale – a wind-direction indicator, mounted on the rigging, sail, or mast.

Tender – (1) a small boat accompanying a yacht or other recreational vessel, used to transport persons, gear, and supplies; a dinghy. (2) a vessel is said to be tender if it is relatively unstable.

Tensile strength – the load, in pounds of "pull," at which a rope, chain, or other item would break.

Terrorism - the unlawful use or threatened use of force or violence against individuals or property in an attempt to coerce or intimidate governments or societies to achieve political, religious or ideological aims.

Thimble – metal fitting used in rigging, forming a reinforced place of attachment.

Thole – vertical wooden peg or pin inserted through the gunwale to form a fulcrum for oars when rowing. Used in place of a *rowlock*.

Three sheets to the wind – on a three-masted ship, having the sheets of the three lower courses loose will result in the ship meandering aimlessly downwind. Also, a sailor who has drunk strong spirits beyond his capacity.

Throat – the forward upper corner of a four-sided fore-and-aft sail; the point where the throat halyard attaches.

Thwart – a crossways seat, usually contributing to structural strength in a rowboat or other small open boat.

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Tides – the vertical rise and fall of ocean water, and waters affected by the ocean, caused by the gravitational forces of the moon and the sun.

Tiller – an arm or lever attached to the top of a rudder post for the purpose of controlling the position of the rudder and so steering the craft.

Toe-rail – a low strip running around the edge of the deck like a low bulwark. It may be shortened or have gaps in it to allow water to flow off the deck.

Toe the line or Toe the mark – at parade, sailors and soldiers were required to stand in line, their toes in line with a seam of the deck.

Togey – a rope used as a punitive device

Topmast – the second section of the mast above the deck; formerly the upper mast, later surmounted by the topgallant mast; carrying the topsails.

Topgallant – the mast or sails above the tops.

Topping lift – a running rigging line to control a spar; typically an adjustable topping lift would run over a sheave or through a block at the top of the mast down to the end of a boom or spinnaker pole.

Topsail – the second sail (counting from the bottom) up a mast. These may be either square sails or fore-and-aft ones, in which case they often "fill in" between the mast and the gaff of the sail below.

Topsides – (1) the sides of a vessel above the waterline. (2) on deck as opposed to below deck.

Touch and go – the bottom of the ship touching the bottom, but not grounding.

Tow span - a heavy steel curved arch constructed athwartships and above the after deck on a towing vessel

Towing – the operation of drawing a vessel forward by means of long lines.

Towing vessel - commercial vessel engaged in or intending to engage in the service of pulling, pushing, or hauling along side, or any combination of pulling, pushing, or hauling along side.

Track – (1) metal or plastic rigging fitting, used to control spars, blocks and other rigging parts. (2) the path, normally shown on a chart, between one position and another, as a dead reckoning track.

Traffic Separation Scheme (TSS) – a plan, generally internationally agreed on, by which vessels in congested areas use one-way lanes to lessen the danger of collisions.

Transom – the transverse part of the stern.

Transverse framing - in ship construction, to have the continuous framing members assembled in the athwartship (transverse) direction.

Travellers – small fittings that slide on a rod or line. The most common use is for the inboard end of the mainsheet; a more esoteric form of traveller consists of "slight iron rings, encircling the backstays, which are used for hoisting the top-gallant yards, and confining them to the backstays".

Traffic Separation Scheme – shipping corridors marked by buoys which separate incoming from outgoing vessels. Improperly called *Sea Lanes*.

Transom – a more or less flat surface across the stern of a vessel. Dinghies tend to have almost vertical transoms, whereas yachts' transoms may be raked forward or aft.

Trice – to haul and tie up by means of a rope.

Trick – a period of time spent at the wheel ("*my trick's over*").

Trim, trimmed – (1) the way in which a vessel floats, on an even keel, or trimmed by the head (bow) or stern, for example; adjustable by shifting ballast. (2) to set sails, to adjust by means of sheets and certain other rigging lines.

Trip line – a line fast to the crown of an anchor by means of which the anchor can be hauled out when dug in too deeply or fouled; a similar line used on a sea anchor to bring it aboard.

Trough - the deep area in the surface between waves.

True bearing – an absolute bearing using true north.

True course – a course corrected for variation and deviation; one that is referenced to geographic north.

True north – the direction of the geographical North Pole.

True wind – the actual direction and force of the wind, as distinct from apparent wind as felt by a person on board or indicated by a telltale, which varies with the speed and direction of the vessel.

Tumblehome – the inward curving of the topsides, above the waterline. The hull shape when viewed in a transverse section, where the widest part of the hull is somewhat below deck level.

Tune – to adjust the rigging and sails for maximum efficiency.

Tunnel hull – hull with tunnels shaped for the propeller to reduce draft.

Turn – a knot passing behind or around an object.

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Turnbuckle – a threaded, adjustable rigging fitting, used for stays, lifelines, and sometimes other rigging.

Turtling – when a sailboat (in particular a dinghy) capsizes to a point where the mast is pointed straight down and the hull is on the surface resembling a turtle shell.

Twine – small stuff, light line used for whippings or servings; sail twine is also used for sewing.

Twist - using opposite propeller rotation on a twin-screw vessel to change heading without excessive movement fore and aft.

Two-blocked – rigging blocks that are so tight against one another that they cannot be further tightened.

Two half-hitches – a useful knot, in which the hitches are made upon the standing part of the line and then drawn up (tightened).

UNIFORM

Under the weather – serving a watch on the weather side of the ship, exposed to wind and spray.

Under way – a vessel that is neither at anchor, made fast to the shore, nor aground.

Underwater hull or *underwater ship* – the underwater section of a vessel beneath the waterline, normally not visible except when in drydock.

Undocumented - not having and not required to have a document issued under chapter 121 of this title.

Uninspected passenger vessel - an uninspected vessel of at least 100 gross tons, carrying not more than 12 passengers, including at least one passenger for hire; or that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 12 passengers; and of less than 100 gross tons carrying not more than 6 passengers, including at least one passenger for hire; or that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 6 passengers.

Uninspected vessel - a vessel not subject to inspection that is not a recreational vessel.

United States - when used in a geographic sense, the States of the United States, Guam, Puerto Rico, the Virgin Islands, American Samoa, the District of Columbia, the Northern Mariana Islands, and any other territory or possession of the United States.

Up-behind – slack off quickly and run slack to a belaying point. This order is given when a line or wire

has been stopped off or falls have been four-in-hand and the hauling part is to be belayed.

Upper explosive limit (UEL) - the maximum concentration of flammable vapor in air above which propagation of flame does not occur on contact with a source of ignition.

Upper-yardmen – specially selected personnel destined for high office.

Upwind – To the windward of.

VICTOR

V-drive – mechanism used with an engine installation that has the normally aft-facing end of the engine facing forward.

V-hull – hull shaped in a V, as contrasted with a rounded hull.

Vang - a rope leading from gaff to either side of the deck, used to prevent the gaff from sagging. See *boom vang*.

Vanishing angle – the maximum degree of heel after which a vessel becomes unable to return to an upright position.

Vector – a line drawn to represent magnitude and direction, such as leeway a boat makes in a given time period as a result of wind or water current.

Veer – (1) to change direction, to swerve. (2) to veer out is to let out rope, as an anchor line. (3) when the wind veers it changes direction clockwise, as opposed to backing (counterclockwise).

Vessel includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, including special purpose floating structures not primarily designed for or used as a means of transportation on water.

Vessel of the United States - a vessel documented or numbered under the laws of the United States or titled under the law of a State.

Vessel of war - a vessel belonging to the armed forces of a country; bearing the external marks distinguishing vessels of war of that country; under the command of an officer commissioned by the government of that country and whose name appears in the appropriate service list or its equivalent; and staffed by a crew under regular armed forces discipline.

Vessel Section - a sub-assembly, module, or other component of a vessel being built, repaired, or broken.

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VHF radio – a Very High Frequency electronic communications system.

Visual Inspection - the physical survey of the space, its surroundings and contents to identify hazards such as, but not limited to, restricted accessibility, residues, unguarded machinery, and piping or electrical systems.

Voyage – a complete trip, as distinguished from a passage.

WHISKEY

Waist – the central deck of a ship between the forecabin and the quarterdeck.

Wake – the track in the water of a moving vessel; commonly used for the disturbance of the water resulting from the passage of the vessel's hull. Not to be confused with *wash*.

Wales – a number of strong and thick planks running length-wise along the ship, covering the lower part of the ship's side.

Warp - to move a ship by pulling on ropes fastened to a dock or fixed buoy, or be moved in this way.

Wash – the loose or broken water left behind a vessel as it moves along; the surging action of waves.

Watch – a period of time during which a part of the crew is on duty. Changes of watch are marked by strokes on the ship's bell.

Watercraft – water transport vessels. Ships, boats, personal water craft etc.

Watertight door / hatch - a device that provides a means of passage through a bulkhead or deck, yet be secured to maintain adequate compartmentation for watertight integrity.

Waterway – a strake of timber laid against the frames or bulwark stanchions at the margin of a laid wooden deck, usually about twice the thickness of the deck plank.

Waypoint – a location defined by navigational coordinates, especially as part of a planned route.

Wearing ship – tacking away from the wind in a square-rigged vessel. See also *Gybe*.

Weather deck – whichever deck is that exposed to the weather – usually either the main deck or, in larger vessels, the upper deck.

Weather gage – favorable position over another sailing vessel to with respect to the wind.

Weather helm – the tendency of a vessel to turn to windward, requiring a slight amount of helm to keep it on course; normally this is considered a sailboat safety element.

Weather shore – the coast lying in the direction from which the wind is blowing, as opposed to a lee shore.

Weather side – the side of a ship exposed to the wind.

Weatherly – a ship that is easily sailed and maneuvered; makes little leeway when sailing to windward.

Weigh anchor – to heave up (an anchor) preparatory to sailing.

Well-found – with adequate equipment and stores, well supplied and fitted out.

Wells – places in the ship's hold for the pumps.

Wetted surface – the area of the wetted part of a hull (including rudder) in the water, affecting speed.

Wharf – a structure, parallel to the shore, for docking vessels.

Wheel – (1) the steering wheel. (2) a propeller.

Whipping – twine wound around a line, as on the end or at an eye splice, to add strength and prevent fraying or abrasion.

White horses or **whitecaps** – foam or spray on wave tops caused by stronger winds (usually above Force 4).

Wheelhouse – location on a ship where the steering wheel is located, often interchanged with pilothouse and bridge.

Wide berth – to pass well clear of another vessel or an object.

Winch – a device, on deck, on a spar, or otherwise mounted, which is used to haul on a line; if geared or used with a handle (lever) it provides a mechanical advantage.

Windage – wind resistance of the boat.

Windbound – a condition wherein the ship is detained in one particular station by contrary winds.

Wind-over-tide – sea conditions with a tidal current and a wind in opposite directions, leading to short, heavy seas.

Windward – in the direction that the wind is coming from.

Windlass – a winch mechanism, usually with a horizontal axis. Used where mechanical advantage

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greater than that obtainable by block and tackle was needed (such as raising the anchor on small ships).

Wing-in-ground craft - a vessel that is capable of operating completely above the surface of the water on a dynamic air cushion created by aerodynamic lift due to the ground effect between the vessel and the water's surface.

Working sails – the sails used in normal winds, as distinguished from light weather sails or storm sails.

Worm, parcel, and serve – to protect a section of rope from chafing by laying yarns (worming) to fill in the valleys, stitching a covering of canvas (parceling), then wrapping marline or other small stuff (serving) around it.

YANKEE

Yard – (1) a spar, crossing the mast, on which square sails are fitted. (2) a place where boats are stored, constructed, or repaired.

Yardarm – the very end of a yard. Often mistaken for a "yard", which refers to the entire spar. As in to hang "from the yardarm" and the sun being "over the yardarm" (late enough to have a drink).

Yarr – acknowledgement of an order, or agreement. Also *aye, aye*.

Yaw – a vessel's rotational motion about the vertical axis, causing the fore and aft ends to swing from side to side repetitively. To swing or steer off course, as when running with a quartering sea.

Yawl – a rig for two-masted sailboats, in which there is a mainmast and a smaller mizzen mast, stepped aft of the rudder post.

ABBREVIATIONS

ABYC - American Boat and Yacht Council, Inc., the organization that sets voluntary safety and construction standards for small craft in the U.S.A.

AC – Alternating Current.

ADF – Automatic Direction Finder, and advanced version of radio direction finder.

AM – Amplitude Modulation, a form of radio transmission, modulating the strength of the carrier

wave in accordance with the strength of the audio signal.

ATON – Coast Guard acronym for Aids of Navigation

C - (1) Course, used in labeling chart plots; (2) Celsius, the metric temperature scale (formerly "centigrade").

CE – Center of Effort

CLR – Center of Lateral Resistance.

CMG – Course Made Good.

CNG – Compressed Natural Gas, a fuel sometimes used for cooking and heating.

CO – Carbon monoxide, a poisonous gas.

CO₂ – Carbon dioxide; a type of fire extinguishing agent.

COLREGS – USCG acronym for International Regulations for the Prevention of Collisions at Sea.

CQR – A brand of plow anchor.

D – (1) Directions; (2) Distance, used in labeling data on a chart plot.

DC – Direct Current.

DF – (1) Direction Finder. (2) Direction Finding.

DGPS – Differential GPS (USCG corrections).

DR – Dead Reckoning, a form of navigation.

E – East, cardinal compass point.

EHF – Extremely High Frequency (radar).

EP – Estimated Position.

EPIRB – Emergency Position Indicating Radiobeacon.

ETA – Estimated Time of Arrival.

ETD – Estimated Time of Departure.

F – Fahrenheit, usually shown as °F, a temperature scale.

FCC – Federal Communications Commission, the U.S. regulator and licenser of radio transmission facilities.

FM – Frequency Modulation, a communications technology that changes the frequency of the transmitting radio wave in accordance with the information being transmitted.

FRP – Fiberglass reinforced plastic, usually referred to as simply a "fiberglass."

GMT – Greenwich Mean Time; essentially the same as Universal Time Coordinated (UTC).

GPO – Government Printing Office, a source of U.S. publications and documents.

Flagship Glossary of Nautical Terms

GPS – Global Positioning System, a radio navigation system using signals from satellites.

HF – High Frequency (radio).

HIN – Hull Identification Number.

hp – Horsepower, a unit of power, equal to 746 watts.

Hz – Hertz, a unit of frequency measurements, equivalent to cycles per second.

ICW – Intracoastal Waterway.

k – metric prefix for 1,000.

kHz – Kilohertz, unit of radio frequency, one thousand Hertz.

km – Kilometer, one thousand meters, 0.62 of a statute mile, 0.54 of a nautical mile.

kt – Knot, speed measurement, one nautical mile per hour (sometimes “kt”).

lat – Latitude.

LF – Low Frequency (Loran-C).

LNTM – Local Notice to Mariners.

LOA – Length overall.

long – Longitude

LOP – Line of Position

LORAN-C – Long Range Navigation system using several timed radio pulses from different locations.

LPG – Liquefied Petroleum Gas, a fuel.

LWL – Length of a vessel on the waterline or load waterline.

m – (1) meter, unit of linear measurement. (2) metric prefix for 1/1,000.

M – metric prefix for 1,000,000.

MF – Medium Frequency (radio).

MHW – Mean High Water, a tidal datum for heights.

MHz – Megahertz, unit of radio frequency, one thousand kHz, or one million Hertz.

MLLW – Mean lower low water, a tidal datum.

MLW – Mean low water.

MSD – Marine Sanitation Device.

N – (1) North, cardinal compass point, (2) Notice to Mariners.

NMMA – National Marine Manufacturers Association.

NOAA – National Oceanic and Atmospheric Administration.

NOS – National Ocean Service, a unit of NOAA.

NWS – National Weather Service, a unit of NOAA.

PFD – Personal Flotation Device.

PPI – Plan Position Indicator, a type of radar display.

Q flag – (1) Yellow quarantine flag, so-called. (2) The International Signal Code is “My vessel is healthy and I request free practice.”

RACON – A radar beacon which, when triggered by pulses from a vessel’s radar, transmit a reply.

RDF – Radio Direction Finder.

rpm – Revolutions per minute.

S (1) South, cardinal compass point. (2) Seamanship, a course and grade in the U.S. Power Squadrons.

SAR – Search and Rescue,

SHF – Super High Frequency (radar).

SOLAS – Safety of Life at Sea Convention.

SOS – Morse code signal of distress.

SSB – Single Side Band, radio term for a shortwave communications technique.

UHF – Ultra High Frequency (radio).

UL – Underwriters Laboratories, a safety organization that conducts product tests.

USCG – United States Coast Guard.

USN – United States Navy.

UTC – Universal Time Coordinated.

VHF – Very High Frequency (radio).

VLF – Very Low Frequency.

W – West, cardinal compass direction.

WWVH – 24-hour radio time signal station, Hawaii.