

NOMENCLATURE AND TERMINOLGY OF THE SEA

As provided by Seafarers throughout the ages

ABAFT -

Toward the rear (stern) of the boat. Behind.

ABEAM -

At right angles to the keel of the boat, but not on the boat.

ABOARD -

On or within the boat.

ABOARD MAIN TACK! -

The order to draw the lower corner of the mainsail down to the chestree.

ABOUT -

The situation of a vessel as soon as she has tacked.

ABOUT SHIP! -

The order to prepare for tacking.

ABOVE DECK -

On the deck (not over it - see ALOFT).

ABREAST -

Off the side, level with the vessel.

ABYSS -

All area of water lying 300 fathoms beneath the surface.

A-COCK BILL -

Yards topped up at an angle with the deck. An anchor hanging from the cathead by a ring only.

ADRIFT -

Broken from moorings. Afloat with no propulsion system in operation.

AFLOAT -

Buoyed up by the water from the ground.

AFORE -

Forward

AFT -

Toward the stern of the boat.

AGAINST THE SUN -

Anti-clockwise circular motion. Left-handed ropes are coiled *against the sun*.

AGROUND -

Touching or fast to the bottom.

AHEAD -

In a forward direction.

AHULL -

Vessel lying alee with all sails furled.

AIDS TO NAVIGATION (A to N) -

Artificial objects to supplement natural landmarks to indicate safe and unsafe waters.

ALOFT -

Above the deck of the boat.

ALL-ABACK

All sails aback

ALL HANDS -

The full crew

ALL IN THE WIND -

When all sails are shaking. The state of a vessel's sails when they are parallel to the direction of the wind.

ALL HANDS HOAY! -

The call by which all the ship's company are called up on deck.

ALOFT -

Above the deck

ALONGSIDE -

Side by side; joined to another vessel, pier, wharf, etc..

ALONG SHORE -

Along the coast; A coast which is in sight, and nearly parallel with it.

ALOOF -

At a distance

AMAIN -

Suddenly. At once.

AMIDSHIPS -

In or toward the center of the boat.

ANCHOR -

A heavy metal device, fastened to a chain or line, to hold a vessel in position, partly because of its weight, but chiefly because the designed shape digs into the bottom.

ANCHOR ICE -

Ice, of any form, that is aground in the sea.

ANCHOR-LOCKER -

Storage space used for the anchor rode and anchor.

ANCHOR-WATCH -

A small watch of one or two men, kept while in port.

AN-END -

Mast being perpendicular to the deck.

ANCHORAGE -

A place suitable for anchoring in relation to the wind, seas and bottom.

ANTIFOULING -

Paint used on the bottom of the vessel to prevent barnacles and other organisms from attaching and propagating.

APPARENT WIND -

The direction of the wind as is relative to the speed and direction of the boat.

A-PEEK -

When a cable is hove taut so as to bring the vessel nearly over her anchor. The *yards* are a-peek when they are topped up by contrary winds.

APRON -

A timber fixed behind the lower part of the stern just above the fore-end of the keel. A covering to the vent.

ARM. YARD-ARM -

The extremity of a yard. Also, the lower part of an anchor, crossing the shank and terminating in the flukes.

ARMING -

A piece of tallow put in the cavity and over the bottom of a lead-line.

ASHORE -

On land.

ASTERN -

In back of the boat, opposite of ahead.

ATHWART HAWSE -

The situation of a ship when driven by accident across the fore-part of another, whether they touch or at a small distance from each other. The transverse position of the former is understood.

ATHWART THE FOREFOOT -

When any object crosses the line of a ship's course, but ahead of her, it is said to be athwart her forefoot.

ATHWARTSHIPS -

At right angles to the centerline of the boat; rowboat seats are generally athwartships.

A-TRIP -

The anchor when it is raised clear of the ground. Same as *a-weigh*.

AVAST -

An order to "stop".

AWASH -

Deck of vessel overcome with waves.

A-WEATHER -

The helm, when it is put in the direction from which the wind blows.

AWEIGH -

Same as *a-trip*.

BACK -

To back an anchor - To carry out a smaller one ahead of the anchor on which the vessel rides, in order to release some tension.

Back astern! - In rowing, to impel the boat with her stern foremost by means of oars.

Back a sail - Throw it aback

Back and fill - alternately back and fill the sails.

BACKSTAYS -

Stays running from a masthead to a vessel's side, slanting a bit aft.

BAGGYWRINKLE or BAG O' WRINKLE -

A tufted braid made from chopped rope strands which is wound round stays and shrouds to prevent chafing of sails.

BAGPIPE -

Bagpipe the mizzen, is to lay it aback by bringing the sheet to the weather mizzen rigging.

BALANCE-REEF -

A reef in a spanker, or fore-and-aft mainsail, which runs from the outer head-earing, diagonally, to the tack. It is the closest reef, and makes the sail triangular.

BALD-HEADED -

Said of a square-rigged vessel without royals, or a schooner without topmasts.

BALE -

To throw eject water from a vessel.

BALLAST -

Heavy material, as in iron, lead, stone, concrete, placed in the bottom of the hold, to keep a vessel from upsetting.

To freshen ballast - To shift the ballast

Shingle ballast - coarse gravel

BANK -

A boat is *double-banked* when two oars, one opposite the other, are pulled by persons sitting on the same thwart.

BAR -

A bank or shoal at the entrance to a harbor.

BARE POLES -

A vessel when no sails are set.

BARGE -

Scow. A commercial raft used for hauling an assortment of goods and materials; a double-banked vessel used by Navy ships' commander.

BARNACLE -

A shell-fish often attached to the submerged parts of a vessel.

BARK or BARQUE -

Sailing ship with three or more masts. Fore-and-aft rigged on after mast, square rigged on all others.

BARK or BARQUENTINE -

Sailing ship with three or more masts. Square rigged on foremast, fore-and-aft rigged on all others.

BARRATRY -

Any wrongful act knowingly done by the master or crew of a vessel to the detriment of the vessel's owner or its cargo, without the owners' consent or knowledge.

BATTENS -

Thin strips of wood placed around hatches to keep tarpaulin secure. Placed upon rigging to keep it from chafing. A large batten, widened at the end, and put upon the rigging, is called a *scotchman*.

BATTEN DOWN -

Secure hatches and loose objects both within the hull and on deck.

BAY -

Inlet.

BEACON -

A lighted or unlighted fixed aid to navigation attached directly to the earth's surface. (Lights and day beacons both constitute "beacons.")

BEAM -

The maximum width of the vessel, not including fittings and rub rails.

BEAM AMIDSHIPS -

The width of the vessel measured midway between the ends.

EXTREME BEAM -

The maximum width of the vessel, including fittings and rub rails.

BEAM AT THE WATERLINE -

The maximum width of the vessel at the waterline plane.

BEAMS ENDS -

A vessel is said to be on her *beams ends* when she is lying over so much that her deck beams are nearly vertical.

BEAM REACH -

The point in which the boat is sailing at a right angle to the wind.

BEAR -

An object bears....when it is at a certain direction from the one looking at it..

to bear down upon a vessel is to approach her from the windward.

to bear up is to put the helm up and keep a vessel off from her course, moving her to leeward.

to bear away is to bear up, with the term applied to the vessel as opposed to the tiller.

to bear a hand is to make haste.

BEAR OFF -

To push off. Order given to bowman to push vessel away from another object.

BEARING -

The direction of an object expressed either as a true bearing as shown on the chart, or as a bearing relative to the heading of the boat.

BEATING -

Moving toward the direction of the wind via alternating tacks.

BECALM -

To intercept the wind. A vessel to windward is said to becalm another. One sail becalms another.

BECKET -

A piece of rope placed so as to confine a spar or another piece of rope. A handle made of rope, in the form of a circle.

BEES -

Pieces of planking bolted to the outer end of the bowsprit to reeve the foretopmast stays through.

BEFORE THE BEAM -

Denotes an arch of the horizon comprehended between the line of the beam and line of the keel forward.

BEFORE THE MAST -

Said of a person who goes to sea as a rating, and lives forward. Forward of a mast.

BERGY BITS -

Large chunks of ice that have broken off from a glacier or hummocky ice.

BELAY -

To make a rope fast by turns around a pin or coil, without hitching or seizing it.

BELOW -

Beneath the deck

BEND -

To make fast

Bend a sail - Make a sail fast to the yard

Bend a cable - Make a cable fast to the anchor

A Bend - a knot which makes one rope fast to another

BENDS -

The strongest part of a vessel's side, to which the beams, knees and foothooks are attached.

The part between the water's edge and the bulwark.

Body's reaction from ascending from waters' depth too fast.

BENTICK SHROUDS -

Shrouds extending from the buttock staves to the opposite channel; no longer applicable

BERTH -

Place where a vessel lies; persons' sleeping quarters.

BESET -

Said of a vessel whose progress is prevented by surroundings of ice, or other matter.

BETWEEN DECKS ('tween-decks)

The space between any two decks of a ship.

BIBBS -

Pieces of timber bolted to the hounds of a mast to support the trestle-tree.

BIGHT -

The part of the rope or line, between the end and the standing part, on which a knot is formed. A shallow bay.

BILGE -

The interior of the hull below the floor boards.

Bilge-ways - Timber bolted together and placed under the hull for launching a vessel.

Bilged - When the bilge is broken in.

Bilge water - Water that settles in a bilge.

BILGE KEEL -

Longitudinal timber fastened along the bilges of some large flat-bottomed ships to reduce rolling.

BILGE PUMP -

Mechanical pump used to remove water from the bilge.

BILL -

The point at the extremity of the fluke of an anchor.

BINNACLE -

A box near the helm, containing the compass.

BITTS -

Perpendicular pieces of timber going through the deck, placed to secure anything to. The cables are fastened to them if there is no windlass. There are also *bitts* to secure the windlass, and on each side of the heel of the bowsprit.

BITTER END -

The last part of a rope or chain. The inboard end of the anchor rode.

BLADE -

The flat part of an oar which is submerged to displace water for propulsion.

BLEED THE MONKEY -

To remove spirits from a keg or cask by making a small hole and sipping through a straw.

BLOCK -

A wooden or metal case enclosing one or more pulleys and having a hook, eye, or strap by which it may be attached.

Bluff-bowed, or *Bluff-headed* vessel; Full and square forward.

BOARD -

The length a vessel makes upon one tack.

Stern-board - When a vessel goes stern foremost.

By-the-board - Said of masts when they fall over the side.

BOAT -

A fairly indefinite term. A waterborne vehicle smaller than a ship. One definition is a small craft carried aboard a ship.

BOAT HOOK -

A short shaft with a fitting at one end shaped to facilitate use in putting a line over a piling, recovering an object dropped overboard, or in pushing or fending off.

BOATSWAIN (bo-s'n)-

A warrant officer in the Navy in charge of rigging and calling the crew to duty.

BOBSTAYS -

Used to confine the bowsprit down to the stem, or cutwater.

BOLD SHORE -

A steep coast, permitting the close approach of a ship.

BOLLARD -

Post at bow for securing lines.

BOLSTERS -

Pieces of soft wood, covered with canvas, placed on the trestle-trees for the eyes of the rigging to rest upon.

BOLTS -

Long cylindrical pieces of iron or copper used to secure various parts of the vessel.

BOLT-ROPE -

The rope that goes round the sail, and to which the canvas is secured.

BONE -

Foam at stem of a vessel in waterway. When noticeable, she is said to *have a bone in her teeth*.

BONNET -

An additional piece of canvas attached to the foot of a jib, or a schooner's sail, by lacing. Removed in bad weather.

BOOM -

A spar used to extend the foot of a fore-and-aft sail, or a studding sail.

Boom-irons - Iron rings on the yards, through which the studding sails traverse.

BOOM VANG -

A line that adjusts downward tension on the boom.

BOOT-TOPPING -

Scraping off matter which may be on a vessel's bottom, and daubing it over with tallow, or similar mixture.

BOTH SHEETS AFT -

The situation of a ship sailing right before the wind.

BOUND -

A vessel kept in one place.

Wind-blown - Vessel is kept in port because of a strong headwind.

Also, to be *bound* somewhere is to head to a destination.

BOW -

The forward part of a boat.

BOWER -

A working anchor, the cable of which is bent and reeved through a hawse-hole.

BOW-EYE -

Ring fittings for securing line to bow of vessel.

BOW-GRACE -

A frame of old rope, tires, etc., placed around the bow to protect the vessel from ice.

BOW LINE -

A docking line leading from the bow.

A rope leading from the leech of a square sail to keep the leech well out when sailing close-hauled.

On a bowline, or, *On a taut bowline* - When sailing close-hauled.

BOW-LINE BRIDLES -

Lines made fast to the cringles in the sides of the sails, and to which the bow-line is fastened.

BOUSE -

To heave, or haul, downwards on a rope. Originally, heave meant an upward pull, haul meant a horizontal pull, and bouse meant a downward pull.

BOWSE -

To pull upon a tackle.

BOW SPRING LINE -

A bow pivot line used in docking and undocking, or to prevent the boat from moving forward or astern while made fast to a pier.

BOWLINE KNOT -

A knot used to form a temporary loop in the end of a line.

BOX-HAULING -

Wearing a vessel by backing the headsails.

BOX -

To Box the compass - to repeat the thirty-two points of a compass in order.

BOXING -

It is performed by laying the head-sail aback, to pay off the ship's head when in the wind, in order to return the ship's head into the line of her course.

BOWSPRIT -

A spar extending forward from the bow.

BRACE -

A rope by which a yard is turned about.

To brace a yard - is to turn it about horizontally

To brace up - is to lay the yard fore and-aft.

To brace in - is to lay it nearer square

To brace aback (see Aback)

To brace to - is to brace the head yards a little aback, in tacking or wearing.

BRAILS -

Ropes by which the foot or lower corners of fore and aft sails are hauled up.

BRAKE -

The handle of a ship's pump.

BRASH -

Ice broken into smaller pieces, and projecting faintly above the surface.

BREAK -

To break bulk - Begin to unload

Break ground - lift the anchor from the bottom.

Break shear - A vessel at anchor, in tending, is forced the wrong way by the wind or the current so she does not lie well for keeping herself clear of the anchor.

BREAKING SEAS -

Aided by a strong gale, waves in deep seas can form crests which, at their peak, fall forward ahead of the body of the wave.

BREAMING -

Cleaning a ship's bottom by burning.

BREAST-FAST -

A rope used to confine a vessel sideways to a wharf, or another vessel.

BREAST-HOOK -

Knees placed in the forward part of the vessel, across the stem, to unite the bows on each side.

BREAST-ROPE -

A rope passed round a man in the chains, while sounding.

BREECH -

The outside angle of a knee timber.

BREECHING -

A strong rope used to secure the breech of a gun to the ship's side.

BRIDLE -

Spans of rope attached to the leeches of square sails, to which the bowlines are made fast.

BRIDGE -

The location from which a vessel is steered and its speed controlled. "Control Station" is really a more appropriate term for small craft.

BRIG -

A square-rigged vessel with two masts.

Hermaphrodite Brig - vessel with brig's foremast and schooner's mainmast.

BRIGANTINE -

Originally, a ship of brigands, or pirates. Through 19th century, she was a two masted ship square-rigged on fore-mast and main topmast and fore-and-aft mainsail. Later, a two-masted vessel with foremast square-rigged, and mainmast fore-and-aft rigged.

BRING TO -

To *bring to* is to check the course of a ship when she is advancing, by arranging the sails in such a manner that they counteract with each other, preventing her from either retreating or advancing.

BROACH -

When a vessel comes along broadside near the crest of waves, it is said to *broach*.

BROADSIDE -

The whole side of a vessel.

BROAD REACH -

A point of sail in which the boat is sailing away from the wind, at an angle.

BROKEN-BACKED -

The state of a vessel when she is so worn out both ends droop.

BUCKLERS -

Blocks of wood made to fit in the hawse-holes, or holes in the half-ports. Those already in the hawse-holes are often called *hawse-blocks*.

BUCKO -

A bullying and tyrannical officer.

BULGE -

See *Bilge*

BULK -

The entire cargo when stored.

BULKHEAD -

A vertical partition separating compartments.

BULL -

A sailor's term for a small keg, usually holding one or two gallons.

BULLSEYE -

A small piece of stout wood with a hole in the center for a stay or rope to reeve through, without any sheave, and with a groove round it for a strap, which is usually iron. *Also*, a piece of thick glass inserted in the deck to let light through.

BULWARKs -

The woodwork round a vessel, above her deck, consisting of boards fastened to stanchions and timberheads.

BUM-BOATS -

Boats which lie alongside a vessel in port with provisions and goods to sell.

BUMPKIN -

Pieces of timber projecting from the vessel, to board the fore tack to; and from each quarter for the main brace blocks.

BUNT -

The middle of a sail.

BUNTINE -

Thin woolen material of which a ship's color are made.

BUNTLINES -

Ropes used for hauling up the body of a sail.

BUOY -

An anchored float used for marking a position on the water or a hazard or a shoal and for mooring.

To stream a buoy - to drop it into the water before letting go an anchor.

A buoy is said to *watch* when it floats upon the surface of the water.

BURGOO -

Seamen's name for oatmeal porridge.

BURTON -

A tackle, rove in a particular manner.

BUTTOCK -

That part of the convexity of a vessel abaft, under the stern, contained between the counter above and the after part of the bilge below, and between the quarter on the side and the stern-post.

BY -

by the head; said of a vessel when her head is lower in the water than her stern. If her stern is lower, she is *by the stern*.

BY THE LEE -

To sail with the wind coming from behind and on the side the sails are set on.

CABIN -

A compartment for passengers or crew.

CABLE -

A large strong rope made fast to the anchor, by which the vessel is secured.

CABLE-TIER -

See *Tier*.

CABOOSE -

A house on the deck where the cooking is done. Most often referred to as the *galley*.

CALVING -

When a large mass of ice breaks away from a glacier.

CAMBERED -

When the floor of the vessel is higher at the middle than the stern or stem. Standard camber for weather decks is 1/50th of vessel's breadth.

CAMEL -

A machine used for lifting vessels over a shoal or bar. Hollow, it is filled with water and sunk, stationed beneath a vessel's hull. When the water released, the buoyancy raises the vessel.

CANHOOKS -

Slings with flat hooks at each end, used for hoisting barrels or light casks, the hooks being placed round the chimes, and the purchase hooked to the center of the slings.

CANT-PIECES -

Pieces of wood fastened to the angles of fishes and side-trees to supply any part that may prove rotten.

CANT-TIMBERS -

Timbers at the two ends of a vessel, raised obliquely from the keel.

Lower Half Cants - Those parts of the frames situated forward and abaft the square frames, or the floor timbers which cross the keel.

CANVASS -

Sometimes, the cloth of which sails are made.

CAP -

A thick, strong block of wood with two holes through it, one square and the other round, used to confine together the head of one mast and the lower part of the mast above it

CAPSIZE -

To turn over.

CAPSTAN -

A machine placed in the deck and used as leverage for heaving or hoisting.

CAREEN -

To lie a vessel over on her side when sailing on the wind.

CARLINGS -

Timber running between the beams of a vessel.

CARRICK-BEND -

Knot type.

Carrick-bitts are windlass bitts.

CARRY-AWAY -

To break a spar or part a rope.

CAST OFF -

To let go.

CAT -

The tackle used to hoist the anchor up to the cathead.

CATAMARAN -

A twin-hulled boat, with hulls side-by-side.

CATBOAT -

A type of sailboat with one sail.

CAT-HARPIN -

An iron leg used to confine the upper part of the rigging to the mast.

CAT-HEAD -

Large timbers projecting from the vessel's side, to which the anchor is hoisted and secured.

CAT'S-PAW -

A hitch type in a rope.

CAT'S SKIN -

Said of light, warm wind on surface of the sea.

CAULK -

To fill the vessel's seams with oakum.

CEILING -

The inside planking of a vessel.

CELESTIAL NAVIGATION -

Method of using the stars, sun and moon to determine a vessel's position. Used with a sextant and time intervals.

CENTER LINE -

Middle of a vessel, running fore and aft.

CHAFE -

To rub a rope or rigging

CHAFING GEAR -

Tubing or cloth wrapping used to protect a line from chafing on a rough surface.

CHAINS -

Strong links or plates of iron, the lower ends of which are bolted through the ship's side to the timbers. Their upper ends are secured to the bottom of the dead-eyes in the channel.

CHAIN-PLATES -

Plates or iron bolted to the side of a ship, to which the chains and deadeyes of the lower rigging are secured.

CHANNEL -

1. That part of a body of water deep enough for navigation through an area otherwise not suitable. It is usually marked by a single or double line of buoys and sometimes by range markers.
2. The deepest part of a stream, bay, or strait, through which the main current flows.
3. A name given to a large strait, for example, the English Channel.

CHANNELS -

Broad planking bolted edgewise to the outside of the vessel. Used for spreading the lower rigging.

CHAPELLING -

Wearing a ship around, when taken aback, without bracing the headyards.

CHART -

A map for use by navigators.

CHECK -

To ease a rope, then belay it.

CHECKING -

Slack a rope smartly, a little at a time.

CHEEKS -

The projections on each side of a mast, upon which the tree-trestles rest. The sides of the shell of a block.

CHESS-TREES -

Pieces of oak, fitted to the sides of a vessel, abaft the fore chains, with a sheave in them to board the main tack to.

CHINE -

The intersection of the bottom and sides of a flat or v-bottomed boat.

CHINSE -

To push oakum into seams with an iron.

CHOCK -

A fitting through which anchor or mooring lines are led. Usually U-shaped to reduce chafe.

CHUCH -

Name sometimes given to a fairlead.

CLAMPS -

Thick planks on the insides of vessels to support the ends of beams. Any plate of iron made to turn, open or shut so as to confine a spar or boom, a studdingsail boom, or vessel's mast.

CLASSIFICATION -

Any larger vessel is classified following a survey to determine to what standard it has been built or in what condition it has been maintained.

CLEAT -

A fitting to which lines are made fast. The classic cleat to which lines are belayed is approximately anvil-shaped.

CLEW -

The lower corner of square sails, and the after corner of a fore-and-aft sail.

CLEW-GARNET -

A rope that hauls up the clew of a foresail or a mainsail in a square-rigged vessel.

CLEWLINE -

A rope that hauls up the clew of a mainsail. A *clew-garnet* is the clewline of a course.

CLINCH -

A half-hitch stopped to its' own part.

CLIPPER -

Swift sailing ships with sharp bows and fine lines that originated in the United States. Term later used generally for fast sailing ships, even four-masted barks.

CLOSE ABOARD -

Come alongside closely.

CLOSE-HAULED -

Applied to a vessel which is sailing with her yards braced up so as to get as much possible to windward.

CLOSE REACH -

When the boat is sailing toward the wind, but not close hauled, it is sailing on a *close reach*.

CLOVE HITCH -

A knot for temporarily fastening a line to a spar or piling.

CLOVE-HOOK -

An iron clasp, in two parts, moving up the same pivot, and overlapping one another. Used for bending chain sheets to the clew of sails.

CLUB-HAUL -

To bring a vessel's head round on the other tack, by letting go the lee anchor and cutting or slipping the cable.

CLUBBING -

Drifting down a current with an anchor out.

COAKING -

Uniting pieces of spar by means of tabular projection, formed by cutting away the solid of one piece into a hollow, so as to make a projection in the other, in such a manner that they may correctly fit, the butts preventing the pieces from drawing asunder. *Coaks* are fitted into the knees and beams of vessels to prevent their drawing.

COAL TAR -

Tar made from bituminous coal

COAT -

Mast-coat is a piece of canvas, tarred or painted, placed around a mast or bowsprit where it enters the deck.

COAMING -

A vertical piece around the edge of a cockpit, hatch, etc. to prevent water on deck from running below.

COCKPIT -

An opening in the deck from which the boat is handled.

CODLINE -

An eighteen thread line.

COIL -

To lay a line down in circular turns.

COLIMATION -

Correct alignment of the optical parts of an instrument.

COLLAR -

An eye in the end or bight of a shroud or stay, to go over the masthead.

COME -

Come home, said of an anchor when it breaks ground and drags.

To come up a rope or tackle is to slack off.

COMPANION -

A wooden covering over a staircase to a cabin.

COMPASS -

Navigation instrument, either magnetic (showing magnetic north) or gyro (showing true north).

COMPASS CARD -

Part of a compass, the card is graduated in degrees, to conform with the magnetic meridian-referenced direction system inscribed with direction which remains constant; the vessel turns, not the card.

COMPASS ROSE -

The resulting figure when the complete 360° directional system is developed as a circle with each degree graduated upon it, and with the 000° indicated as True North. Also called true rose. This is printed on nautical charts for determining direction.

COMPOSITE CONSTRUCTION -

Wooden planking on a metal frame and keel.

CONCLUDING-LINE -

A small line leading through the center of the steps of a Jacobs' Ladder.

CONNING -

Directing the helmsman in steering a vessel.

CORVETTE -

Type of warship smaller than a frigate. Usually rigged as ship, with guns mounted on the upper decks. Mainly used for scouting, convoying and privateering.

COUNTER -

The part of a vessel between the bottom of the stern and the wing-transom and buttock.

Counter-timbers are short timbers installed to brace the counter.

To counter brace-yards is to brace the head-yards one way and the after-yards another.

COURSES -

The sails that hang from a ships 'lower yards.

CRANES -

Pieces of iron or timber at the vessel's sides, used to stow boats or spars upon.

CRANK -

The condition of a vessel when she is inclined to lean over a great deal and cannot bear much sail.

CREEPER -

An iron instrument, like a grapnell, with four claws, used to drag the bottom of a harbor or river to locate something.

CREW -

Vessel's full compliment of people assigned duties in the operation of vessel.

CRIMP -

Person who lures seamen onto a different vessel for the purpose of crew, without the seaman's consent. A method used too frequently in the 19th century; and still used today in some areas of the world.

CRINGLE -

A short piece of rope with each end spliced into the bolt-rope of a sail, confining an iron ring or thimble.

CROSS-BARS -

Round bars of iron, bent at each end, used as levers to turn the shank of an anchor.

CROSS-CHOCKS -

Pieces of timber fayed across the deadwood amidships, to make good the deficiency at the heels of the lower buttocks.

CROSS-JACK -

The lower yard on the mizzenmast.

CROSS-PAWLS -

Timber that keeps a vessel together while in her framing state.

CROSS-PIECE -

Timber that connects two bits.

CROSS-SPALES -

Timber placed across a vessel and nailed to her frames to keep the sides together until the knees are bolted.

CROSS-TREES -

Pieces of oak supported by the cheeks and trestle-trees at the mastheads, to sustain the tops on the lower mast, and to spread the topgallant rigging at the topmast-head.

CROWN -

Of an anchor, where the arms are joined to the shank.

CROWS NEST -

Barrel-like look-out post, high up on a mast.

CRUISE -

To sail for relaxation to various destinations, without pressure or serious constraints.

CRUTCH -

A knee, or piece of knee-timber, placed inside of a vessel, to secure the heels of the cant-timber abaft.
Also, the chock upon which the spanker-boom rests when the sail is not set.

CUCKOLD'S NECK -

A knot by which a rope is secured to a spar, the two parts of the rope crossing each other and seized together.

CUDDY -

A cabin in the fore part of a boat.

CULAGE -

To lay a vessel up for repairs.

CUNTLINE -

The space between the bilges of two casks stowed side by side.

CUTWATER -

The foremost part of a vessel's prow, which projects forward of the bows.

CUTTER -

Single masted sailboat.

Also, a naval pulling boat.

CURRENT -

The horizontal movement of water.

DAGGER -

A timber crossing all the puppets of the bilge-ways for strength.

DANFORTH ANCHOR -

Light anchor useful for all bottom conditions. Flukes pivot with no stock.

DAVITS -

Pieces of timber or iron, with sheaves or blocks at their ends, projecting over a vessel's sides or stern, to hoist boats up to.

Also, a spar with a roller or sheave at its end, used for fishing the anchor.

DAYBEACON -

A fixed navigation aid structure used in shallow waters upon which is placed one or more daymarks.

DAYMARK -

A signboard attached to a day beacon to convey navigational information presenting one of several standard shapes (square, triangle, rectangle) and colors (red, green, orange, yellow, or black). Day marks usually have reflective material indicating the shape, but may also be lighted.

DEAD AHEAD -

Directly ahead.

DEAD ASTERN -

Directly aft or behind.

DEAD-EYE -

A circular block of wood, with three holes through it, for the lanyards of rigging to reeve through, without sheaves, and with a groove round it for an iron strap.

DEAD-FLAT -

One of the bends, amidship.

DEAD-LIGHTS -

Ports placed in the cabin windows in bad weather.

DEAD RECKONING -

A plot of courses steered and distances traveled through the water.

DEAD-RISE -

Measurement of an angle between the bottom of the vessel and its widest beam. The higher the degree, the deeper the V hull.

DEAD-RISING -

Those parts of a vessel's floors, throughout her entire length, where the floor timber is terminated upon the lower futtock.

DEAD-WATER -

The eddy under a vessel's counter.

DEAD-WOOD -

Blocks of timber, laid upon each end of the keel where the vessel narrows.

DEAD WEIGHT TONNAGE -

See *TONNAGE*

DECK -

A permanent covering over a compartment, hull or any part of a ship serving as a floor.

DECK BEAMS -

Lateral beams, spanning the hull over the heads of the frames, on which the deck rests.

DECK-STOPPER -

A stopper used for securing the cable forward of the windlass, or capstan, while it is overhauled.

DEEP-SEA-LEAD -

The lead used in soundings taken at great depths.

DEPTH(vessel) -

Vertical measurement from the bottom of the keel to the sheerline.

DEPTH SOUNDER -

Instrument using sound waves to measure the distance to the bottom.

DHOW -

Arabian sailing vessel with two or more masts rigged with lateen sails. The name is not used by the Arabs themselves.

DISPLACEMENT -

The weight of water displaced by a floating vessel.

DISPLACEMENT HULL -

A type of hull that plows through the water, displacing a weight of water equal to its own weight, even when more power is added.

DITTY BAG -

Small bag in which seamen keep their personal belongings. This is sometimes a *ditty box*.

DOCK -

A protected water area in which vessels are moored. The term is often used to denote a pier or a wharf.

DOG-VANE -

A small vane, made of feathers or bunting, to take wind direction.

DOG-WATCHES -

Half watches of two hours each, from 4 to 6 and from 6 to 8 P.M..

DOLPHIN -

A rope or strap round the mast to support the puddening, where the lower yards rest in the slings.

Also, a spar or buoy with a large ring in it, secured to an anchor, to which vessels may bend their cable.

DOLPHIN-STRIKER -

A martingale.

DONKEYMAN -

Seaman who tends a donkey engine; Engine room assistant.

DORY -

Small, flat-bottomed rowing boats manned by one or two fishermen. Used for cod-fishing off Newfoundland. The name is derived from the Portuguese pescadores meaning fishermen.

DOUSE -

To lower suddenly.

DOWELING -

A method of coaking, by letting pieces into the solid, or uniting two pieces together by tenoning.

DOWNHAUL -

A rope used to haul down jibs, staysails and studding sails.

DRABLER -

A piece of canvas laced to the bonnet of a sail to give it more drop.

DRAFT -

The depth of water a boat draws. Vertical measurement from the designed waterline to the lowermost edge of the keel.

DRAFT MARKS -

Numerals painted on the stem and stern post of ships which mark the draft in feet.

DRAGGING -

A vessel is *dragging anchor* when she drifts unimpeded by the anchor.

DRAW -

A vessels *draws* when it is filled with the wind.

To draw a jib is to shift it over the stay to leeward, when it is aback.

DRIFTS -

Those pieces in a sheer-draught where the rails are cut off.

DRIFT ICE -

Large pieces of ice broken from an even larger piece, such as an iceberg. Floating, sometimes obscurely, they can be a great problem asea and require continual watch.

DRIVE -

To scud before a gale, or to drift in a current.

DRIVER -

A spanker.

DROGUE -

In a following sea, device cast astern into the water to aid the stern in keeping up to the waves.

DROMON -

Byzantine warship with two banks of oars on each side.

DROP -

The depth of a sail, from head to foot, amidships.

DRUM-HEAD -

The top of a capstan.

DUB -

To reduce the end of a timber.

DUNNAGE -

Loose wood, or other matter, placed in the bottom of a hold, above the ballast, to stow cargo upon.

EARING -

A rope attached to the cringle of a sail, by which it is bent or reefed.

EASE -

To slacken or relieve tension on a line.

EBB TIDE -

A receding tide.

EDDY -

Water currents moving in circular motion.

ELBOW -

Two crosses in a hawse.

ELECTRONIC NAVIGATION -

Use of various electronic devices, such as radio, satellite, echo sounders, position finders (GPS), etc., to aid in navigating.

EPIRB -

Emergency Position Indicating Radio Beacon - Device using a radio signal indicating a position for person or vessel in distress.

ESCUTCHEON -

The part of the vessel in which her name is placed.

EUVROU -

A piece of wood, by which the legs of the crow-foot to the awning are extended.

EVEN KEEL -

When a boat is floating on its designed waterline, it is said to be floating on an even keel.

EYE OF THE WIND -

The direction from which the wind is blowing.

EYE SPLICE -

A permanent loop spliced in the end of a line.

FACE-PIECES -

Pieces of wood wrought on the fore part of the knee of the head.

FACING -

Setting one piece of timber into another using a rabbet joint.

FAG -

A rope is fagged when the end is untwisted.

FAIR -

To adjust to a proper size.

FAIRWAY -

Navigable water in a channel, harbor, or river.

FAIR-LEADER -

A strip of board or plank, with holes in it, for running rigging to lead through.

Also, a block or thimble used for the same purpose.

FAKE -

One of the circles or rings made in coiling a rope.

FALL -

That part of the tackle to which the power is applied in hoisting.

FALSE-KEEL -

Pieces of timber secured under the main keel of vessels.

FANCY-LINE -

A line rove through a block at the jaws of a gaff, used as a downhaul.

Also, a line used for cross-hauling the lee-topping lift.

FANG -

To *fang the pump* is to prime the pump.

FAREWELL BUOY -

Buoy at end of channel leading to the sea.

FASHION-PIECES -

The aftermost timbers, terminating the breadth and forming the shape of the stern.

FAST -

Said of an object that is secured to another.

FAST ICE -

Ice mass attached to land and extending seaward.

FATHOM -

Six feet.

FEATHER -

To feather an oar in rowing is to turn the blade horizontally with the top aft as it comes out of the water.

FENDER -

A cushion, placed between boats, or between a boat and a pier, to prevent damage.

FID -

A block of wood or iron, placed through the hole in the heel of a mast and resting on the trestle-trees of the mast below. This supports the mast.

Also, a wooden pin, tapered, used in splicing large ropes.

FIDDLES -

Wooden fittings clamped to meal tables in foul weather, limiting movement of utensils.

FIDDLE-BLOCK -

A long shell, having one sheave over the other, and the lower smaller than the upper.

FIELD ICE -

Ice pack whose limits cannot be seen from the ship.

FIFE-RAIL -

The rail going round a mast.

FIGURE EIGHT KNOT -

A knot in the form of a figure eight, placed in the end of a line to prevent the line from passing through a grommet or a block.

FIGUREHEAD -

A carved head, or full-length feature, over the cutwater.

FILLINGS -

Pieces of wood used to make the curve fair for the mouldings, between the edges of the fish-front and the sides of the mast.

FINISHING -

Carved ornaments of the quarter-galley, between the second counter, and above the upper lights.

FISH -

To raise the flukes of an anchor upon the deck.

Also, to strengthen a spar when loose or weak, by putting in, or fastening to another piece.

Fish-front; Fish-sides; see (MADE MAST)

FISH-DAVIT -

The davit used for fishing an anchor.

FLAKE -

To coil a rope so that each coil lies alongside the previous coil, allowing rope to run freely.

FLAME ARRESTER -

A safety device, such as a metal mesh protector, to prevent an exhaust backfire from causing an explosion; operates by absorbing heat.

FLARE -

The outward curve of a vessel's sides near the bow. A distress signal.

FLAT -

A sheet is said to be hauled *flat*, when it is hauled down close.

Flat-aback, when a sail is blown with it's after surface against the mast.

FLEMISH-COIL

See (FRENCH-FAKE)

FLEMISH-EYE -

A kind of eye-splice.

FLEMISH-HORSE -

An additional foot rope at the ends of topsail yards.

FLOOD -

Flow of water over a surface.

FLOOR TIMBERS -

Those timbers of a vessel which are placed across the keel.

FLOTSAM -

Material remaining floating after a shipwreck. Sometimes, referred to anything floating in a scattered mass.

FLOWING SHEET -

When a vessel has the wind free, and the lee clews eased off.

FLUKES -

The broad triangular plates at the extremity of the arms of an anchor, terminating in a point called the *bill*.

FLY -

That part of a flag which extends from the Union to the extreme end.

FLYING BRIDGE -

An added set of controls above the level of the normal control station for better visibility. Usually open, but may have a collapsible top for shade.

FOLLOWING SEA -

An overtaking sea that comes from astern.

FOOT -

The lower end of a mast or sail. *See* (Fore-foot)

FOOT-ROPE -

The rope stretching along a yard, upon which sailors stand when reefing or furling. A.K.A. *horses*.

FOOT-WALING -

The inside planks or lining of a vessel, over the floor timbers.

FORE -

Used to distinguish the forward part of a vessel, or things in that direction, as *fore mast*, or *fore hatch*, in opposition to *aft*, or *after*.

FORE AND AFT -

In a line parallel to the keel.

FORECASTLE -

That part of the upper deck forward of the foremast.
Also, the forward part of the vessel under the deck.

FORE-DECK -

Forward topside part of the deck.

FORE-FOOT -

A piece of timber at the forward extremity of the keel, upon which the lower end of the stem rests.

FORE-LOCK -

A flat piece of metal, driven through the end of a bolt, to prevent it's drawing.

FORE MAST -

The forward mast of all vessels.

FOREREACH -

To shoot ahead, especially when going in stays.

FORE-RUNNER -

A piece of rag, terminating the stray line of a log-line.

FORGE -

To forge ahead, to shoot ahead; as in coming to anchor after the sails are furled.
See (FOREREACH)

FORMERS -

Pieces of wood used for shaping cartridges, or wads.

FOTHER, OR FODDER -

To draw a sail, filled with oakum, under a vessel's bottom to stop a leak.

FORWARD -

Toward the bow of the boat.

FOTHERING -

Closing small leaks in a vessel's hull by drawing a sail filled with oakum, submerging it and closing it tightly around the hole.

FOULED -

Any piece of equipment that is jammed or entangled, or dirtied.

FOUNDER -

When a vessel fills with water and sinks.

FOX -

Made by twisting together two or more rope-yarns.

A *Spanish fox* is made by untwisting a single yarn and laying it up the contrary way.

FRAP -

To pass ropes round a sail to keep it from blowing loose.

Also, to draw ropes round a vessel which is weakened, to keep her together.

FREE -

A vessel is going *free* when she has a fair wind and her yards braced in. A vessel is said to be *free* when the water is pumped out of her.

FREEBOARD -

The distance between the gunwales and the waterline.

FRESHEN -

To relieve a rope, by moving it's place; as to *freshen the nip* of a stay, is to shift it to prevent its' chafing through.

FRENCH-FAKE -

To coil a rope with each fake outside of the other, beginning in the middle. If there are to be riding fakes, (*Flemish coil*) they begin outside and travel in, repeating the process until complete.

FREEBOARD -

The minimum vertical distance from the surface of the water to the gunwale.

FULL -AND- BY -

Sailing close-hauled on a wind.

Full and by! The order given to the man at the helm to keep the sail full and at the same time close to the wind.

FULL-RIGGED SHIP -

Originally a three masted ship in which all masts were fully square-rigged. Later, also square-rigged ships with more than three masts.

FURL -

To roll a sail up snugly on a yard or boom, and secure it.

FUTTOCK-PLATES -

Metal plates crossing the sides of the top-rim perpendicularly. The dead-eyes of the topmast rigging are fitted to their upper ends, and the futtock-shrouds to their lower ends.

FUTTOCK-SHROUDS -

Short shrouds, leading from the lower ends of the futtock-plates to a bend round the lower mast, just below the top.

FUTTOCK-STAFF -

A short piece of wood or metal, seized across the upper part of the rigging, to which the catharpin legs are secured.

FUTTOCK-TIMBERS -

Those timbers between the floor and naval timbers, and the top-timbers. There are two:

The *lower*, which is over the floor, and the *middle*, which is over the naval timber. The naval timber is sometimes called the *ground futtock*.

GAFF -

A spar to support the head of a gaff sail.

GAFF-TOPSAIL -

A light sail set over a gaff, the foot being spread by it.

GAGE -

The depth of water of a vessel.

Also, her position as to another vessel, i.e., *weather*..

GALE -

Wind measured between 34 and 40 knots.

GALEAS -

Two-masted gaff-rigged Baltic trader.

GALILEAN TELESCOPE -

Two telescopes joined together(binoculars) using normal lenses.

GALLEY -

The kitchen area of a boat.

GALLOWS-BITTS -

A strong frame raised amidships. to support spare spars, etc.

GAMMONING -

The lashing by which the bowsprit is secured to the cutwater.

GANGWAY -

The area of a ship's side where people board and disembark.

GANTLINE - See (GIRTLINE)

GARBOARD-STRAKE -

The range of planks next to the keel, on each side.

GARLAND -

A large rope, strap, or grommet, lashed to a spar when hoisting it inboard.

GARNET -

A purchase on the main stay, for hoisting cargo.

GASKETS -

Ropes or pieces of plating, used to secure a sail to the yard or boom when it is furled.

They are called a *bunt*, *quarter*, or *yard-arm gasket*, according to their position on the yard.

GEAR -

A general term for ropes, blocks, tackle and other equipment.

GELCOAT BLISTERING -

Occurs on FRP vessels when moisture is allowed between the gelcoat and the laminate.

GENOA -

Large triangular headsail set on the forestay of yachts.

GIG -

Light, narrow ship's boat.

GIMBALL -

A device to suspend items, such as a compass or ships' stove, to keep it level.

GIMBLET -

To turn an anchor round by it's stock.

GIRT -

The situation of a vessel when her cables are too taut.

GIRTLINE -

A rope rove through a single block aloft, making a whip purchase. Commonly used to hoist rigging by.

GIVE-WAY VESSEL -

A term, from the Navigational Rules, used to describe the vessel which must yield in meeting, crossing, or overtaking situations.

GLORY-HOLE -

Small space in which various items are stowed when clearing the deck.

GLUT -

A piece of canvass sewed into the center of a sail near the head. It has an eyelet-hole in the middle for the bunt-jigger or becket to go through.

GOB-LINE or GAUB-LINE -

A rope leading from the martingale inboard. *Back-rope*.

GOOSE-NECK -

A metal ring fitted to the end of a yard or boom.

GOOSE-WINGED -

The situation of a course when the buntlines and lee clew are hauled up, and the weather clew down.

GORES -

The angles of one or both ends of such cloths that increase the breadth or depth of a sail.

GORING-CLOTHS -

Pieces cut obliquely and put in to add to the breadth of a sail.

GPS -

Global Positioning System - A network of satellites that calculates a position with remarkable accuracy.

GRAB RAILS -

Hand-hold fittings mounted on cabin tops and sides for personal safety when moving around the boat.

GRAFTING -

A manner of covering a rope by weaving together yarns.

GRAPNEL -

A small anchor with several claws, used to secure boats.

GRAPPLING IRONS -

Crooked metal, used to seize and hold fast to another vessel.

GRATING -

Open lattice work of wood. Used principally to cover hatches in good weather.

GREAVE -

To clean a ship's bottom by burning.

GRIPE -

The outside timber of the fore-foot, under water, fastened to the lower stem piece.

Also, a ship *gripes* when she tends to come up into the wind

GRIPES -

Bars of iron, with lanyards, rings and clews, by which a large boat is lashed to the ring-bolts of the deck.

GROMMET -

A ring formed of rope, by laying round a single strand.

GROUND TACKLE -

Anchor, anchor rode (line or chain), and all the shackles and other gear used for attachment.

GROWLER -

Small iceberg broken away from larger one.

GUESS-WARP or GUESS-ROPE -

A rope fastened to a vessel or wharf, and used to tow a boat by, or to haul it out to the swing-boom-end, when in port.

GUN PORTS -

Openings cut into the sides of a ship through which the guns are fired. In the old warships, these could be closed from the outside with gun-port covers. In more recently times, ships have been painted with imitation gun-ports.

GUN-TACKLE-PURCHASE -

A purchase made by two single blocks.

GUNWALE -

The upper edge of a boat's sides.

GUY -

A rope attaching to anything to steady it.

GYBE -

To shift over the boom of a fore-and-aft sail.

HAIL -

To speak or call to another vessel, or crew in different parts of the ship.

HALYARDS -

Ropes or tackle used for hoisting and lowering yards, gaffs and sails.

HALF-HITCH -

Knot-type.

HAMMOCK -

A piece of canvas or netting, hung at each end, for sleeping.

HAND-LEAD -

A small lead, used for sounding in lakes, rivers and harbors.

HANDSOMELY -

Slowly, carefully. Used for an order, as in "*Lower handsomely!*"

HANDSPIKE -

A long wooden bar, used for heaving at the windlass.

HAND-BILLY -

A watch tackle.

HANKS -

Rings or hoops round a stay and seized to the luff of a fore-and-aft sail.

HARBOR -

A safe anchorage, protected from most storms; may be natural or man-made, with breakwaters and jetties; a place for docking and loading.

HARD ALEE! -

A command, or warning, that the helm is being turned quickly to leeward, turning the boat to windward.

HARPINGS -

The fore part of the wales, which encompass the bows of a vessel, and are fastened to the stem.

HATCH -

An opening in a boat's deck fitted with a watertight cover.

Hatch-bar is a metal bar placed across the hatch to keep it down.

HAUL -

Haul her wind, said of a vessel when she comes up close upon the wind.

HAWSE -

The situation of the cables before a vessel's stem, when moored.

Also, the distance upon the water a little in advance of the stem. A vessel sails *athwart the hawse*, or anchors *in the hawse* of another.

Open hawse - When a vessel rides by two anchors without any cross in her cables.

HAWSE-HOLE -

The hole in the bows through which the cables run.

HAWSE-PIECES -

Timbers through which the hawse-holes are cut.

HAWSE-BLOCK -

A block of wood fitted into a hawse-hole at sea.

HAWSER -

A large rope used for various purposes.

HAWSER-LAID or CABLE-LAID -

Rope laid with nine strands against the sun.

HAZING -

Sometimes applied to cadets as initiation; making sea life tough through petty tyranny.

HEAD -

A marine toilet. Also the upper corner of a triangular sail.

HEAD-LEDGES -

Thwartship pieces that frame the hatchways.

HEAD-SAILS -

A general name given to all sails that set forward of the fore-mast.

HEAD-STAY -

A wire support line from the mast to the bow.

HEADING -

The direction in which a vessel's bow points at any given time.

HEADWAY -

The forward motion of a boat. Opposite of sternway.

HEART -

A block of wood in the shape of a heart, for stays to reeve through.

HEART-YARNS -

The center yarns of a strand.

HEAVE-SHORT -

To heave in on the cable until the vessel is nearly over her anchor.

HEAVE TO -

To bring a vessel up in a position where it will maintain little or no headway, usually with the bow into the wind or nearly so.

HEAVE-IN-STAYS -

To go about in tacking.

HEEL -

The after part of the keel.

Also, the lower end of a mast or boom.

Also, the lower end of the stern-post.

To *heel*, is to lie over on one side.

HEELING -

The square part of the lower end of a mast, through which the fid-hole is made.

HELM -

The wheel or tiller controlling the rudder.

HELMSMAN -

The person responsible for steering the ship.

HELM-PORT -

The hole in the counter through which the rudder-head passes.

HELM-PORT-TRANSOM -

A timber placed across the lower counter, inside, at the height of the helm-port, and bolted through every timber, for the security of that port.

HIGH-AND-DRY -

Grounded vessel.

HITCH -

A knot used to secure a rope to another object or to another rope, or to form a loop or a noose in a rope.

HOGGED -

Vessel purposely made to droop at each end, bringing her center up.

HOLD -

A compartment below deck in a large vessel, used solely for carrying cargo.

HOLD WATER -

To stop the progress of a boat by keeping the oar blades in the water.

HOLY STONE -

A large stone, used for cleaning a ship's deck.

HOME-

The sheets of a sail are said to be *home* when the clews are hauled chock out to the sheave-holes.

An anchor *comes home* when it is loosened from the ground and hove in.

HOOD -

A covering for a companion hatch, skylight, etc..

HOOD-ENDS -

The ends of the planks which fit into the rabbets of the stem or stern-post.

HOOP -

Iron or wooden rings sliding along masts, gaffs, booms, etc. to which sails are bent.

HORNS -

The jaws of booms.

Also, the ends of cross-trees.

HORSE - See (FOOT-ROPE)

HORSE MARINE -

Seaman whose presence is more trouble than he's worth.

HOUNDS -

Projections at the mast-head serving as shoulders for the top or trestle-trees to rest upon.

HOUSE -

To *house a mast* is to lower it almost half it's length, and secure it by lashing it's heel to the mast below.

HOUSING or HOUSE-LINE -

A small cord made of three small yarns, and used for seizings.

HOVELLER -

Person who assists in saving life from a shipwreck near the coast.

Also, a small boat used for this purpose.

HULK -

Hull of dismantled ship, frequently used as a store vessel.

HULL -

The main body of a vessel.

HULLING -

Vessel at the mercy of wind and sea while afloat, but idle.

Also, to take in sail during a calm.

Also, to pierce a vessel's hull with a projectile.

HURRICANE DECK -

Flush upper deck above the main deck. The bulwarks are taken up to this all around. This results in one long, continuous superstructure.

HYDROFOIL -

Vessel equipped with foils attached to the hull, allowing it to plane on the surface of the water.

HYPOTHERMIA -

A life-threatening condition in which the body's warming mechanisms fail to maintain normal body temperature and the entire body cools.

IN-AND-OUT -

A term sometimes used for the scantline of the timbers, the moulding way and particularly for those bolts that are driven into the hanging and lodging knees, through the sides, which are called *in-and-out-bolts*.

INBOARD -

More toward the center of a vessel; inside; a motor fitted inside the boat.

INLET -

A body of water surrounded on three sides by land, with the fourth side open to a larger body of water such as the sea, river, or lake.

INNER-POST -

A piece brought on at the fore side of the main-post, and generally continued as high as the wing transom, to seat the other transoms upon.

IRONS -

A ship is said to be *in irons* when she will not cast one way or the other.

JACK -

A common term for the jack-cross-trees.

JACK-BLOCK -

A block used in sending topgallant masts up and down.

JACK-CROSS-TREES -

Metal cross-trees at the head of long topgallant masts.

JACK-STAFF -

A short staff, raised at the bowsprit cap, upon which the Union Jack is hoisted.

JACK-STAYS -

Rope stretched taut along the yard to bend the head of a sail to.

Also, long strips of wood or metal used for the same purpose.

JACOB'S LADDER -

A ladder made of rope, with wooden steps.

JAWS -

The inner ends of booms or gaffs, hollowed in.

JEERS -

Tackles for hoisting the lower yards.

JERQUE -

Search of a vessel for un-authorized or illegal items.

JETTY -

Man-made structure projecting from the shore; often used for breakwater barriers.

JEWEL-BLOCKS -

Single blocks at the yard-arms, through which the studdingsail halyards lead.

JIB -

A triangular sail set on a stay, forward.

Flying jib sets outside of the jib.

JIB-BOOM -

The boom, rigged out beyond the bowsprit, to which the tack of the jib is leashed.

JIBE -

A change of tack while going downwind.

JIGGER -

Fourth mast in square-rigged vessels or schooners. It is always fore-and-aft rigged.

Also, small tackle, used about decks or loft.

JOLLY-BOAT -

A small boat, usually hoisted at the stern.

JUNK -

Chinese sailing vessel.

JURY-MAST -

A temporary mast, rigged at sea, in place of one lost.

KECKLING -

Old rope, wrapped round cables, to keep them from chafing.

KEDGE -

To use an anchor to move a boat by hauling on the anchor rode; a basic anchor type.

KEEL -

The centerline of a boat running fore and aft; the backbone of a vessel.

KEEL-HAUL -

To haul a person under a vessel's bottom, by ropes at the yard-arms at each side.

KEELSON -

A timber placed over the keel on the floor timbers, and running parallel with it.

KELTER -

In good order.

KENTLEDGE -

Pig-iron ballast, laid each side of the keelson.

KEVEL or CAVIL

A strong piece of wood bolted to some timber or stanchion, used for belaying large ropes.

KEVEL-HEADS -

Timber-heads, used as kevels.

KETCH -

A two-masted sailboat with the smaller after mast stepped ahead of the rudder post.

KILLICK -

Once, term for an anchor. Originally, a stone used for said purpose.

KINK -

A twist in a rope.

KIPPAGE -

Formerly, term applied for all equipment and personnel of a vessel.

KNEES -

Arched pieces of wood, having two arms, used to connect the beams of a vessel with her timbers.

Lodging-knees are placed horizontally, one arm bolted to a beam, the other across two timbers.

Head-knee is placed forward of the stem and supports the figurehead.

KNIGHT-HEADS or BOLALRD TIMBERS -

Timbers next to the stem, on each side, continuing high enough to form a support for the bowsprit.

KNITTLES or NETTLES -

The halves of two adjoining yarns in a rope, twisted up together, for pointing or grafting.

Also, small line used for seizings and for hammock-clew.

KNOT -

A measure of speed equal to one nautical mile (6076 feet) per hour.

A fastening made by interweaving rope to form a stopper, to enclose or bind an object, to form a loop or a noose, to tie a small rope to an object, or to tie the ends of two small ropes together.

KNOTMETER -

See LOGLINE

LABOR -

A vessel is said to *labor* when she rolls or pitches heavily.

LACING -

Rope used to lash a sail to a gaff, or a bonnet to a sail.

Also, a piece of compass or knee-timber, fayed to the back of the figurehead and the knee of the head, and bolted to each.

LADING -

The act of loading goods onto a ship.

LAND-FALL -

The making of land after being asea.

A *good landfall* is when the vessel makes the land point as intended.

LAND-HO! -

The cry used when land is first spotted.

LANYARDS -

Ropes rove through dead-eyes for setting up rigging.

Also, a rope made fast to anything to secure it, or, as a handle, is called a lanyard.

LARBOARD -

The left side of a vessel, looking forward.

LARBOWLINES -

The familiar term for the sailors in the larboard watch.

LARGE -

A vessel is said to be going *large* when she has the wind free.

LASHING -

To tie tightly with a rope.

LATCHINGS -

Loops on the head rope of a bonnet, by which it is laced to the foot of the sail.

LAUNCH -

A large boat. The long boat.

LAUNCH-HO!

High enough.

LAY -

To come or to go. As *Lay aloft!* or *Lay forward!* or *Lay aft!*.

Also, the directions which the strands of a rope are twisted.

LAY OUT! -

Order to seamen to spread out at given intervals along a yard.

LAY THE LAND -

When land disappears from the horizon by sailing away from it.

LAZARETTE -

Storeroom containing provisions of the ship.

Also, enclosed area in which persons are quarantined.

LEACH - See (leech)

LEACHLINE -

A rope used for hauling up the leach of a sail.

LEAD -

A piece of lead, in the shape of a cone or pyramid, with a small hole at the base, and a line attached to the upper end, used for taking soundings.

LEADING-WIND -

A fair wind. More particularly applied to a wind abeam or quartering.

LEAGUE -

Measure of distance three miles in length, or one-twentieth of a degree of latitude.

LEAK -

A hole or breach in a vessel that allows water through.

LEDGES -

Small pieces of timber placed athwart-ships under the decks of a vessel, between the beams.

LEE -

The side opposite to that from which the wind blows. If a vessel has the wind on her starboard side, that is the *weather*, and the larboard is the *lee*.

A *lee shore* is the shore upon which the wind is blowing.

Under the lee is that which separates you from the wind.

By the lee - Situation of a vessel, going free, when she has fallen off so much as to bring the wind round her stern, and to take her sails aback on the other side.

LEE-BOARD -

A board fitted to the lee side of flat-bottomed boats, to prevent their drifting to leeward.

LEE TIDE -

The wind and the tide run in the same direction. *Opp:* see **WEATHER TIDE**

LEEWARD -

The direction away from the wind. Opposite of windward.

LEEWAY -

The sideways movement of the boat caused by either wind or current.

LEECH -

The border or edge of a sail, at the sides.

LEEFANGE -

An iron bar, upon which the sheets of fore-and-aft sails traverse.

Also, a rope rove through the cringle of a sail which has a bonnet to it, for hauling in, so as to lace on the bonnet.

LENGTH ON DECK -

Length from foremost to aftermost of deck.

LENGTH OVERALL -

Extreme measurement. From the foremost to the aftermost of the vessel; Including everything.

LENGTH BETWEEN PERPENDICULARS -

Measured between the forward part of the stem and the afterpart of the rudderpost.

LIE -

To remain in a particular place.

LIE-TO -

To stop the progress of a vessel at sea, either by counterbracing the yards, or by reducing sail so that she will make little or no headway, but will merely come to and fall off by the counteraction of the sail and helm.

LIFE-LINES -

Ropes carried along yards, booms, etc, for sailors to hold onto.

LIGHT -

To move or lift anything along; as, to "*Light out to windward!*", that is, haul the sail over to windward.

The *Light sails* are all above the topsails, also the studdingsails and flying jib.

LIGHTER -

A large boat, used in loading and unloading vessels.

LIGHT HAND -

A young, but able-bodied and intelligent seaman.

LIGHT PORT -

Scuttle or porthole with glass.

LIMBER or LIMBER-HOLES -

Holes cut in the lower part of the floor timbers, next to the keelson, forming a passage for the water fore-and-aft.

Limber-boards are removable boards placed over the limbers.

Limber-rope A rope rove fore-and-aft through the limbers, to clear them if necessary.

Limber-streak the streak of foot-waling nearest the keelson.

LINE -

Rope and cordage used aboard a vessel.

LIPPER or LAPPER -

Small sea that rises just above the bow.

LIST -

The inclination of a vessel to one side; as, a *list* to port, or a *list* to starboard.

LIZARD -

A piece of rope, sometimes with two legs, and one or more iron thimbles spliced into it. It is used for various purposes. One with two legs, and a thimble to each, is often made fast to the topsail tye, for the buntlines to reeve through. A single one is sometimes used on the swinging-boom topping-lift.

LOCKER -

A chest, or box, to store anything away in.

Chain-locker - Where the chain cable is stored.

Boatswain's locker - Where tools and small items for working on rigging are kept.

LOG -

A record of courses or operation. Also, a device to measure speed.

LOGLINE -

Line with a free-wheeling float tied to end. A White rag is tied 12 fathoms from the float. Following the rag, knots are tied in the line at 47.25 ft intervals. Used with a sandglass, or stopwatch, timed at 28 seconds, the float is thrown overboard. When the rag reaches the taffrail, the sandglass or stopwatch is stopped. The number of knots that passes the taffrail by 28 seconds equals the vessel's speed in nautical miles per hour, or knots per hour.

LONG-BOAT -

The largest boat in a merchant vessel. When at sea, it is usually carried between the fore and main masts.

LONG-TIMBERS -

Timbers in the cant-bodies, reaching from the deadwood to the head of the second futtock.

LOOF -

That part of a vessel where the planks begin to bend as they approach the stern.

LOOM -

That part of an oar which is within the oar-lock.

Also, to appear above the surface of the water.

LOP -

Fast-running sea, usually small.

LUBBER -

An unskilled sailor is a *lubber*.

LUBBER'S HOLE -

A hole in the top, next to the mast.

LUBBER'S LINE -

A mark or permanent line on a compass indicating the direction forward; parallel to the keel when properly installed.

LUFF -

To put the helm so as to bring the ship up nearer the wind.

Also, the roundest part of a vessel's bow.

Also, the forward leech of fore-and-aft sails.

LUFF-TACKLE -

A purchase composed of a double and single block.

LUG-SAILS -

A sail used in boats and small vessels, bent to a yard which hangs obliquely to the mast.

LUGGER -

A small vessel carrying lug-sails.

LUMPER -

Person who loads and unloads ships, or takes a ship from one port or terminal to another. Paid in lump sum.

LURCH -

The sudden rolling of a vessel to one side.

MADE -

A *made mast* or *block* is one composed of different pieces. A ship's lower mast is a *made spar*, her topmast is a *whole spar*.

MAINMAST -

Second mast in vessels with two or more masts, excepts yawls and ketches.

MAINSAIL -

The lower sail set on the mast. In square riggers, also called the main course.

MANGER -

A coaming just within the hawse-hole.

MAN-ROPES -

Ropes used in going up and down a vessel's sides.

MARINER -

Person employed in the commercial shipping trade and works on a ship.

MARL -

To wind or twist a small line or rope round another.

MARLINE -

Small two-stranded material, used for marling.

MARLING-HITCH -

A kind of hitch used in marling.

MARLINGSPIKE -

An iron pin, sharpened at one end, and having a hole in the other for a lanyard. Used both as a fid and a heaver.

MARRY -

To join ropes together by a worming over both.

MARRY THE GUNNER'S DAUGHTER -

Old nickname for a flogging. Victim was spread across a ship's gun.

MARTINGALE -

A short perpendicular spar, under the bowsprit end, used for guying down the head-stays.

MASTER -

Merchant Navy officer in command of a ship.

MAT -

Made of strands of old rope, to prevent chafing.

MATE -

An officer under the master.

MAST -

A spar set upright to support rigging and sails.

MESH -

The places between the lines of the netting.

MESS -

Any number of men who eat together.

MESSANGER -

A rope used for heaving in a cable by the capstan.

MIDDLE GROUND -

Shoal area between two navigable channels.

MIDSHIPS -

The timber at the broadest part of a vessel.

MISS-STAYS -

To fail going about from one tack to another.

MIZZEN-MAST -

The aftermost mast of a ship. The spanker is sometimes called the *mizzen*.

MIZZEN SAIL -

The lower sail set on the mizzen mast. In square riggers, also called the mizzen course, or, more commonly, the cross-jack. (pron. *cro'jack*)

MOLDED DEPTH -

The vertical measurement from the deck to the top of the keel.

MONKEY-BLOCK -

A small single block strapped with a swivel.

MONOHULL -

A boat with one hull.

MOON-SAIL -

A small sail sometimes carried in light winds, above a skysail.

MOOR -

To secure by two anchors.

MOORING -

An arrangement for securing a boat to a mooring buoy or a pier.

MOORING BUOY -

A buoy secured to a permanent anchor sunk deeply into the bottom.

MORTICE -

A *morticed block* is one made out of a whole block of wood with a hole cut in it for the sheave.

MOULDS -

The patterns by which the frames of a vessel are worked out.

MOUSE -

To put turns of rope yard or spun yarn round the end of a hook and its standing part, when it is hooked to anything, so as to prevent its' slipping out.

MOUSING -

A knot or puddening, made of yarns, and placed on the outside of a rope.

MUFFLE -

Oars are muffled by putting mats or canvas round their looms in the oar-locks.

MUNIONS -

The pieces that separate the lights in a galley.

NARROW CHANNEL RULE -

Of Collision Regulations; Requires vessel navigating a narrow channel to keep that side of mid-channel that is on her starboard side.

NAUTICAL MILE -

One minute of latitude; approximately 6076 feet - about 1/8 longer than the statute mile of 5280 feet.

NAVAL HOODS or HAWSE BOLSTERS -

Planks above and below the hawse-holes.

NAVIGATION -

The art and science of conducting a boat safely from one point to another.

NET TONNAGE -

See *TONNAGE*

OAR -

Implement used manually to displace water to propel a vessel.

parts of:

Blade: The part that is dipped into the water

Handle: The Hand Grip

Loom: The Shaft

Throat: The junction of the Loom and the Blade

Tip: The end of the blade.

NEAP TIDES -

Low tides, coming at the middle of the moon's second and fourth quarter.

NEAPED or BENEAPED -

The situation of a vessel when she is aground at the height of the Spring tides.

NEAR -

Close to wind. "*Near!*", the order to the helmsman when he is too near the wind.

NETTING -

Network of ropes or small lines, used for stowing sails and other items.

NINEPIN BLOCK -

A block in the form of a ninepin, used for a *fairleader* in the rail.

NIP -

A short turn in the rope.

NIPPERS -

A number of yarns marled together, used to secure a cable to the messenger.

NOCK -

The forward upper end of a sail that sets with a boom.

NUN-BUOY _

A buoy tapering at each end.

OAKUM -

Ingredients used for caulking.

OAR -

Bladed instrument used for propelling boat by hand.

OFF AND FAIR -

Order to remove a damaged part of a vessel and restore it to its' proper condition.

OFF-AND-ON -

To stand on different tacks to and from the land.

OFFING -

Distance from the shore.

ORLOP -

The lower deck of a ship of the line, or that in which the cables are stowed.

OSMOSIS -

Controversial subject surrounding FRP vessels. In general, a blistering of the hull.

OUTBOARD -

Toward or beyond the boat's sides. A detachable engine mounted on a boat's stern.

OUTDRIVE -

A propulsion system for boats with an inboard engine operating an exterior drive, with drive shaft, gears, and propeller; also called stern-drive and inboard/outboard.

OUT-HAUL -

A rope used for hauling out the clew of a boom sail.

OUTRIGGER -

A spar rigged out to windward from the tops or cross-trees, to spread the breast-backstays.

OVERBOARD -

Over the side or out of the boat.

OVERHAUL -

To overhaul a tackle, is to let go a far land pull on the leading parts so as to separate the blocks.

To overhaul a rope is generally to pull a part through a block so as to make slack.

To overhaul rigging is to examine it.

OVER-RAKE -

Said of heavy seas which come over a vessel's head when she is at anchor, head to the sea.

PACK-ICE -

Large, solid mass of ice.

PAINTER -

A line attached to the bow of a boat for use in towing or making fast.

PALM -

A piece of leather fitted over the hand, with metal for the head of a needle to press against in sewing on canvass.

Also, the fluke of an anchor.

PARBUCKLE -

To hoist or lower a spar or cask by single ropes passed round it.

PARCEL -

To wind tarred canvass round a rope.

PARLIAMENT-HEEL -

The situation of a vessel when she is careened.

PARRAL -

The rope by which a yard is confined to its mast at the center.

PART -

To break a rope.

PARTNERS -

A frame-work of short timber fitted to the hole in a deck, to receive the heel of a mast or a pump.

PAUNCH MAT -

A thick mat, placed at the slings of a yard or elsewhere.

PAWL -

A short bar of metal, which prevents the capstan or windlass from turning back.

PAY-OFF -

When a vessel's head falls off from the wind.

To pay -To cover over with tar or pitch.

To pay out -To slack up on a cable and let it run out.

PAY OUT -

To ease out a line, or let it run in a controlled manner.

PAZAREE -

A rope attached to the clew of a foresail and rove through a block on the swinging boom. Used for guying the clews out before the wind.

PEAK -

The upper outer-corner of a gaff sail.

PEAK - See (A-PEAK)

A *stay-peak* is when the cable and fore stay form a line.

A *short stay-peak* is when the cable is too much in to form this line.

PEGGY -

Merchant Navy term for seaman whose turn is to keep the messing place clean.

PENNANT (sometimes PENDANT) -

The line by which a boat is made fast to a mooring buoy.

PERSONAL FLOTATION DEVICE (PFD) -

Official terminology for life jacket. When properly used, will support a person in the water. Available in several sizes and types.

TYPES:

TYPE I:

OFFSHORE LIFE JACKETS -

Best for buoyancy. Bulky. Best for high seas use. Effective in turning unconscious person face-up.

TYPE II:

NEAR SHORE BUOYANT VESTS -

Yoke-Type. More comfortable to wear than Type I. Effective in keeping most unconscious person's head above water.

TYPE III:

FLOTATION AIDS -

Vest Type. Good for calm waters and fast rescue. Wearer may have to hold back head to stay above water, which may lead to exhaustion or hypothermia.

TYPE IV:

THROWABLE DEVICES:

Life rings and flotation cushions.

TYPE V:

SPECIAL USE DEVICES:

Approved only for specific activities, such as white water rafting, etc. Some TYPE V hybrid PFDs with foam flotation and inflatable chambers have the effect of TYPE II, yet are as comfortable to wear as many TYPE III's.

PETTY OFFICER -

Mid-level officer.

PIER -

A loading/landing platform extending at an angle from the shore.

PIGGIN -

Small pail with one handle. Used as a bailer in small boat.

PILLOW -

A block which supports the inner end of the bowsprit.

PILOTING -

Navigation by use of visible references, the depth of the water, etc.

PIN -

The axis on which a sheave turns. Also, a short piece of wood or iron to belay ropes to.

PINK-STERN -

A high, narrow stern.

PINNACE -

A boat, in size between the launch and cutter.

PINTLE -

A metal bolt, used for hanging the rudder.

PITCH -

1. The alternate 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.

PITCHPOLING -

A small boat being thrown end-over-end in very rough seas.

PLANING HULL -

A type of hull shaped to glide easily across the water at high speed.

PLANKS -

Thick, strong boards used for covering the sides and ecks of vessels.

PLAT -

A braid of foxes. *See* (FOX)

PLUG -

A piece of wood, fitted into a hole in a vessel, to prevent water leakage.

POINT -

To take the end of a rope and work it over with knittles. *See* (REEF-POINTS)

Also, to turn closer to the wind is to *point up*.

POLE -

Applied to the highest mast of a ship, usually painted; as *sky-sail pole*.

POOP -

A deck raised over the after-part of the spar deck. A vessel is *pooped* when the sea breaks over her stern.

POOPING -

Said of a vessel, or sea, when following seas sweep inboard from astern

POPPETS -

Perpendicular pieces of timber fixed to the fore-and-aft part of the bilge-ways in launching.

POPPLE -

Short, swirling, confused sea.

PORT -

The left side of a boat looking forward. A harbor.

PORT-HOLE -

Holes in the side of a vessel. Once, to point cannons out from.

PORT TACK -

Sailing with the wind coming from the port side, with the boom on the starboard side.

PORTOISE -

The gunwale. The yards are *a-portoise* when they rest on the gunwale.

PORT-SILLS - *See* (SILLS)

PRAM DINGHY -

A small, box-like boat with a transom stern and flat bow.

PREVENTER -

An additional rope or spar, used as support.

PRICE -

A quantity of spun yarn or rope laid up close together.

PRICKER -

A small marlinspike, used in sail making.

PRIMAGE -

Monies added to freight bill for due diligence in caring for cargo.

PRISMATIC TELESCOPE -

Two joined together telescopes(binoculars) using lenses and a series of prisms.

PRIVELEGED VESSEL -

The ship with the right of way.

PROPELLER -

A rotating device, with two or more blades, that acts as a screw in propelling a vessel.

PROPOGATION -

Movement of the crest of a wave.

PUDDENING -

A quantity of yarns, matting or oakum, used to prevent chafing.

PUMP-BRAKE -

The handle of a pump.

PURCHASE -

A mechanical power which increases the force applied.

To purchase is to raise by a purchase.

QUARTER -

The sides of a boat aft of amidships.

The *quarter* of a yard is between the slings and the yard-arm.

The wind is said to be *quartering* when it blows in a line between that of the keel and the beam and abaft the latter.

QUARTER BOAT -

Boat carried on davits on quarter of ship.

QUARTERING SEA -

Sea coming on a boat's quarter.

QUARTER-BLOCK -

A block fitted under the quarters of a yard on each side of the slings, for the clewlines and sheets to reeve through.

QUARTER-DECK -

That part of the upper-deck abaft the mainmast.

QUARTER-MASTER -

A petty officer who attends the helm and binnacle at sea, watches for signals, etc.

QUARTER-SPRING -

Rope leading forward from quarter of ship to heave her ahead, or prevent her from moving astern.

QUAY -

Man-made structure built into the water and attached to land to facilitate handling of cargo, passenger disembarkment, etc..

QUICK-WORK -

In ship-building, that part of a vessel's side which is above the chain-wales and decks.

QUILTING -

A coating about a vessel, outside, formed of ropes woven together.

QUOIN -

A wooden wedge for the breech of a gun to rest upon.

RABBET -

A groove on either side of the keel and stem to receive the edges of the planks.

RACE -

A strong, rippling tide.

RACK -

To seize two ropes together, with cross-turns.

Also, a fair-leader for running rigging.

RACK-BLOCK -

A course of blocks made from one piece of wood, for fair-leaders.

RADOME -

Cover placed over a radar screen to prevent risk of fouling.

RAFTING -

Overlapping of edges of two ice floes.

RAIL -

The top of the bulwarks, a 'fence' of wire and stanchions surrounding the deck.

RAKE -

The inclination of a mast from the perpendicular.

RAMLINE -

A line used in mast-making to get a straight middle line on a spar.

RANGE OF CABLE -

A quantity of cable, more or less, placed in order for letting go the anchor or paying out.

RATLINES -

Lines running across the shrouds, horizontally, like the rounds of a ladder, and used to step upon in going aloft.

RATTLE DOWN RIGGING -

To put ratlines upon rigging. It is still called rattling *down*, though they are now rattled *up*; beginning at the lowest.

RAZEE -

A vessel of war which has had one deck cut down.

REACH -

To sail with a beam wind.

Also, straight stretches of water between two bends in a river, channel, etc..

READY ABOUT! -

Prepare to come about.

RECTOR -

cir: 11th century. Master.

REEF -

To reduce the sail area.

REEF-BAND -

A band of stout canvass sewed on the sail across, with points in it, and earings at each end for reefing.

A *reef* is al of the sail that is comprehended between the head of the sail and the first reef-band, or between two reef-bands.

REEF POINTS -

Rows of small ropes on a sail parallel to the yard or gaff, with which the sail is tied up when it is reefed.

REEF-TACKLE -

A tackle used to haul the middle of each leech up towards the yard so that the sail may be easily reefed.

REEVE -

To pass the end of a rope through a block, or any aperture.

REFIT -

Replacement of worn or damaged gear.

RELIEVING TACKLE -

A tackle hooked to the tiller in a gale of wind, to steer by in case anything should happen to the wheel or tiller-ropes.

RENDER -

To pass a rope through a place. A rope is said to *render* or not, according as it goes freely through anything.

RHUMB LINE -

A straight line compass course between two points.

RIB-BANDS -

Long, narrow, flexible pieces of timber nailed to the outside of the ribs, so as to encompass the vessel lengthwise.

RIBS -

A figurative term for a vessel's timber.

RIDE AT ANCHOR -

To lie at anchor.

Also, to bend or bear down by main strength and weight; as to, *ride down* the main tack.

RIDERS -

Interior timber placed occasionally opposite the principle ones, to which they are bolted, reaching from the keelson to the beams of the lower deck.

RIG -

The whole of a ship's masts and sails and the way they are arranged.

RIGGING -

The general term for all the lines of a vessel.

RIGHT -

To *right* the helm, as to put it amidships.

RING -

The iron ring at the upper end of an anchor, to which the cable is bent.

RING-BOLT -

An eye-bolt with a ring through the eye.

RING-TAIL -

A small sail, shaped like a jib, set abaft the spanker in light winds.

ROACH -

A curve in the foot of a square sail, by which the clews are brought below the middle of the foot. The *roach* of a fore-and-aft sail is in its forward leech.

ROAD or ROAD-STEAD -

An anchorage at some distance from the shore.

ROBANDS - See (ROPE-BANDS)**RODE -**

The anchor line and/or 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.

ROLLING-TACKLE -

Tackle used to steady the yards in a heavy sea.

ROMBOWLINE -

Condemned canvass, rope. etc.

ROOMING -

Navigable area to leeward.

ROPE -

In general, cordage as it is purchased at the store. When it comes aboard a vessel and is put to use, it becomes a line.

ROPE-BANS or ROBANDS -

Small pieces of two or three yarn spun yarn or marline, used to confine the head of a sail to the yard or gaff.

ROPE-YARN -

A thread of hemp, of which a rope is made.

ROUGH-TREE -

An unfinished spar.

ROUND-IN -

To haul in on a rope, especially a weatherbrace.

ROUNDING -

A service of rope, hove round a spar or larger rope.

ROWLOCKS or ROLLOCKS -

Places cut in the gunwale of a boat for the oar to rest in while pulling.

ROYAL -

A light sail next above a topgallant sail.

ROYAL YARD -

The yard from which the royal is set. The fourth from the deck.

RUBBER -

A small instrument used to rub or flatten down the seams of a sail in sailmaking.

RUDDER -

A vertical plate or board for steering a boat.

RUMMAGE -

To search the ship carefully.

RUN -

The afterpart of a vessel's bottom, which rises and narrows in approaching the sternpost.

RUN OUT -

To put out a moor, hawhsing or line to a specified point.

RUNG-HEADS -

The upper ends of the floor timbers.

RUNNER -

A rope used to increase the power of a tackle. It is rove through a single block for bringing down.

RUNNING LIGHTS -

Lights required to be shown on boats underway between sundown and sunup.

RUNNING-RIGGING -

The ropes that reeve through blocks, and are pulled or hauled, such as braces, halyards, etc. In *opposition* to the *standing rigging*, the ends of which are securely seized, such as shrouds, stays, etc..

RUNNING SQUARE-SAIL -

A large, deep-cut square-sail set on the lower yard by many topsail schooners when running before the wind.

SADDLES -

Pieces of wood hollowed out to fit on the yards to which they are secured, having a hollow in the upper part for the boom to rest in.

SAG -

To *sag to leeward* is to drift off bodily to leeward.

SAILS -

Are of two kinds: *square sails* which hang from yards, their foot lying across the line of the keel, as the courses, topsails, etc.; and *fore-and-aft sails* which set upon gaffs, or on stays, their foot running with the line of the keel, as jib, spanker, etc..

SAIL-HO! -

The cry used when a sail is first discovered at sea.

SAILING ICE -

Mass of drift ice with waterways in which a vessel can maneuver in.

SALLYING -

To roll a vessel that is nearly ice-bound, to break her free.

SAVE-ALL -

A small sail sometimes set under the foot of a lower studdingsail.

SCANTLING -

A term applied to any piece of timber, with regards to its' breadth and thickness, when reduced to the standard size.

SCARF -

To join two pieces of timber at their ends by shaving them down and placing them overlapping.

SCHOONER -

A small vessel with two masts and no tops.

A *fore-and-aft schooner* has only fore-and-aft sails.

A *topsail schooner* carries a square fore topsail and, frequently, topgallant sail and royal.

A *main-topsail schooner* is one that carries square topsails, fore and aft.

SCOPE -

The ratio of the length of an anchor line, from a vessel's bow to the anchor, to the depth of the water.

SCORE -

A groove in a block or dead-eye.

SCOTCHMAN -

A large batten placed over the turnings-in of rigging.

SCRAPER -

A small, triangular instrument, with a handle fitted to its center, and used for scraping decks and masts.

SCREW -

A boat's propeller.

SCROWL -

A piece of timber bolted to the knees of the head, in place of a figurehead.

SCUD -

To drive before a gale, with no sail, or only enough to keep the vessel ahead of the sea.

Also, low, thin clouds that fly swiftly before the wind.

SCULL -

A short oar.

To scull, is to impel a boat by one oar at the stern.

SCUPPERS -

Holes cut in the waterways for the water to run from the decks.

SCUTTLE -

A hole cut in a vessel's deck, as, a hatchway.

Also, a hole cut in any part of a vessel.

To scuttle, is to cut or bore holes in a vessel to make her sink.

SCUTTLE BUTT -

Formerly, cask in which fresh water was carried.

SEA ANCHOR -

Any device used to reduce a boat's drift before the wind.

SEA BATTERY -

Assault upon a seaman, by Master, while at sea.

SEA CAPTAIN -

That certification acknowledging a person's qualifications to command a sea-going vessel.

SEA DOG -

Experienced sailor.

SEAFARER -

One who earns his living at sea.

SEAMANLIKE -

Term applied to those whose demeanor is practiced, methodical, dependable.

SEA SMOKE -

Vapor rising from seas' surface, caused by cold wind blowing over the top of it.

SEAMS -

The intervals between planks on a vessel's deck or side.

SECOND GREASER -

Nickname once given to second mate.

SECURE -

To make fast.

SEIZE -

To fasten ropes together by turns of smaller strands or yarn.

SEIZINGS -

The fastenings of ropes that are seized together.

SELVAGEE -

A skein of rope-yarns or spun yarn, marled together. Used as a neat strap

SEND -

When a ship's head or stern pitches suddenly and violently into the trough of the sea.

SENNIT -

A braid, formed by plaiting rope-yarns or spun yarn together.

SERVE -

To wind small stuff, as rope yarns and spun yarn, round a rope, to keep it from chafing. It is wound and hove taut by a serving-board or mallet.

SET -

To set up rigging is to tauten it by tackles. The seizings are then applied.

SHACKLE -

A "U" shaped connector with a pin or bolt across the open end.

SHAKES -

The staves of hogsheads taken apart.

SHALLOP -

Sloop.

Also, small fishing vessel with foresail, boom mainsail, and mizzen trysail.

Also, small boat for one or two rowers.

SHANK -

The main piece in an anchor, at one end of which the stock is made fast, and at the other the arms.

SHANK-PAINTER -

A strong rope by which the lower part of the shank of an anchor is secured to the ships' side.

SHARP-UP -

Said of yards when braced as near fore-and-aft as possible.

SHEATHING -

A casing or covering on a vessel's bottom.

SHEARS -

Two or more spars, raised at angles and lashed together near their upper ends, used for taking in masts.

SHEAR HULK -

An old vessel fitted with shears, and used for taking out and putting in masts on other vessels.

SHEAR PIN -

A safety device, used to fasten a propeller to its shaft; it breaks when the propeller hits a solid object, thus preventing further damage.

SHEATHING -

Covering of a ships bottom against toredo worms or ice.

SHEAVE -

The wheel in a block upon which the rope works.

Sheave-hole; the place cut in a block for the ropes to reeve through.

SHEEP-SHANK -

A kind of hitch or bend, used to shorten a rope temporarily.

SHEER or SHEER-STRAKE -

The line of plank on a vessel's side, running fore-and-aft under the gunwale.

Also, a vessel's position when riding by a single anchor.

SHEET -

A rope used in setting a sail, to keep the clew down to its place. With square sails, the sheets run through each yard-arm. With boom sails, they haul the boom over one way and the other. They keep down the inner clew of a studdingsail and the after clew of a jib.

SHEET-ANCHOR -

A vessel's largest anchor; not carried at the bow.

SHEET BEND -

A knot used to join two ropes. Functionally different from a square knot in that it can be used between lines of different diameters.

SHELF-ICE -

Ice composed of layers of soil that has yet to become firm or glacial.

SHELL -

The case of a block.

SHELLBACK -

Old, experienced seaman.

Also, popular dinghy.

SHINGLE - See (BALLAST)

SHIP -

A larger vessel usually used for ocean travel. A vessel able to carry a "boat" on board.

SHIPMASTER -

Any person proved competent to command a ship. A Master Mariner.

SHIVER -

To shake the wind out of a sail by bracing it so that the wind strikes upon the leech.

SHOAL -

An offshore hazard to navigation at a depth of 16 fathoms (30 meters or 96 feet) or less, composed of unconsolidated material.

SHOE -

A piece of wood used for the bill of an anchor to rest on, to save the vessel's side.

Also, for the heels of shears, etc..

SHOE-BLOCK -

A block with two sheaves, one above the other, one horizontal, the other perpendicular.

SHORE -

A prop or stanchion, placed under a beam. To *shore*, to prop up.

SHOT-LINE -

Accurately marked line with weighted end to measure depth.

SHROUDS -

A set of ropes reaching from the mastheads to the vessels sides, to support the masts.

SIGHTING BOTTOM -

Dry docking, beaching, or careening a vessel to provide for careful examination of the vessel's bottom.

SILLS -

Pieces of timber put in horizontally between the frames to form and secure any opening, such as ports, etc..

SINGLING UP -

Reducing all ropes unwanted, leaving only a minimum number required for casting off.

SISTER-BLOCK -

A long piece of wood with two sheaves in it, one above the other with a score between them for a seizing, and a groove around the block lengthwise.

SKEG -

Metal extension on outboard motor's leg to protect propeller.

SKIDS -

Pieces of timber placed up and down a vessel's side, to bear any articles off clear that are hoisted in.

SKIN -

The part of a sail which is outside and covers the rest when it is furled.

Also, the side of the hold, as, an article is said to be stowed *next to the skin*.

SKY-SAIL -

A light sail next above the royal.

SKY-SCRAPER -

A name given a skysail when it is triangular.

SLABLINE -

A small line used to haul up the foot of a course.

SLACK -

Not fastened; loose. *Also*, to loosen.

SLACKWATER -

Period when there is no horizontal motion of the water. Tidal current is running neither in nor out.

SLEEPERS -

The knees that connect the transoms to the after timbers on a ship's quarter.

SLING -

To set items in ropes, so as to hoist or lower it.

SLINGS -

The ropes used for securing the center of a yard to the mast.

Yard-slings are often made of metal.

SLIP -

To let a cable go and stand out to sea.

Also, a reserved space for docking.

SLIP-ROPE

A rope bent to the cable just outside the hawse-hole, and brought in on the weather quarter, for slipping.

SLOB ICE -

Small amounts of loose or broken ice.

SLOOP -

A single masted vessel with working sails (main and jib) set fore and aft.

SLOOP-OF-WAR -

A vessel of any rig, mounting between 18 and 32 guns.

SLOP CHEST -

Locker in which is stowed clothing for issuance to crew.

SLUE -

To turn anything round or over.

SMALL STUFF -

The term for spun yarn, marline, and the smallest kinds of rope, such as ratline-stuff.

SMELLING GROUND -

When vessel is close enough to water's bottom to nearly touch it.

SNAKE -

To pass small-stuff across a seizing, with marling hitches at the outer turn.

SNATCH-BLOCK -

A single block, with an opening in its side below the sheave, or at the bottom, to receive the bight of a rope.

SNOTTER -

A rope going over a yard-arm, with an eye, used to bend a tripping line to in sending down topgallant and royal yards in sloops of war.

SNOW -

A kind of brig, formerly used.

SNUB -

To check a rope suddenly.

SNYING -

A term for a circular piece of wood edgewise, to work in the bows of a vessel.

SO! -

An order to 'vast hauling upon anything when it has come to its right position.

SOFT TACK -

Fresh bread.

SOLE -

A piece of wood fastened to the foot of the rudder, to make it level with the false keel.

SON OF A GUN -

Seaman who was born aboard a warship.

SOUND -

To get the depth of the water with a lead and line.

SPAN -

A rope with both ends made fast, for a purchase to be hooked to its bight.

SPANKER -

The after sail of a ship or bark. It is a fore-and-aft sail, setting with a boom and gaff.

SPAR -

The general terms for all masts, yards, booms, gaffs.

SPEED-TIME-DISTANCE FORMULA-

Distance = Speed x Time

Speed = Distance/Time

Time = Distance/Speed

SPELL -

The common term for a portion of time given to any activity.

Spell ho! is a request or order given to relieve another from work.

SPENCER -

A fore-and-aft sail, set with a gaff and no boom, and hoisting from a small mast called a *spencer-mast*, just aft the fore and main masts.

SPINDRIFT -

Scudding spray at sea, mostly on high winds.

SPINNAKER -

A large, light sail used in downwind sailing.

SPILL -

To shake the wind out of a sail by bracing it so that the wind may strike its leech and shiver it.

SPILLING LINE -

A rope used for spilling a sail. Rove in bad weather.

SPINDLE -

An iron pin upon which the capstan moves.

Also, a piece of timber forming the diameter of the main mast.

SPIRKETING -

The planks from the waterways to the port sills.

SPLICE -

To permanently join two ropes by tucking their strands alternately over and under each other.

SPLICE THE MAIN BRACE -

To issue an extra ration of rum.

Also, literal, although splicing the main brace was seldom done.

SPOONING -

Running directly before the wind.

SPOON-DRIFT -

Water swept from the tops of the waves by the violence of the wind in a tempest, and driven along before it, covering the surface of the sea.

SPRAY -

An occasional sprinkling dashed from the top of a wave by the wind, or by its striking an object.

SPREADERS -

Struts used to hold the shrouds away from the mast.

SPRING -

To crack or split a mast.

To spring a luff, is to force a vessel close to the wind, in sailing.

SPRING LINE -

A pivot line used in docking, undocking, or to prevent the boat from moving forward or astern while made fast to a dock.

SPRING-STAY -

A preventer stay, to assist the regular one.

SPRING-TIDES -

The highest and lowest course of tides, occurring every new and full moon.

SPRIT -

A small boom or gaff, used with some sails in small boats. The lower end rests in a becket or snotted by the foot of a mast, and the other end spreads and raises the outer upper corner of the sail, crossing it diagonally. A sail so rigged in a boat is called a *sprit-sail*.

SPRIT-SAIL-YARD -

A yard lashed across the bow-sprit or knight-heads, and used to spread the guys of the jib and flying jib-boom.

SPUME -

Froth of sea-foam.

SPUNYARN -

A cord formed by twisting together two or three rope-yarns.

SPURLING LINE -

A line communicating between the tiller and tell-tale.

SPURS -

Pieces of timber fixed on the bilge-ways, their upper ends being bolted to the sides above the water.

Also, curved wood, serving as half beams, to support the decks where whole beams cannot be placed.

SPUR SHOES -

Large pieces of timber that come aft the pump-well.

SQUALL -

A sudden, violent wind often accompanied by rain.

SQUARE -

Yards are *squared* when they are horizontal and at right angles with the keel. Squaring by the lifts makes them horizontal; and by the braces, makes them at right angles with the vessel's line.

Also, the proper term for the length of yards. A vessel has square yards when her yards are unusually long. A sail is said to be *very square* on the head when it is long on the head.

To square a yard, means to bring it in square by the braces.

SQUARE KNOT -

A knot used to join two lines of similar size. Also called a reef knot.

SQUARE SAIL -

A temporary sail, set at the fore-mast of a schooner or sloop when going before the wind.

STABBER -

A pricker.

STAFF -

A pole or mast, used to hoist flags upon.

STAITH -

Elevated structure from which loose cargo, such as wheat, coal, can be loaded onto a ship.

STANCHIONS -

Upright posts, placed so as to support the beams of a vessel.

Also, upright pieces of timber along the sides of a vessel, to support the bulwarks and rail, and reaching down to the bends, by the side of the timbers, to which they are bolted.

Also, any fixed, upright support; as to an awning, or for the man-ropes.

STAND BY! -

An order to be prepared.

STANDARD -

An inverted knee, placed above the deck instead of beneath it.

STAND OF THE TIDE -

Period when there is no vertical motion of the water..Top of high water time..Bottom of low water time.

STANDING RIGGING -

That part of a line which is made fast. The main part of a line as distinguished from the bight and the end.

STAND-ON VESSEL -

That vessel which continues its course in the same direction at the same speed during a crossing or overtaking situation, unless a collision appears imminent. (Was formerly called "the privileged vessel.")

STARBOARD -

The right side of a boat when looking forward.

STARBOARD TACK -

A course with the wind coming from starboard, and the boom on the port side.

STARBOWLINES -

Term for those on the starboard watch.

STAVE OFF -

To cast off with a pole or other object.

STAY -

To tack a vessel, or put her about, so that the wind, from being on one side, is brought upon the other, round the vessel's head.

To stay a mast, is to incline it forward or aft, or to one side or the other, by the stays or backstays.

Thus, a mast is said to be *stayed* too much fore or aft, or port, etc..

STAYS -

Large ropes, used to support masts, and leading from the head of some mast down to some other mast, or to some part of the vessel. Those which lead forward are called *fore-and-aft stays*, and those which lead down to the vessel's side are called *backstays*.

STAYSAIL -

A sail which hoists upon a stay.

STAYSAIL SCHOONER -

A schooner rigged with fore-and-aft sails only, most of them setting on stays.

STEADY! -

An order to keep the helm as it is.

STEERAGE -

That part of the between-decks which is just forward of the cabin.

STEEVE -

A bowsprit *steeves*, more or less, according to how it is raised from the horizontal

STEM -

A piece of timber reaching from the forward end of the keel, to which it is scarfed, up to the bowsprit, and to which the two sides of the vessel are united.

STEMMING -

Maintaining position in a river.

Also, reporting ship's arrival to proper authorities.

STEMSON -

A piece of compass timber, fixed on the afterpart of the apron inside. The lower end is scarfed into the keelson, and receives the scarf of the stem, through which it is bolted.

STEP -

A block of wood secured to the keel, into which the heel of the mast is placed.

To step a mast, is to put it in its step.

STERN -

The after part (back) of the boat.

STERN-BOARD -

The motion of a vessel when going stern foremost.

STERN-FRAME -

The frame composed of the stern-post transom and the fashion-pieces.

STERN LINE -

A docking line leading away from the stern.

STERN-POST -

The aftermost timber in a ship, reaching from the afterend of the keel to the deck. The stem and stern-post are the two extremes of a vessel's frame.

Inner stern post. A post on the inside, corresponding to the *stern-post*.

STERN-SHEETS -

The after part of a boat, abaft the rowers, where the passengers sit.

STIFF -

The quality of a vessel which enables it to carry a great deal of sail without lying over too much on her side. The opposite being *crank*.

STIRRUPS -

Ropes with thimbles at their ends, through which the foot-ropes are rove, and by which they are kept under the yards.

STOCK -

A beam of wood, or bar of iron, secured to the upper end of the shank of an anchor, at right angles with the arms.

STOCKS -

The frame upon which a vessel is built.

STOCK ANCHOR -

The traditional anchor which has a fixed stock at right angles to the shank.

STOCKLESS ANCHOR -

An anchor in which the flukes can be folded and the shank hauled up into the hawse-pipe.

STOOLS -

Small channels for the dead-eyes of the backstays.

STOPPER -

A stout rope with a knot at one end, and sometimes a hook at the other, used for various purposes on deck.

STOPPER-BOLTS -

Ring bolts to which the deck stoppers are secured.

STOP -

A fastening of small stuff.

Also, small projections on the outside of the cheeks of a lower mast, at the upper parts of the hounds.

STORM BOUND -

Unable to proceed because of inclement weather.

STOW -

To pack or store away; especially, to pack in an orderly, compact manner.

STRAND -

A number of rope-yarns twisted together. Three, four or nine strands twisted together form a rope.

A rope is *stranded* when one of its strands is parted or broken by chafing or strain.

A vessel is *stranded* when she is driven ashore.

STRAP -

A piece of rope spliced around a block to keep its parts well together. Some blocks have iron straps, in which case they are called *iron bound*.

STREAK or STRAKE -

A range of planks running fore-and-aft on a vessel's side.

STREAM -

The *stream anchor* is one used for warping. Sometimes used as a light anchor to moor by, with a hawser. It is smaller than the *bowers*, and larger than the *kedges*.

STRETCH OFF THE LAND -

Old term for catching sleep.

STRETCHERS -

Pieces of wood placed across a boat's bottom, inside, for oarsmen to press their feet against when rowing.

Also, cross-pieces placed between a boat's sides to keep them apart when hoisted up and griped.

STRIKE -

To lower a sail or colors.

STUDDINGSAILS -

Light sails set outside the square sails, on booms rigged out for that purpose. They are only carried with a fair wind and in moderate weather.

SUED or SEWED -

The condition of a ship when she is high and dry on shore.

SUN OVER FOREYARD -

Slang for drinking time.

SUPPORTERS -

The knee-timbers under the cat-heads.

SURF -

The breaking of the sea upon the shore.

SURGE -

A large, swelling wave.

To *surge* a rope or cable, is to slack it up suddenly where it renders round a pin, or round the windlass of a capstan.

Surge Ho! The notice given when a cable is to be surged.

SWAB -

A mop, formed of old ropes, for cleaning decks.

SWALLOW THE ANCHOR -

To leave the sea once and for all.

SWAMP -

To fill with water, but not settle to the bottom.

SWEAT UP -

To haul up a line to the last possible inch.

SWEEP -

To drag the bottom for an anchor.

Also, large oars used in small vessels to force them ahead.

SWELL -

Succession of long, unbroken waves. Generally occurs due to far off winds.

SWIFT -

To bring two shrouds or stays close together by rope.

SWIFTER -

The forward shroud to a lower mast.

Also, ropes used to confine the capstan bars to their places when shipped.

SWIG -

Term used for hauling off upon the bight of a rope when its lower end is fast.

SWIVEL -

A long link of iron, used in chain cables, made so as to turn upon an axis and keep the turns out of the chains.

SYPHERING -

Lapping the edges of planks over each other for a bulkhead.

TABLING -

Letting one beam-piece into another.

Also, the broad hem on the border of sails, to which the bolt-rope is sewed.

TACK -

To put the ship about, so that from having the wind on one side, you bring it round on the other by the way of her head. The opposite is *wearing*.

A vessel is on the *starboard tack*, or has her *starboard tacks on board*, when she has the wind on her starboard side.

The rope or tackle by which the weather clew of a course is hauled forward and down to the deck.

The *tack* of a fore-and-aft sail is the rope that keeps down the lower forward clew; and of a studdingsail, the lower outer clew. The tack of the lower studdingsail is called the *outhaul*.

Also, that part of a sail in which the tack is attached.

TACKLE -

A combination of blocks and line to increase mechanical advantage.

TAFFRAIL or TAFFEREL -

The rail round a ships stern.

TAIL -

A rope spliced into the end of a block and used for making it fast to rigging or spars. Such a block is called a *tail-block*.

A ship is said to *tail-up* or down stream, when at anchor, according as her stern swings up or down with the tide; in opposition to *heading* one way or another, which is said of a vessel under way.

TAIL-TACKLE -

A watch-tackle.

TAIL ON! or TALLY ON!

An order given to take hold of a rope and pull.

TALLY BOARD -

Board bearing instructions to crew of wrecked vessel. Attached to a rocket line shot from rescue ship.

TANK -

An iron vessel placed in the hold to contain the vessel's water.

TAR -

A liquid gum, taken from pine and fir trees, and used for caulking, and to put upon yards in rope-making, and upon standing rigging, to protect it from the weather.

TARPAULIN -

A piece of canvass, covered with tar, used for covering hatches, boats, etc.

Also, the name commonly given to a sailor's hat when made of tarred or painted cloth.

TAUT -

Tight.

TAUNT -

High or tall. Commonly applied to a vessel's mast.

TELL-TALE -

A compass hanging from the beams of a cabin, by which the heading of a vessel may be known at any time.

Also, an instrument connected with the barrel of a wheel, a traversing so that the officer may see the position of the tiller.

TEND -

To watch a vessel at anchor at the turn of tides, and cast her by the helm, and some sail if necessary, so as to keep turns out of her cable.

TENDER -

A small boat used to transport crew, passengers and goods from shore to a larger boat.

TENON -

The heel of a mast, made to fit into the step.

TENTH WAVE -

Commonly believed to be higher than preceding nine waves. In some areas, the fifth wave is largest.

THICK-AND-THIN BLOCK -

A block having one sheave larger than the other. Sometimes used for quarter blocks.

THIMBLE -

An iron ring, having its rim concave on the outside for a rope or strap to fit snugly round.

THOLE-PINS -

Pins in the gunwale of a boat, between which an oar rests when pulling, instead of an oarlock.

THREE SHEETS TO THE WIND -

Said of a person who has had too much to drink. A ship with three sheets in the wind would stagger like a drunken man.

THROAT -

The inner end of a gaff, where it widens and hollows in to fit the mast.

Also, the hollow part of a knee.

The *throat* brails, halyards, etc. are those that hoist or haul up the gaff or sail near the throat.

Also, the angle where the arm of an anchor is joined to the shank.

THRUM -

To stick short strands of yarn through a mat or piece of canvass, to make a rough surface.

THWART -

A seat or brace running laterally across a boat.

TIDE -

The periodic rise and fall of water level in the oceans.

TIDE-RODE -

The situation of a vessel, at anchor, when she swings by the force of the tide. In opposition to *wind-rode*.

TIER -

A range of casks.

Also, the range of the fakes of a cable or hawser.

TILLER -

A bar or handle for turning a boat's rudder or an outboard motor.

TILLER-ROPES -

Ropes leading from the tiller-head round the barrel of the wheel, by which a vessel is steered.

TIMBER -

A general term for all large pieces of wood used in shipbuilding.

Also, more particularly, long pieces of wood in a curved form, bending outward, and running from the keel up, on each side, forming the ribs of the vessel. The keel, stem, stern-posts, and timbers form a vessel's outer frame.

TIMBER-HEADS -

The ends of the timbers that come above the decks. Used for belaying hawsers and large ropes.

TIMENOGUY -

A rope carried taut between different parts of the vessel, to prevent the sheet or tack of a course from getting foul, in working ship.

TOGGLE -

A pin placed through the bight or eye of a rope, block-strap, or bolt, to keep it in its place, or to put the bight or eye of another rope upon, and thus to secure them both together.

TONNAGE (*types*)

DEADWEIGHT -

The total weight of cargo and stores a vessel is capable of carrying when floating at its waterline.

DISPLACEMENT -

The weight of the water displaced by the hull when the vessel is floating at its' load waterline.

GROSS TONNAGE -

The total internal volume of a vessel. 100 cubic feet = 1 ton.

NET TONNAGE -

The internal volume of a vessel available for cargo. Gross tonnage less engine, navigational equipment, etc.

TOP -

A platform, placed over the head of a lower mast, resting on the trestle-trees, to spread the rigging, and for the convenience of sailors' aloft.

To *top* up a yard or boom, is to raise up one end of it by hoisting on the lift.

TOP-BLOCK -

A large iron-bound block, hooked into a bolt under the lower cap, and used for the top-rope to reeve through in sending up and down topmasts.

TOP-LIGHT -

A signal lantern carried in the top.

TOP-LINING -

A lining on the afterpart of sails, to prevent them from chafing against the top-rim.

TOPMAST -

The second mast above the deck. Next above the lower mast.

TOPGALLANT MAST -

The third mast above the deck.

TOP-ROPE -

The rope used for sending topmasts up and down.

TOPSAIL -

The second sail above the deck.

TOPSAIL SCHOONER -

A schooner which sets one or more square-sails on the foremast above the gaff sail.

TOPGALLANT SAIL -

The third sail above the deck.

TOPPING LIFT -

A lift used for topping up the end of a boom.

Also, the line that controls the height of a spinnaker pole.

TOPSIDES -

The sides of a vessel between the waterline and the deck; sometimes referring to onto or above the deck.

TOP TIMBERS -

The highest timbers on a vessels' side, being above the futtocks.

TOSS -

To throw an oar out of the oarlock, raise it on its' end, and lay it down in the boat, blade forward.

TOUCH -

A sail is said to *touch*, when the wind strikes the leech so as to shake it a little.

Luff and touch her! The order to bring the vessel up and see how near she will go to the wind.

TOW -

To draw a vessel along by means of a rope.

TRAIN-TACKLE -

The tackle used for running guns in and out.

TRANSOM -

The stern cross-section of a square-sterned boat.

TRANSOM-KNEES -

Knees bolted to the transoms and after timbers.

TRAVELLER -

An iron ring, fitted so as to slip up and down a rope.

TREENAILS or TRUNNELS -

Long pins, used for nailing a plank to timber.

TREND -

The lower end of the shank of an anchor, being the same distance on the shank from the throat that the arm measures from the throat to the bill.

TRESTLE-TREES -

Two strong pieces of timber, placed horizontally and fore-and-aft on opposite sides of a mast-head, to support the cross-trees and top, and for the fid of the mast above to rest upon.

TRIATIC-STAY -

A rope secured at each end to the heads of the fore and main masts, with thimbles spliced into its bight, to hook the stay tackles to.

TRICE -

To haul up by means of a rope.

TRICK -

The time allotted to a person to stand at the helm.

TRIM -

Fore and aft balance of a boat.

TRIMARAN -

A boat with three hulls.

TRIP -

To raise an anchor clear of the bottom.

TRIPLINE -

A line fast to the crown of an anchor by means of which it can be hauled out when dug too deeply or fouled; a similar line used on a sea anchor to bring it aboard.

TRIREME -

A Greek galley with three banks of oars.

TRUCK -

A circular piece of wood, placed at the head of the highest mast of the ship. It has small holes or sheaves in it for signal halyards to be rove through.

Also, the wheel of a gun carriage.

TRUE NORTH POLE -

The north end of the earth's axis. Also called North Geographic Pole. The direction indicated by 000° (or 360°) on the true compass rose.

TRUE WIND -

The actual direction from which the wind is blowing.

TRUNNIONS -

The arms on each side of a cannon by which it rests upon the carriage, and on which, as an axis, it is elevated or depressed.

TRUSS -

The rope by which the center of a lower yard is kept in toward the mast.

TRYSAIL -

A fore-and-aft sail, set with a boom and gaff, and hoisting on a small mast abaft the lower mast, called the *trysail-mast*. This name is generally confined to the sail so carried at the mainmast of a full-rigged brig; those carried at the foremast and at the mainmast of a ship or bark being called *spencers*, and those that are at the mizzenmast of a ship or bark, *spankers*.

TUMBLING HOME -

Said of a ship's sides, when they fall in above the bends. The opposite of *wall-sided*.

TUNING -

The adjustments made to the standing rigging, the sails and the hull to balance the boat for optimum performance.

TURN -

Passing a rope once or twice round a pin or kevel, to keep it fast.

Also, two crosses in a cable.

TURNBUCKLE -

A threaded, adjustable rigging fitting, used for stays, lifelines and sometimes other rigging.

TYE -

A rope connected with a yard, to the other end of which a tackle is attached for hoisting.

UNBEND -

To cast off or untie.

UNDERWAY -

Vessel in motion, i.e., when not moored, at anchor, or aground.

UNION -

The upper inner corner of an ensign. The rest of the flag is called the *fly*. The *union* of the U.S. ensign is a blue field with white stars, and the *fly* is composed of alternate white and red stripes.

Union-down The appearance of the flag when it is hoisted upside down. Used as a distress signal.

Union-jack A small flag, containing only the union, without the fly, usually hoisted at the bowsprit cap.

VANE -

A fly worn at the mast-head, made of feathers or buntine, traversing on a spindle, to show the direction of the wind.

VANG -

A rope leading from the peak of the gaff of a fore-and-aft sail to the rail on each side, and used for steadying the gaff.

V BOTTOM -

A hull with the bottom section in the shape of a "V."

VARIATION -

The angular difference between the magnetic meridian and the geographic meridian at a particular location.

VEER -

Said of the wind when it changes.

Also, to slack a cable and let it out.

VIGIA -

Uncharted, and undocumented or verified, navigational hazard or danger.

VIOL or VOYAL -

A larger messenger sometimes used in weighing an anchor by a capstan.

Also, the block through which the messenger passes.

VHF RADIO -

A very high frequency electronic communications and direction finding system.

WAIST -

That part of the upper deck between the quarter-deck and the forecastle.

WAKE -

Moving waves, track or path that a boat leaves behind when moving across the waters.

WALES -

Strong planks in a vessel's sides running the entire length fore-and-aft.

WALL -

A knot put on the end of a rope.

WALL-SIDED -

A vessel is *wall-sided* when her sides run up perpendicularly from the bends. In opposition to *tumbling home* or *flaring out*.

WARD ROOM -

The room in a vessel of war in which the commissioned officers live.

WARE or WEAR -

To turn a vessel round, so that, from having the wind on one side, you bring it upon the other, carrying her stern round by the wind. In *tacking*, the same result is produced by carrying a vessel's head round by the wind.

WARP -

To move a vessel from one place to another by means of a rope made fast to some fixed object, or keedge.

WASHBOARDS -

Light pieces of board placed above the gunwale of a boat. Also to the companionway.

WATCH -

A division of time on board a ship. There are seven watches in a day, reckoning from 12 A.M., five of them being of four hours each, and the two others, called *dog watches*, of two hours each.

WATCH-ANDWATCH -

The arrangement by which the watches are alternated every other four hours. In distinction from keeping all hands during one or more watches.

WATCH HO! WATCH -

The cry of the man that heaves the deep-sea-lead.

WATCH TACKLE -

A small luff purchase with a short fall, the double block having a tail to it, and the single one a hook. Used for various purposes about deck.

WATERLINE -

A line painted on a hull which shows the point to which a boat sinks when it is properly trimmed.

WATER-SAIL -

A *save-all*, set under the swinging-boom.

WATER-WAYS -

Long pieces of timber, running fore-and-aft on both sides, connecting the deck with the vessel's sides. The *scuppers* are made through them to let the water off.

WAVESON -

Goods floating on the sea after a shipwreck.

WAY -

Movement of a vessel through the water, such as headway, sternway, or leeway.

WAY ENOUGH! -

Order given to a boat's crew when moving alongside. Boat has sufficient way and oars to be placed inside of boat.

WEATHER -

In the direction from which the wind blows.

A ship carries a *weather helm* when she tends to come up into the wind, requiring you to put the helm up.

Weather gage. A vessel has the *weather gage* of another when she is to windward to her.

A *weatherly ship*, is one that works well to windward, making but little leeway.

WEATHER-BITT -

To take an additional turn with a cable round the windlass-end.

WEATHER ROLL -

The roll which a ship makes windward.

WEATHER TIDE -

The wind and the tide run in opposite directions.

WEIGH -

To lift up, as, to weigh an anchor or a mast.

WELL FOUND -

Said of a vessel that is properly equipped with equipment, gear and stores.

WETDECK -

Hull is sealed or self-draining.

WHARF -

A man-made structure bonding the edge of a dock and built along or at an angle to the shoreline, used for loading, unloading, or tying up vessels.

WHARFINGER -

A person who owns or manages a wharf.

WHEEL -

The instrument by which a ship is steered; being a barrel (round which the tiller ropes go), and a wheel with spokes.

WHIP -

A purchase formed by a rope rove through a single block.

WHISKER POLE -

A light spar that holds the jib out when sailing downwind.

WHISTLING PSALMS TO THE TAFFRAIL -

Slang for giving good, yet unheeded, advice.

WHITE HORSES -

Fast running, foam-crested waves.

WINCH -

A device used to increase hauling power when raising or trimming sails.

WINDLASS -

The machine used to weigh the anchor by.

WIND-RODE -

The situation of a vessel at anchor when she swings and rides by the force of the wind, instead of the tide or current. *See* (TIDE-RODE)

WINDWARD -

Toward the direction from which the wind is coming. Opposite of leeward.

WING -

That part of the hold or between-decks nearest the side of the vessel.

WING-AND-WING -

The situation of a fore-and-aft vessel when she is going dead before the wind, with her forsail hauled over on one side and her mainsail on the other.

WITHE or WYTHE -

An iron instrument fitted on the end of a boom or mast, with a ring attached to it, through which another boom or mast is rigged out and secured.

WOOLD -

To wind a piece of rope round a spar, or other thing.

YARDARM -

That part of the yard that lies between the lift and the outer edge.

YARN -

A sea tale.

YAW -

To swing off course, as when due to the impact of a following or quartering sea.

YAWL -

A two-masted sailboat with the small mizzen mast stepped abaft the rudder post.

Corrections, Additions & Clarifications - MMNSEA