

ABBREVIATIONS AND TERMS USED IN MERCHANT MARINE FIELD

<u>TERMINOLOGY</u>	<u>MEANING OR USE</u>
ABOVE BOARD	On or above the deck, in plain view, not hiding anything.
ABOVE-WATER HULL	The hull section of a vessel above waterline, the visible part of a ship
ABAFT	Toward the stern, relative to some object ("abaft the fore hatch")
ABAFT THE BEAM	A relative bearing of greater than 90 degrees from the bow. e.g. "two points abaft the port beam."
ABANDON SHIP	An imperative to leave the vessel immediately, usually in the face of some imminent danger.
ABEAM	'On the beam', a relative bearing at right angles to the centerline of the ship's keel.
ABEL BROWN	A sea song (shanty) about a young sailor trying to sleep with a maiden
ABOARD	On or in a vessel. <i>Close aboard</i> means near a ship
ABSENTEE PENNANT	Special pennant flown to indicate absence of commanding officer, admiral, his chief of staff, or officer whose flag is flying (division, squadron, or flotilla commander).
ACCOMMODATION LADDER	A portable flight of steps down a ship's side.
ACT OF PARDON / GRACE	A letter from a state or power authorising action by a privateer
ADMIRAL	Senior naval officer of Flag rank. In ascending order of seniority, Rear Admiral, Vice Admiral, Admiral and Admiral of the Fleet (Royal Navy). Derivation reputedly Arabic, from "Emir al Bath" ("Ruler of the waters").
ADMIRALTY	A high naval authority in charge of a state's Navy or a major territorial component. In the Royal Navy (UK) the Board of Admiralty, executing the office of the Lord High Admiral, promulgates Naval law in the form of Queen's (or King's) Regulations and Admiralty Instructions.
ADMIRALTY LAW	Body of law that deals with maritime cases. In UK administered by the Probate, Divorce and Admiralty Division of the High Court of Justice.
ADRIFT	Afloat and unattached in any way to the shore or seabed. It may also imply that a vessel is not anchored and not under control, therefore goes where the wind and current take her, (loose from moorings, or out of place). Also refers to any gear not fastened down or put away properly. It can also be used to mean "absent without leave".
ADVANCE NOTE	A note for one month's wages issued to sailors on their signing a ship's articles.
AFT	Back of the vessel. Towards the stern (of the vessel)
AFTER PERPENDICULARS	A vertical line at the intersection of the summer load line and the after side of the rudder post or sternpost, or the centerline of the rudder stock if there is no rudder post or sternpost
AFTERNOON WATCH	The 1200-1600 watch
AHOY	A cry to draw attention. Term used to hail a boat or a ship, as "Boat ahoy!"
AHEAD	Forward of the bow.
AGROUND	Resting on or touching the ground or bottom.
AID TO NAVIGATION	(ATON) Any device external to a vessel or aircraft specifically intended to assist navigators in determining their position or safe course, or to warn them of dangers or obstructions to navigation.

ALL HANDS	Entire ship's company, both officers and enlisted personnel.
ALL NIGHT IN	Having no night watches.
ALOFT	Above the ship's uppermost solid structure; overhead or high above.
ALONGSIDE	By the side of a ship or pier
AMIDSHIPS-MIDSHIPS	In the middle portion of ship, along the line of the keel.
ANCHOR	An object designed to prevent or slow the drift of a ship, attached to the ship by a line or chain; typically a metal, hook like, object designed to grip the bottom under the body of water.
ANCHORAGE	A suitable place for a ship to anchor. Area of a port or harbor.
ANCHOR'S AWEIGH	Said of an anchor when just clear of the bottom
ANCHOR BALL	Black shape hoisted in forepart of a ship to show that ship is anchored in a fairway.
ANCHOR BUOY	A small buoy secured by a light line to anchor to indicate position of anchor on bottom.
ANCHOR CHAIN OR CABLE	Chain connecting the ship to the anchor.
ANCHOR DETAIL	Group of men who handle ground tackle when the ship is anchoring or getting underway.
ANCHOR LIGHT	White light displayed by a ship at anchor. Two such lights are displayed by a ship over 150 feet (46 m) in length.
ANCHOR WATCH	Making sure that the anchor is holding and the vessel is not drifting. Important during rough weather and at night. Most marine GPS units have an Anchor Watch alarm capability.
APPENDAGES	Structures extending beyond the main hull. They include items like shafting, rudder, bossing, struts and bilge keels.
ARC OF VISIBILITY	The portion of the horizon over which a lighted aid to navigation is visible from seaward.
ASHORE	On the beach, shore or land.
ASTERN	Toward the stern; an object or vessel that is abaft another vessel or object. A backward movement of a vessel
ASYLUM HARBOUR	A harbour used to provide shelter from a storm.
ASW	Anti-submarine warfare.
ATHWART-SHIP	Across the ship, at right angles to the fore-and-aft centerline.
AVAST	Stop! Cease or desist from whatever is being done.
AWASH	So low in the water that the water is constantly washing across the surface.
AWEIGH	Position of an anchor just clear of the bottom.
AYE, AYE	Reply to an order or command to indicate that it, firstly, is heard; and, secondly, is understood and will be carried out. ("Aye, aye, sir" to officers)
AZIMUTH COMPASS	An instrument employed for ascertaining position of the sun with respect to magnetic north. The azimuth of an object is its bearing from the observer measured as an angle clockwise from true north
BACK AND FILL	To use the advantage of the tide being with you when the wind is not.
BACKSTAYS	Long lines or cables, reaching from the rear of the vessel to the mast heads, used to support the mast.
BAGGYWRINKLE	A soft covering for cables (or any other obstructions) that prevents sail chafing from occurring
BANK (SEA FLOOR)	A large area of elevated sea floor
BANYAN	Traditional Royal Navy term for a day or shorter period of rest and relaxation.
BAR	Large mass of sand or earth, formed by the surge of the sea. They are mostly found at the entrances of great rivers or havens, and often

	render navigation extremely dangerous, but confer tranquility once inside.
BARRELMAN	A sailor that was stationed in the crow's nest.
BAR PILOT	A bar pilot guides ships over the dangerous sandbars at the mouth of rivers and bays.
BALLAST	Any liquid or solid weight placed in a ship to change the trim, increase the draft, or to regulate the stability
BALLAST TANK	Tanks at the bottom or sides of a ship which are filled with seawater for ballasting purpose.
BARGE	Flat-bottomed boat for carrying cargo or bunker oil, usually pulled by tugs.
BARGE CARRIERS	Ships designed to carry barges. (See LASH and SEABEE)
BASELINE	A fore-and-aft reference line at the upper surface of the flat plate keel at the centerline for flush shell plated vessels. Vertical dimensions are measured from a horizontal plane through the baseline, often called the molded baseline.
BEACON	A lighted or unlighted fixed aid to navigation attached directly to the earth's surface. (Lights and daybeacons both constitute beacons.)
BEAM	The beam of a ship is its width at the widest point, or a point alongside the ship at the mid-point of its length.
BEAM ENDS	The sides of a ship. "On her beam ends" may mean the vessel is literally on her side and possibly about to capsize; more often, the phrase means the vessel is listing 45 degrees or more.
BEAM, CANT	Beams supporting the deck plating in the overhanging portion of the stern.
BEAM, DECK	An athwart ship horizontal structural member supporting a flat or deck
BEAM, MOLDED	The maximum breadth of a hull measured between the inboard surfaces of the side shell plating of flush-plated ships
BEAR	Large squared off stone used for scraping clean the deck of a sailing man-of-war
BEAR DOWN	Turn away from the wind, often with reference to a transit.
BEARING	The horizontal direction of a line of sight between two objects on the surface of the earth.
BEFORE THE MAST	Literally, the area of a ship before the foremast (the forecastle). Most often used to describe men whose living quarters are located here, officers being housed behind (abaft) the mast and enlisted men before the mast. This was because the midships area where the officers were berthed is more stable, being closer to the center of gravity, and thus more comfortable. It is less subject to the up and down movement resulting from the ship's pitching.
BELAYING PINS	Bars of iron or hard wood to which running rigging may be secured, or <i>belayed</i> .
BERTH	A bed on a boat, or a space in a port or harbour where a vessel can be tied up.
BEST BOWER (ANCHOR)	The larger of two anchors carried in the bow; so named as it was the last, <i>best</i> hope.
BILGE	The bilge is the compartment at the bottom of the hull of a ship or boat where water collects so that it may be pumped out of the vessel at a later time.
BILGED ON HER ANCHOR	A ship that has run upon her own anchor.
BILGE BRACKET	A vertical transverse flat plate welded to the tank top or margin plate and to the frame in the area of the bilge.

BILGE KEEL	A long longitudinal fin fitted on the curved of a ship at the turn of the bilge to reduce rolling
BILGE STRAKE	Shell plates at the bilge area
BIMINI	Weather-resistant fabric stretched over a stainless steel frame, fastened above the cockpit of a sailboat or flybridge of a power yacht which serves as a rain or sun shade.
BIMMY	A punitive instrument
BINNACLE	The stand on which the ship's compass is mounted.
BINNACLE LIST	A ship's sick list. The list of men unable to report for duty was given to the officer or mate of the watch by the ship's surgeon. The list was kept at the binnacle.
BITT, PLURAL BITTS	Posts mounted on the ship's bow, merely comprising two wooden uprights supporting a crossbar, for fastening ropes or cables; also used on various ships to tie boys over for painful (posterior) discipline, more informally than kissing the gunner's daughter.
BITTER END	The anchor cable is tied to the bitts, when the cable is fully paid out, the bitter end has been reached. The last part of a rope or cable.
BLOCK COEFFICIENT	The ratio of the underwater volume of a ship to the volume of a rectangular block with the same effective lengths, draft and beam
BLUE PETER	A blue and white flag hoisted at the foretrucks of ships about to sail.
BOAT	A craft or vessel designed to float on, and provide transport over, water.
BOATSWAIN OR BOSUN	A non-commissioned officer responsible for the sails, ropes and boats on a ship who issues "piped" commands to seamen.
BOLLARD	From 'bol' or 'bole', the round trunk of a tree. A substantial vertical pillar to which lines may be made fast. Generally on the quayside rather than the ship.
BOOBY HATCH	A sliding hatch or cover.
BOOM	A spar used to extend the foot of a fore-and-aft sail.
BOOMS	Masts or yards, lying on board in reserve.
BOTTOMRY	Pledging a ship as security in a financial transaction.
BUOY	A floating object of defined shape and color, which is anchored at a given position and serves as an aid to navigation.
BODY PLAN	A drawing showing the forms of the various cross sections, the curvature of the deck lines at the side, and the projections, as straight lines of the waterlines, the buttock lines, transverse elevations and the diagonal lines
BOW	The front of a ship.
BOWLINE	A type of knot, producing a strong loop of a fixed size, topologically similar to a sheet bend. Also a rope attached to the side of a sail to pull it towards the bow (for keeping the windward edge of the sail steady).
BOWSE	To pull or hoist.
BOWSPRIT	A spar projecting from the bow used as an anchor for the forestay and other rigging.
BOW THRUSTERS	A propeller at the bow of the ship, used during maneuvering to provide transverse thrust
BOY SEAMAN	a young sailor, still in training
BRAIL	To furl or truss a sail by pulling it in towards the mast, or the ropes used to do so.
BRAKE	The handle of the pump, by which it is worked.
BRING TO	Cause a ship to be stationary by arranging the sails.
BROACHING-TO	A sudden movement in navigation, when the ship, while scudding before the wind, accidentally turns her leeward side to windward, also use to

	describe the point when water starts to come over the gunwhale due to this turn.
BREADTH	The beam of a ship is its width at the widest point, or a point alongside the ship at the mid-point of its length.
BREKBUK VESSEL	A general, multipurpose, cargo ship that carries cargoes of no uniform sizes
BREAKWATER	Plates fitted on a forward weather deck to form a V-shaped shield against water that is shipped over the bow
BREASTHOOK	A triangular plate bracket joining port and starboard side stringers at the stem.
BRIDGE, FLYING	The platform forming the top of the pilot house
BRIDGE, HOUSE	An erection fitted on the upper or superstructure deck of a ship. The officers' quarters, lounge are usually located in the bridge house
BRIDGE, NAVIGATING	The command post of a ship.
BROKEN STORAGE	The spaces between and around cargo packages, including tonnage, and spaces not usable because of structural interference.
BROW	A small inclined ramp to allow passage of trucks over a hatch coaming or bulkhead door sills etc
BUCKLER	A portable cover secured over the deck opening of the hosepipes and the chain pipes to restrict the flow of water through the openings
BUILDING BASIN	A structure in which one or more ships may be built and floated by flooding the basin.
BULK CARGO	Cargo such as oil, coal, ore, woodchips, etc. not shipped in bags or containers
BULK CARRIER	Ship designed to carry cargo such as grain, woodchips, ore, coal, etc. in bulk
BULKHEAD	Vertical partition walls which separates the interior of a ship into compartments or rooms
BULKHEAD DECK	The uppermost deck to which the transverse watertight bulkheads are carried
BULKHEAD, AFTERPEAK	First main transverse bulkhead forward of the sternpost
BULKHEAD, COLLISION OR FOREPEAK	The foremost main transverse watertight bulkhead designed to keep water out of the forward hold in case of bow collision damage.
BULKHEAD, SCREEN	Light no watertight transverse bulkhead fitted in some Great Lakes ore carriers
BULWARK	Fore-and-aft vertical plating immediately above the upper edge of the sheer strake
BUNK	A built-in bed
BUNKERS	Fuel consumed by the engines of a ship
BUTT	The end joint between two plates or other members which meet end to end
BUTT STRAP	A strap that overlaps the butt between two plates, serving as a connecting strength strap between the butted ends of the plating
BUOYED UP	Lifted by a buoy, especially a cable that has been lifted to prevent it from trailing on the bottom.
BUNTLINE	One of the lines tied to the bottom of a square sail and used to haul it up to the yard when furling.
BUMPKIN	An iron bar (projecting out-board from a ship's side) to which the lower and topsail brace blocks are sometimes hooked. Chains supporting/stabilising the bowsprit.
BY THE BOARD	Anything that has gone overboard.
BY AND LARGE	By means into the wind, while large means with the wind. By and large

	is used to indicate all possible situations " <i>the ship handles well both by and large</i> ".
CABIN	an enclosed room on a deck or flat
CABIN BOY	attendant on passengers and crew.
CABLE	A large rope; also a measure of length or distance. Equivalent to (UK) 1/10 nautical mile, approx. 600 feet; (USA) 120 fathoms, 720 feet (219 m); other countries use different values.
CALK OR CAULK	To fill seams in a wood deck with oakum or hammer the adjoining edges of metal together to stop leaks.
CAMBER	The rise of a deck, athwart ship
CAMEL	A padded fender to keep a vessel away from a pier or quay to prevent damage to the hull or pier
CANT FRAME	A frame connected at the upper end to the cant beams (See beams, cant.)
CANISTER	a type of anti personnel cannon load in which lead balls or other loose metallic items were enclosed in a tin or iron shell. On firing the shell would disintegrate releasing the smaller metal objects.
CAPSIZE	When a ship or boat lists too far and rolls over, exposing the keel. On large vessels, this often results in the sinking of the ship.
CAPACITY PLAN	A plan outlining the spaces available for fuel, cargo, ballast, fresh water, etc, with guides on weight and volume for spaces at various drafts and displacements
CAPSTAN	A stump with a vertical axis used for handling mooring and other lines
CAREENING	Cause the ship to tilt on its side, usually to clean or repair the hull below the water line.
CARGO BATTENS	Strips of wood fitted inside the frames to keep cargo away from hull steelwork. Also called sparring
CARGO PORT	Opening in a ship's side for loading and unloading cargo.
CARGO SHIFTING	Movements or changing positions of cargo from one place to another which can easily endanger the seaworthiness of the ship
CATAMARAN	A double hulled vessel
CATBOAT	A cat-rigged vessel with only one sail, usually on a gaff.
CAT HEAD	A beam extending out from the hull used to support an anchor when raised in order to secure or 'fish' it.
CATHODIC PROTECTION	Protection of a ship's hull against corrosion by the use of impressed electric current or by sacrificial anodes
CATWALK	A raised walkway running fore and aft from the amidships
CENTREBOARD	A removable keel used to resist leeway.
CEILING, HOLD AND TANKTOP	A covering usually of wood, placed over the tank top for its protection
CEILING, JOINER WORK	The overhead finished surface in quarters, etc.
CENTER GIRDER	A vertical plate on the ship's centerline between the flat keel and inner bottom extending the length of the ship. Also called center vertical keel, CVK. Or center keelson.
CENTER KEELSON	(See Center Girder)
CENTER VERTICAL KEEL	(See Center Girder)
CENTERLINE	The middle line of the ship, extending from stem to stern at any level.
CERTIFICATE OF REGISTRY (COR)	A document specifying the country the vessel is registered.
CHAFING	Wear on line or sail caused by constant rubbing against another surface.
CHAFING PLATE	Bent plate for minimizing chafing of ropes
CHAFING GEAR	Material applied to a line or spar to prevent or reduce chafing. See

	Baggywrinkle.
CHAIN LOCKER	A compartment for the stowage of anchor chain
CHAIN PIPE	Pipe for passage of chain from windlass to chain locker
CHAIN STOPPER	A device used to secure the chain cable when riding at anchor, thereby relieving the strain on the windlass
CHAIN SHOT	Cannon balls linked with chain used to damage rigging and masts.
CHAIN-WALE OR CHANNEL	A broad, thick plank that projects horizontally from each of a ship's sides abreast a mast, distinguished as the fore, main, or mizzen channel accordingly, serving to extend the base for the shrouds, which supports the mast
CHASE GUNS	Cannons mounted on the bow or stern. Those on the bow could be used to fire upon a ship ahead, while those on the rear could be used to ward off pursuing vessels.
CHINE	A relatively sharp angle in the hull, as compared to the rounded bottoms of most traditional boat hulls.
CHAMFER	To cut off the sharp edge of a 90 degree corner
CHOCK-A-BLOCK	Rigging blocks that are so tight against one another that they cannot be further tightened.
CHOCK	A heavy smooth-surfaced fitting usually located near the edge of the weather deck through which wire ropes or fiber hawsers may be led, usually to piers
CHOCK, BOAT	A cradle or support for a lifeboat.
CIVIL RED ENSIGN	The British Naval Ensign or Flag of the British Merchant Navy, a red flag with the Union Flag in the upper left corner. Like Tuvalu, Cook Island, Isle of Man Flags.
CLEAN BILL OF HEALTH	A certificate issued by a port indicating that the ship carries no infectious diseases.
CLEAN SLATE	At the helm, the watch keeper would record details of speed, distances, headings, etc. on a slate. At the beginning of a new watch the slate would be wiped clean.
CLEAT	A stationary device used to secure a rope aboard a vessel.
CLEW-LINES	Used to truss up the clews, the lower corners of square sails.
CLUB HAULING	The ship drops one of its anchors at high speed to turn abruptly. This was sometimes used as a means to get a good firing angle on a pursuing vessel.
CLASSIFICATION SOCIETY RECOGNIZED ORGANIZATION RO	Independent and reputable organizations which verifies and inspects vessels for seaworthiness. As technical experts, they serve to provide the necessary basis for adjusting insurance rates for the vessel.
COAMING, HATCH	The vertical plating bounding a hatch for the purpose of stiffening the edges of the opening and resisting water entry
COASTAL	Domestic shipping routes along the coast. (See Intercostals)
COFFERDAM	Narrow void space between two bulkheads or floors
COLLIER	Vessel used for transporting coal.
COLLISION AVOIDANCE SYSTEM	Electronic system used to prevent collisions in inland navigable waterways.
COLLISION BULKHEAD	(See bulkhead, collision.)
COMBI	Vessel designed for a combination of passengers, and different types of cargo.
COMPANIONWAY	An access way in a deck, with a ladder leading below, for the use of the crew
COMPARTMENTATION	The subdividing of the hull by transverse watertight bulkheads so that

	the ship may remain afloat under certain flooding conditions
CONTAINER	A strong steel box of standard dimensions of 8 feet square and length of 20 feet or 40 feet, in which cargo is preloaded.
CONTAINER SHIP	A ship designed to carry containers as cargo.
COMPASS	Navigational instrument that revolutionised travel.
CORRECTOR	a device to correct the ship's compass.
COXSWAIN	or cockswain – The helmsman or crew member in command of a boat.
CROW'S NEST	Specifically a masthead constructed with sides and sometimes a roof to shelter the lookouts from the weather, generally by whaling vessels, this term has become a generic term for what is properly called masthead. See masthead.
CUDDY	A small cabin in a boat.
CUNNINGHAM	A line invented by Briggs Cunningham, used to control the shape of a sail.
CUNT SPLICE	A join between two lines, similar to an eye-splice, where each rope end is joined to the other a short distance along, making an opening which closes under tension.
CUNTLINE	The "valley" between the strands of a rope or cable. Before serving a section of laid rope e.g. to protect it from chafing, it may be "wormed" by laying yarns in the cuntlines, giving that section an even cylindrical shape.
CUT AND RUN	When wanting to make a quick escape, a ship might cut lashings to sails or cables for anchors, causing damage to the rigging, or losing an anchor, but shortening the time needed to make ready by bypassing the proper procedures.
DAVIT	A crane arm for handling lifeboats, stores, etc.
DAGGERBOARD	A type of centerboard that is removed vertically.
DAYBEACON	An unlighted fixed structure which is equipped with a dayboard for daytime identification.
DAYBOARD	The daytime identifier of an aid to navigation presenting one of several standard shapes (square, triangle, rectangle) and colors (red, green, white, orange, yellow, or black).
DEAD RISE	Athwart ship vertical rise between the keel and the bilge
DEADFREIGHT FACTOR	The amount of a ship's carrying capacity that is not utilized.
DEADWEIGHT	The total weight in tons (2240 lb.) that a ship carries on a specified draft including fuel, water in tanks, cargo, stores, passengers, baggage, crew and their effects, but excluding the water in the boilers. It is the difference in weight between a vessel when it is fully loaded and when it is empty measured by the water it displaces.
DECK	A platform in a ship corresponding to a floor in a building
DECKHEAD	The under-side of the deck above. Sometimes paneled over to hide the pipe work. This paneling, like that lining the bottom and sides of the holds, is the ceiling.
DECK HOUSE	Small superstructure on the top deck which contains the steering wheel and other navigational instruments.
DECK STRINGER	The strake of deck plating that runs along the outboard edge of a deck
DECK, FREEBOARD	Deck to which freeboard is measured
DECK HAND	A person whose job involves aiding the deck supervisor in (un)mooring, anchoring, maintenance, and general evolutions on deck.
DECK SUPERVISOR	The person in charge of all evolutions and maintenance on deck; sometimes split into two groups: forward deck supervisor, aft deck supervisor.

DECK, WEATHER	Uppermost continuous deck and having no overhead protection having watertight openings
DEADEYE	A round wooden plank which serves a similar purpose to a block in the standing rigging of large sailing vessels.
DEADRISE	The design angle between the keel (q.v.) and horizontal.
DEEP TANK	Tanks extending from the bottom or inner bottom up to or higher than the lowest deck
DEPTH, MOLDED	The vertical distance from the molded baseline to the top of the freeboard deck beam at side, measured at mid-length of the ship
DERRICK	A device for hoisting and lowering heavy weights, cargo, stores, etc
DIRECTIONAL LIGHT	A light illuminating a sector or very narrow angle and intended to mark a direction to be followed.
DISRATE	To reduce in rank or rating; demote.
DISPLACEMENT, LIGHT	The displacement in tons of the ship complete with all outfit, equipment, and machinery on board but excluding all fuel, water in tanks, cargo, stores, passengers, tonnage, and the crew and their effects. The light condition displacement includes the lubricating oil for the machinery and water in the boilers at steaming level. Also called light weight.
DISPLACEMENT, LOADED	The displacement of a ship when floating at her greatest allowable draft
DOLPHIN	A structure consisting of a number of piles driven into the seabed or riverbed in a circular pattern and drawn together with wire rope.
DOWNHAUL	A line used to control either a mobile spar, or the shape of a sail.
DOUBLE BOTTOM	Compartments at the bottom of a ship between inner bottom and the shell plating, used for fresh water, ballast water, fuel oil, etc
DRAFT	The depth of the ship below the waterline measured vertically to the lowest part of the hull
DRAFT MARKS	The numbers which are placed on each side of a ship at the bow and stern from the lower edge of the number to the bottom of the keel
DRY CARGO SHIP	Vessel which carries all dry cargo
DRY DOCK	An enclosed basin used to place a ship on dry land so that all the submerged parts and fittings can be repaired.
DUAL PURPOSE SHIP	Specially designed ship for carrying different types of cargoes such as ore and/or oil.
DUNNAGE	Cushioning material placed among cargo to prevent their motion
DWT	Deadweight tons.
EARRINGS	Small lines, by which the uppermost corners of the largest sails are secured to the yardarms.
EMBAYED	The condition where a sailing vessel is confined between two capes or headlands, typically where the wind is blowing directly onshore.
ESCAPE TRUNK	A vertical trunk fitted with a ladder to permit personnel to escape if trapped
EVEN KEEL	A ship at even keel is when the keel is horizontal
FATHOM	A measure of length, equivalent to 6 linear feet, used for depths of water and lengths of anchor chain
FENDER	An air or foam filled bumper used in boating to keep boats from banging into docks or each other.
FEU	Forty Foot Equivalent Units for Containers. See containers
FIGUREHEAD	symbolic image at the head of a traditional sailing ship or early steamer.
FIRESHIP	A ship loaded with flammable materials and explosives and sailed into an enemy port or fleet either already burning or ready to be set alight by its crew (who would then abandon it) in order to collide with and set fire to enemy ships.

FIRST MATE	The Second in command of a ship
FLUKE	The wedge-shaped part of an anchor's arms that digs into the bottom.
FLY BY NIGHT	A large sail used only for sailing downwind, requiring little attention.
FLATBACK	A Great Lakes slang term for a vessel without any self unloading equipment.
FLANK	The maximum speed of a ship. Faster than "full speed".
FLAG HOIST	A number of signal flags strung together to convey a message, e.g. 'England expects...'. England expects...
FLAGS OF CONVENIENCE (FOC)	Flags of nations which offer favorable tax structures and regulations. Ships registering under the laws of these nations are not always required to establish their home location in that country.
FLARE	The spreading out of the hull form from the central vertical plans, usually in the front, much like the end of a trumpet
FLOODABLE LENGTH	The length of ship which may be flooded without sinking below her safety or margin line. The floodable length of a vessel varies from point to point throughout her length and is usually greatest amidships
FLOOR	Vertical transverse plate immediately above the bottom shell plating, often located at every frame, extending from bilge to bilge.
FLUSH DECK SHIP	A ship constructed with upper deck extending throughout her entire length without a break or a superstructure, such as forecastle, bridge or poop
FOLLOWING SEA	Wave or tidal movement going in the same direction as a ship
FOOT	The bottom of a sail.
FOOTLOOSE	If the foot of a sail is not secured properly, it is footloose, blowing around in the wind.
FOOTROPE	Each yard on a square rigged sailing ship is equipped with a footrope for sailors to stand on while setting or stowing the sails
FOREFOOT	The lower part of the stem of a ship.
FOREMAST JACK	An enlisted sailor, one who is housed before the foremast.
FORESTAYS	Long lines or cables, reaching from the front of the vessel to the mast heads, used to support the mast.
FORECASTLE	The raised part of the forward end of a ship's deck. It is used for the storing paints, tackle, deck stores, tarpaulins, ropes, etc.
FORWARD	The front part of a ship. Towards the bow (of the vessel).
FORWARD FORE PERPENDICULARS OR	A vertical line at the intersection of the fore side of the stem and the summer load waterline (See length between perpendiculars)
FRAME	Transverse members that make up the rib like skeleton of a ship
FREEBOARD	The distance from the waterline to the upper surface of the freeboard deck at side.
FREEING PORT	An opening in the lower portion of a bulwark, which allows deck water to drain overboard
FURL	To roll or wrap a sail around the mast or spar to which it is attached.
FULL AND BY	Sailing into the wind (<i>by</i>), but not as close-hauled as might be possible, so as to make sure the sails are kept <i>full</i> . This provides a margin for error to avoid being taken aback (a serious risk for square-rigged vessels) in a tricky sea. Figuratively it implies getting on with the job but in a steady, relaxed way, without undue urgency or strain.
GAFF	The spar that holds the upper edge of a fore-and-aft or gaff sail. Also a long hook with a sharp point to haul fish in.
GALLEY	the kitchen of the ship
GANGPLANK	A movable bridge used in boarding or leaving a ship at a pier; also

	known as a "brow".
GARBLED	Garbling was the (illegal) practice of mixing cargo with garbage.
GANGWAY	A narrow hanging staircase used by persons entering or leaving a vessel from the pier or boat
GARBOARD STRAKE	The strake of bottom shell plating adjacent to the keel plate.
GENERAL CARGO	Non-bulk cargo. The cargo may be of various kinds
GARBOARD	The strake closest to the keel
GLOBAL POSITIONING SYSTEM (GPS)	A satellite based radionavigation system providing continuous worldwide coverage. It provides navigation, position, and timing information to air, marine, and land users.
GIRDER	A continuous member usually running fore and aft under a deck for the purpose of supporting the deck beams and deck
GREAT LAKES SHIP	Cargo ship used to carry cargo on the Great Lakes. Most carry bulk cargoes of grain, iron ore or coal.
GRT / GT	Gross registered tons / gross tonnage
GROUNDING	Contact of the bottom of a ship with the sea floor
GUNWALE	Upper edge of the hull.
HALYARD	Originally, ropes used for hoisting a spar with a sail attached; today, a line used to raise the head of any sail.
HAMMOCK	Canvas sheets, slung from the deckhead in messdecks, in which seamen slept. "Lash up and stow" a piped command to tie up hammocks and stow them (typically) in racks inboard of the ship's side to protect crew from splinters from shot and provide a ready means of preventing flooding caused by damage.
HAND OVER FIST	To climb steadily upwards, from the motion of a sailor climbing shrouds on a sailing ship (originally "hand over hand").
HARBOR	A harbor or harbour, or haven, is a place where ships may shelter from the weather or are stored. Harbours can be man-made or natural.
HAWSE PIPE	Tube through which anchor chain is led overboard from the windlass on the deck
HAWSER	Strong rope or steel cable used for securing or mooring ships
HAWSE-HOLE	A hole in a ship's bow for a cable or chain, such as for an anchor, to pass through.
HARD AGROUND	A ship which has gone aground and is not able to move under her own power.
HATCH BATTENS	Flat bars which are wedged against hatch coamings to secure tarpaulin
HATCH BEAM	Portable beam across a hatch to support hatch covers
HATCH OR HATCHWAY	An opening in a deck through which cargo and stores are loaded or unloaded
HEEL	The inclination of a ship to one side
HEAD	The toilet or latrine of a vessel, which for sailing ships projected from the bows
HEAD OF NAVIGATION	A term used to describe the farthest point above the mouth of a river that can be navigated by ships.
HEADSAIL	Any sail flown in front of the most forward mast.
HEAVE	A vessel's transient up-and-down motion.
HEAVING TO	To stop a sailing vessel by lashing the helm in opposition to the sails. The vessel will gradually drift to leeward, the speed of the drift depending on the vessel's design.
HEAVE DOWN	Turn a ship on its side (for cleaning).
HEELING	Heeling is the lean caused by the wind's force on the sails of a sailing vessel.

HELMSMAN	A person who steers a ship
HELM	Steering wheel installed on the bridge or wheelhouse of a ship to turn the rudder during maneuvering and navigation
HORN	A sound signal which uses electricity or compressed air to vibrate a disc diaphragm.
HOGGING	Straining of the ship that tends to make the bow and stern lower than the middle portion, The distortion of the hull where the ends of the keel are lower than the center.
HORSE	Attachment of sheets to deck of vessel ('Main-sheet horse).
HOUNDS	Attachments of stays to masts.
HOISTING ROPE	Flexible wire rope for lifting purposes, generally being of six strands with 19 wires in each strand and in most cases having a hemp rope at the center. Also called wire rope
HOLD	The large spaces below deck for the stowage of cargo
HULL	Body of a ship which floats on the water
HYDROFOIL	A boat with wing-like foils mounted on struts below the hull.
ICING	A serious hazard where cold temperatures (below about -10°C) combined with high wind speed (typically force 8 or above on the Beaufort scale) result in spray blown off the sea freezing immediately on contact with the ship
IDLERS	Members of a ship's company not required to serve watches. These were in general specialist tradesmen such as the carpenter and the sailmaker.
IN IRONS	When the bow of a sailboat is headed into the wind and the boat has stalled and is unable to maneuver
IN THE OFFING	In the water visible from on board a ship, now used to mean something imminent.
INBOARD-OUTBOARD DRIVE SYSTEM	A larger Power Boating alternative drive system to transom mounted outboard motors
INERT GAS SYSTEM	A system of filling the space above the cargo oil in tankers with carbon dioxide from the boiler exhaust so as to prevent explosion.
INTERCOASTAL	Domestic shipping routes serving more than one coast.
INTERCOSTAL	Made in separate parts; between floors, frames or beams, etc; the opposite of continuous
INTERNATIONAL LOAD LINE CERTIFICATE(ILL)	A certificate issued after the vessel has been surveyed and load lines marked on her sides.
INTERNATIONAL TONNAGE CERTIFICATE (ITC)	A certificate issued by a government department in accordance with the International Convention of Tonnage Measurement of Ships stating the gross and net tonnages
INTERNATIONAL WATERWAYS	International straits, inland and inter-ocean canals and rivers separating the territories of two or more nations which are can be navigated by both merchant ships and warships with no restrictions
JACK	Either a flag, or a sailor. Typically the flag was talked about as if it were a member of the crew. Strictly speaking, a flag is only a "jack" if it is worn at the jackstaff at the bow of a ship.
JACKLINES	Lines, often steel wire with a plastic jacket, from the bow to the stern on both port and starboard. The Jack Lines are used to clip on the safety harness to secure the crew to the vessel while giving them the freedom to walk on the deck.
JACK TAR	A sailor dressed in 'square rig' with square collar. Formerly with a tarred pigtail.
JIB	A triangular staysail at the front of a ship.

JIGGER-MAST	The fourth mast, although ships with four or more masts were uncommon, or the aft most mast where it is smallest on vessels of less than four masts.
KEEL	The principal fore-and-aft component of a ship's framing located along the centerline of the bottom and connected to the stem and stern frames
KELSON	The timber immediately above the keel of a wooden ship.
KEELHAULING	Maritime punishment: to punish by dragging under the keel of a ship.
KILLICK	A small anchor. A fouled killick is the substantive badge of non-commissioned officers in the RN. Seamen promoted to the first step in the promotion ladder are called 'Killick'. The badge signifies that here is an Able Seaman skilled to cope with the awkward job of dealing with a fouled anchor.
KEEL BLOCKS	Heavy wood or concrete blocks on which ship rests during construction or dry-docking
KEEL, FLAT PLATE	The horizontal, centerline, bottom shell strake constituting the lower flange of the keel
KNEE, BEAM	Bracket between a deck beam and frame
KNOT	Unit of speed in nautical mile (6,080 feet or 1,852 meters) per hour.
KNOW THE ROPES	A sailor who 'knows the ropes' is familiar with the miles of cordage and ropes involved in running a ship.
LADDER	On board a ship, all "stairs" are called ladders, except for literal staircases aboard passenger ships. Most "stairs" on a ship are narrow and nearly vertical, hence the name. Believed to be from the Anglo-Saxon word hiaeder, meaning ladder.
LAKER	Great Lakes slang for a vessel who spends all its time on the 5 Great Lakes.
LAND LUBBER	A person unfamiliar with being on the sea.
LANYARD	A rope that ties something off.
LARBOARD	The left side of the ship (archaic, see port). cf. starboard. Derived from the old 'lay-board' providing access between a ship and a quay.
LATERAL SYSTEM	A system of aids to navigation in which characteristics of buoys and beacons indicate the sides of the channel or route relative to a conventional direction of buoyage (usually upstream).
LAY	To come and go, used in giving orders to the crew, such as "lay forward" or "lay aloft". To direct the course of vessel. Also, to twist the strands of a rope together.
LAY DOWN	To lay a ship down is to begin construction in a shipyard
LASH	Lighter Aboard Ship: A ship designed to carry floating containers or lighters.
LEAGUE	A unit of length, normally equal to three nautical miles.
LEECH	The aft or trailing edge of a fore-and-aft sail; the leeward edge of a spinnaker; a vertical edge of a square sail. The leech is susceptible to twist, which is controlled by the boom vang and mainsheet.
LEE SIDE	The side of a ship sheltered from the wind (cf. weather side).
LEE SHORE	A shore downwind of a ship. A ship which cannot sail well to windward risks being blown onto a lee shore and grounded.
LEEWAY	The amount that a ship is blown leeward by the wind. See also <i>weatherly</i> .
LEEWARD	In the direction that the wind is blowing towards.
L/T	Long tons (2,240 lbs.).
LENGTH BETWEEN PERPENDICULARS (LBP)	The length of a ship between the forward and after perpendiculars

LENGTH, OVERALL (LOA)	The extreme length of a ship measured from the foremost point of the stem to the aftermost part of the stern
LETTER OF MARQUE AND REPRISAL	A warrant granted to a privateer condoning specific acts of piracy against a target as a redress for grievances.
LIFEBOAT	A small steel or wood boat located near the stern of a vessel. Used to get the crew to safety if something happens to the mothership.
LINE	the correct nautical term for the majority of the cordage or "ropes" used on a vessel. A line will always have a more specific name, such as mizzen topsail halyard, which describes its use.
LINER	Ship of The Line: a major warship capable of taking its place in the main (battle) line of fighting ships. Hence modern term for most prestigious passenger vessel: Liner.
LIST	The vessel's angle of lean or tilt to one side, in the direction called roll.
LUBBER'S LINE	A vertical line inside a compass case indicating the direction of the ship's head.
LUFF	The forward edge of a sail. 2. To head a sailing vessel more towards the direction of the wind.
LYING AHULL	Waiting out a storm by dousing all sails and simply letting the boat drift.
LIGHTER	A flat-bottomed boat for transporting cargo between ship and shore.
LIGHTER ABOARD SHIP	See LASH
LIGHTERS	Small barges for carrying cargo between ship and shore
LIMBER HOLE	A small drain hole or slot in a frame or plate for the purpose of preventing water or oil from collecting
LIST	When the centerline plane of a ship is not vertical, the ship is said to list, or to heel
LNG CARRIER	Liquefied natural gas carrier.
LOAD LINE	The line on a ship which indicates the maximum depth to which it can sink when loaded with cargo. Also known as marks.
LOAD WATERLINE	The line on the lines plan of a ship, representing the intersection of the ship's form with the plane of the water surface when the ship is floating at the summer freeboard draft or at the designed draft. Also called marks
LONG TON	2,240 pounds.
LONGITUDINALS	Fore-and-aft structural shape or plate members attached to the underside of decks, flats, or to the inner bottom, or on the inboard side of the shell plating.
LPG	Liquefied Petroleum Gas
LUFFING	When a sailing vessel is steered far enough to windward that the sail is no longer completely filled with wind (the luff of the sail is usually where this first becomes evident). 2. Loosening a sheet so far past optimal trim that the sail is no longer completely filled with wind. 3. The flapping of the sail(s) which results from having no wind in the sail at all.
MAINMAST	(or Main) – The tallest mast on a ship.
MAINSHEET	Sail control line that allows the most obvious effect on mainsail trim. Primarily used to control the angle of the boom, and thereby the mainsail, this control can also increase or decrease downward tension on the boom while sailing upwind, significantly affecting sail shape. For more control over downward tension on the boom, use a boom vang.
MAN OVERBOARD	A cry let out when a seaman has gone overboard
MARINA	a docking facility for small ships and yachts.
MASTHEAD	A small platform partway up the mast, just above the height of the

	mast's main yard. A lookout is stationed here, and men who are working on the main yard will embark from here. See also Crow's Nest.
MASTER	Either the commander of commercial vessel, or a senior officer of a naval sailing ship in charge of routine seamanship and navigation but not in command during combat.
MESS	An eating place aboard ship. A group of crew who live and feed together,
MESS DECK CATERING	A system of catering in which a standard ration is issued to a mess supplemented by a money allowance which may be used by the mess to buy additional victuals from the pusser's stores or elsewhere. Each mess was autonomous and self-regulating. Seaman cooks, often members of the mess, prepared the meals and took them, in a tin canteen, to the galley to be cooked by the ship's cooks. As distinct from "cafeteria messing" where food is issued to the individual hand, which now the general practice.
M.V.	Motor Vessel or Diesel Engine driven Ship
M/T	Metric tons (2,250 lbs.).
MAIN DECK	The continuous deck of a ship running from fore to aft. The freeboard is measured from this deck.
MARGIN BRACKET	A bracket connecting a side frame to the margin plate at the bilge
MARGIN LINE	A line, not less than 3 in below the top of the bulkhead deck at side, defining the highest permissible water plane in the final condition of sinkage, trim and heel
MAST	A tall vertical or raked structure, usually of circular section, located on the centerline of a ship and used to carry navigation lights, radio antennas and cargo booms
MASTHEAD LIGHT	A white light situated on the fore and aft centerline of a ship
METACENTER	The intersection point of a vertical line drawn through the line of buoyancy of a slightly listed vessel which intersects the centerline plane
METACENTRIC HEIGHT	The distance from the meta-center to the center of gravity of a ship. If the center of gravity is below the meta-center the vessel is stable
MIDSHIP SECTION	A drawing showing a typical cross section of the hull and superstructure at or near amidships and giving the scantlings of the principal structural members
MIDSHIPMAN	A non-commissioned officer below the rank of Lieutenant. Usually regarded as being "in training" to some degree. Also known as 'Snotty'. 'The lowest form of animal life in the Royal Navy' where he has authority over and responsibility for more junior ranks, yet, at the same time, relying on their experience and learning his trade from them.
MIZZENMAST	The third mast on a ship.
MIZZEN STAYSAIL	Sail on a ketch or yawl, usually lightweight, set from, and forward of, the mizzen mast while reaching in light to moderate air.
MOOR	to attach a boat to a mooring buoy or post. Also, to a dock a ship.
MOLD LOFT	A floor space used for laying down the full size lines of a ship for making templates for construction
MOORING	Securing a ship at a dock or elsewhere by ropes or cables
MOORING LINE	A cable or rope used in securing a ship
MULTIPURPOSE SHIP	A ship designed for carrying different types of cargoes requiring different methods of handling. See OBO ship
NATIONAL FLAG	The flag flown by a ship to show her nationality.
NAVIGATION RULES	Rules of the road that provide guidance on how to avoid collision and also used to assign blame when a collision does occur.
NET CAPACITY	The weight of cargo which a vessel can carry when loaded in salt water

	to her summer freeboard marks. Also called cargo carrying capacity, cargo deadweight, and useful deadweight.
NET TONNAGE	See Tonnage (Net)
NRT	Net registered tons. See Tonnage (Net)
NIPPER	Short rope used to bind a cable to the "messenger" (a moving line propelled by the capstan) so that the cable is dragged along too (Used because the cable is too large to be wrapped round the capstan itself). During the raising of an anchor the nippers were attached and detached from the (endless) messenger by the ship's boys. Hence the term for small boys: 'nippers'.
OBO SHIP	A multipurpose ship that can carry ore, dry bulk goods and oil.
OIL TANKER	A ship designed for transporting oil in bulk
OILSKIN	Foul-weather gear worn by sailors.
ORLOP DECK	The lowest deck of a ship of the line. The deck covering in the hold.
OUTHHAUL	A line used to control the shape of a sail.
OUTWARD BOUND	To leave the safety of port, heading for the open ocean.
OVERBEAR	To sail downwind directly at another ship, stealing the wind from its sails.
OVERFALL	Dangerously steep and breaking seas due to opposing currents and wind in a shallow area.
OVERHAUL	Hauling the buntline ropes over the sails to prevent them from chaffing.
OVERHEAD	The "ceiling," or, essentially, the bottom of the deck above you.
OVERREACH	When tacking, to hold a course too long.
OX-EYE	A cloud or other weather phenomenon that may be indicative of an upcoming storm.
OPEN REGISTRY	See "flag of convenience" or "flag of necessity"
ORE CARRIER	A large ship designed for the transportation of ore.
ORE-BULK-OIL CARRIER	See OBO ship
OUTBOARD	Away from, the centerline towards the side; outside the hull
PARREL	A movable loop, used to fasten the yard to its respective mast.
PANAMAX	A vessel designed small enough for passage through the Panama Canal
PANTING	The pulsation in and out of the bow and stern plating as the ship alternately rises and plunges deep into the water
PANTING FRAME	The frames in the forward and after portions of the hull framing to strengthen against shell panting
PARALLEL MIDDLE BODY	The amidships portion of a ship in which the contour of the underwater hull form is unchanged
PASSENGER SHIP	A ship authorized to carry more than twelve passengers.
PERIOD OF ROLL	The time occupied in performing one complete roll of a ship as from starboard to port and back to starboard
PILOT HOUSE	The enclosed space on the navigating bridge from which a ship is controlled when under way. See bridge
PINTLES	The pins or bolts that hinge the rudder to the gudgeons on the rudder post or sternpost
PIER-HEAD JUMP	When a sailor is drafted to a warship at the last minute, just before she sails.
PIPE (BOS'N'S), OR A BOS'N'S CALL	A whistle used by Boatswains (bosuns or bos'ns) to issue commands. Consisting of a metal tube which directs the breath over an aperture on the top of a hollow ball to produce high pitched notes. The pitch of the notes can be changed by partly covering the aperture with the finger of the hand in which the pipe is held. The shape of the instrument is similar to that of a smoking pipe.

PIPE DOWN	A signal on the bosun's pipe to signal the end of the day, requiring lights (and smoking pipes) to be extinguished and silence from the crew.
PITCH	A vessel's motion, rotating about the beam axis, so the bow pitches up and down.
PITCHPOLE	To capsize a boat end over end, rather than by rolling over.
PONTOON	A flat-bottomed vessel used as a ferry or a barge or float moored alongside a jetty or a ship to facilitate boarding.
POOP	A superstructure fitted at the after end of the upper deck
POOP DECK	A high deck on the aft superstructure of a ship.
POOPED	1. Swamped by a high, following sea. 2. Exhausted.
PORT	Towards the left-hand side of the ship facing forward (formerly Larboard). Denoted with a red light at night.
PRIVATEER	A privately-owned ship authorised by a national power
PROPELLER WALK	tendency for a propeller to push the stern sideways. In theory a right hand propeller in reverse will walk the stern to port.
PROW	a poetical alternative term for bows.
PRODUCT CARRIER	A tanker used to carry refined oil products. Normally four different grades of oil can be handled simultaneously.
QUARTERDECK	The aftermost deck of a warship. In the age of sail, the quarterdeck was the preserve of the ship's officers.
QUAYSIDE	Refers to the dock or platform used to fasten a vessel to
RADAR	Acronym for RAdio Detection And Ranging. An electronic system designed to transmit radio signals and receive reflected images of those signals from a "target" in order to determine the bearing and distance to the "target".
RADAR REFLECTOR	A special fixture fitted to a vessel or incorporated into the design of certain aids to navigation to enhance their ability to reflect radar energy. In general, these fixtures will materially improve the visibility for use by vessels with radar.
RAKE	Fore-and-aft inclination from the vertical
RANGE LIGHTS	Two lights associated to form a range (a line formed by the extension of a line connecting two charted points) which often, but not necessarily, indicates the channel centerline. The front range light is the lower of the two, and nearer to the mariner using the range. The rear light is higher and further from the mariner.
RATLINES	Rope ladders permanently rigged from bulwarks and tops to the mast to enable access to top masts and yards. Also serve to provide lateral stability to the masts.
REACH	A point of sail from about 60° to about 160° off the wind. Reaching consists of "close reaching" (about 60° to 80°), "beam reaching" (about 90°) and "broad reaching" (about 120° to 160°)
REEF	To temporarily reduce the area of a sail exposed to the wind, usually to guard against adverse effects of strong wind or to slow the vessel. Rock or coral, possibly only revealed at low tide, shallow enough that the vessel will at least touch if not go aground.
REEFER	A ship designed for carrying goods requiring refrigeration
REEFER CONTAINER	An insulated container fitted with a refrigeration unit for carrying cargo requiring temperature control
REEF POINTS	Small lengths of cord attached to a sail, used to secure the excess fabric after reefing.
REEF-TACKLES	Ropes employed in the operation of reefing.
RIGGING	The system of masts and lines on ships and other sailing vessels.

ROLL	A vessel's motion rotating from side to side, about the fore-aft axis. List (qv) is a lasting tilt in the roll direction.
ROLLING-TACKLE	A number of pulleys, engaged to confine the yard to the weather side of the mast; this tackle is much used in a rough sea. <i>the Ropes'</i> refers to the lines in the rigging. Rope's end A summary punishment device.
RO/RO SHIP	Cargo or ferry ship on which trucks and other vehicles can be driven on and off on ramps through large openings at the bow, stern or side
RUDDER STOCK	A vertical rudder shaft that connects to the steering gear
RUDDER STOP	A stout bracket to limit the swing of the rudder to the maximum 37 degree starboard or port
S.S.	Steamship.
S/T	Short tons (2,000 lbs.).
SAGGING	Straining of the ship that tends to make the middle portion lower than the bow and stern (See hogging)
SAIL-PLAN	A set of drawings showing various sail combinations recommended for use in various situations.
SAMPSON POST	A strong vertical post used to support a ship's windlass and the heel of a ship's bowsprit.
SCANDALIZE	To reduce the area of a sail by expedient means (slacking the peak and tricing up the tack) without properly reefing it.
SCUD	A name given by sailors to the lowest clouds, which are mostly observed in squally weather.
SCUDDING	A term applied to a vessel when carried furiously along by a tempest.
SCUPPERS	Drains from decks to carry off accumulations of rainwater, condensation or seawater
SCUTTLE	A small circular or oval opening fitted in decks to provide access
SCUTTLEBUTT	A barrel with a hole in used to hold water that sailors would drink from. Also: gossip.
SEA ANCHOR	A stabilizer deployed in the water for heaving to in heavy weather. It acts as a brake and keeps the hull in line with the wind and perpendicular to waves.
SEA CHEST	An opening for supplying seawater to condensers, pumps, etc. located in the hull below the waterline and having means for the attachment of the associated piping
SEAMAN	Generic term for sailor, or (part of) a low naval rank
SEA TRIALS	A series of trials done at sea to determine whether the ship has met the specifications of design, modification, or repair
SEA WORTHINESS	The condition of a vessel with regards to materials, construction, equipment, crew and outfit which is considered safe for the trade in which it is employed
SEABEE	A self-propelled sea barge larger than the "LASH" but using rollers to move aboard the ship
SEAWORTHINESS CERTIFICATE	A certificate issued by a classification society surveyor allowing a vessel with a mishap affecting its seaworthiness to proceed to another port where permanent repairs can be carried out.
SELF-SUSTAINING SHIP	A containership fitted with her own crane for loading and discharging containers
SELF-TRIMMING SHIP	A ship whose cargo holds is shaped so that the cargo levels by itself.
SELF-UNLOADER	A bulk carrier which is equipped with cargo unloading gear
SHAKES	Pieces of barrels or casks broken down to save space. They are worth very little, leading to the phrase "no great shakes".

SHEER STRAKE	The course of shell plating at strength deck level
SHELL EXPANSION	A plan showing the seams and butts, thickness and associated welding or riveting of all plates comprising the shell plating, framing, etc.
SHELL PLATING	The plates forming the outer side and bottom skin of the hull
SHELTER DECK	A superstructure deck fitted continuous from stem to stern and fitted with at least one tonnage opening
SHIFTING	Moving the ship to suit the location of shore cargo loading gear
SHIFTING BOARD	Portable bulkhead members, generally constructed of wood planking and fitted fore and aft in cargo holds when carrying grain or other cargo to prevent shifting when the ship is rolling
SHORE	A brace or prop used for support while building a ship
SHORT TON	2,000 pounds.
SHEET	A rope used to control the setting of a sail in relation to the direction of the wind.
SHIP	Strictly, a three-masted vessel square-rigged on all three masts, though generally used to describe most medium or large vessels.
SHIP'S BELL	Striking the ship's bell is the traditional method of marking time and regulating the crew's watches.
SHIP'S COMPANY	The crew of a ship.
SHOAL	Shallow water that is a hazard to navigation.
SHROUDS	Standing rigging running from a mast to the sides of a ships.
SICK BAY	The compartment reserved for medical purposes.
SIREN	A sound signal which uses electricity or compressed air to actuate either a disc or a cup shaped rotor.
SISTER SHIPS	Ships built on the same design.
SKEG	A deep, vertical, finlike projection on the bottom of a vessel near the stern
SKYLIGHT	A glass covered framework fitted over a dock opening for admitting light and air into the compartment below
SLOP TANK	A tank in a tanker into which the residue of tank washing are pumped.
SKIPPER	The captain of a ship.
SKYSAIL	A sail set very high, above the royals. Only carried by a few ships.
SLOP CHEST	A ship's store of merchandise, such as clothing, tobacco, etc., maintained aboard merchant ships for sale to the crew.
SLUSH	Greasy substance obtained by boiling or scraping the fat from empty salted meat storage barrels, or the floating fat residue after boiling the crew's meal
SMALL BOWER (ANCHOR)	The smaller of two anchors carried in the bow.
SOUNDING PIPE	A pipe leading to the bottom of an oil or water tank, for guiding a sounding tape or jointed rod when measuring the depth of liquid in the tank
SPARRING	(See Cargo battens)
SPECTACLE FRAME	A large casting extending outboard from the main hull for supporting for the ends of the propeller shafts in a multi-screw ship
SPANKER	A fore-and-aft or gaff-rigged sail on the aft-most mast of a square-rigged vessel and the main fore-and-aft sail (spanker sail) on the aft-most mast of a (partially) fore-and-aft rigged vessel such as a schooner, a barquentine, and a barque.
SPANKER-MAST	The aft-most mast of a fore-and-aft or gaff-rigged vessel such as schooners, barquentines, and barques. A full-rigged ship has a spanker sail but not a spanker-mast (see Jigger-mast).
SPAR	A wooden, in later years also iron or steel pole used to support various

	pieces of rigging and sails. The big five-masted full-rigged tall ship <i>Preussen</i> (German spelling: <i>Preußen</i>) had crossed 30 steel yards, but only one wooden spar - the little gaff of its spanker sail.
SPINDRIFT	Finely-divided water swept from crest of waves by strong winds.
SPINNAKER	A large sail flown in front of the vessel while heading downwind.
SPINNAKER POLE	A spar used to help control a spinnaker or other headsail.
SQUARED AWAY	Yards held rigidly perpendicular to their masts and parallel to the deck. This was rarely the best trim of the yards for efficiency but made a pretty sight for inspections and in harbor. The term is applied to situations and to people figuratively to mean that all difficulties have been resolved or that the person is performing well and is mentally and physically prepared.
STANDING RIGGING	which is used to support masts and spars, and is not normally manipulated during normal operations. Cf. running rigging.
STARBOARD	Towards the right-hand side of a vessel facing forward. Denoted with a green light at night. Derived from the old steering oar or 'steerboard' which preceded the invention of the rudder.
STARTER	A rope used as a punitive device. See teaser, togey.
STAY	Rigging running fore (forestay) and aft (backstay) from a mast to the hull.
STEERING OAR	A long, flat board or oar that went from the stern to well underwater, used to control the vessel in the absence of a rudder.
STABILITY	The ability of a ship to return to her normal upright position when listed by the action of waves, wind, etc.
STARBOARD	The right-hand side of a ship when facing forward
STEALER	A single wide plate that is butt-connected to two narrow plates, usually near the ends of a ship.
STEM	The upright bow frame forming the apex of the intersection of the forward sides of a ship
STERN FRAME	Large casting attached to the after end of the keel, incorporating the rudder gudgeons and propeller post in single-screw ships
STERN TUBE	The watertight tube enclosing and supporting the propeller shaft on bearings
STERN, CLEARWATER	A stern with a "shoeless" stern frame
STERN, CRUISER	A spoon-shaped stern used on most merchant ships designed to give maximum immersed length
STERN, TRANSOM	A square-ended stern used to provide additional hull volume and deck space aft and to decrease resistance in some high speed ships.
STERNPOST	The vertical part of the stern frame to which the rudder is attached
STERNWAY	The reverse movement of a vessel. See astern
STONNACKY	A punitive device.
STRAKE	One of the overlapping boards in a clinker built hull.
STUDDING-SAILS	(pronounced 'stunsail') – Long and narrow sails, used only in fine weather, on the outside of the large square sails.
STIFF, STIFFNESS	A stiff ship is one which have a short period of roll and therefore will roll uncomfortably
STIFFENER	An angle, T-bar channel, built-up section etc, used to stiffen plating of a bulkhead, etc.
STORE	A general term for provisions, materials and supplies used aboard ship
STOWAGE	The placing of goods in a ship in such a way as to ensure the safety and stability of the ship
STRANDING	The running of a ship on shore on a beach.

STRENGTH DECK	The deck that is designed as the uppermost part of the main hull longitudinal strength girder
STRINGER	A fore-and-aft girder running along the side of a ship at the shell and also to the outboard strake of plating on any deck
STRINGER BAR	The angle connecting the deck plating to the shell plating or to the inside of the frames. The strength deck stringer bar is usually called the gunwale bar
SURGE	A vessel's transient motion in a fore and aft direction.
SWASH BULKHEAD	Longitudinal or transverse no watertight bulkheads fitted in a tank to decrease the swashing action of the liquid contents as a ship rolls and pitches at sea
SWASH PLATE	A plate serving the purpose of a swash bulkhead, but not extending to the bottom of the tank
SWAY	A vessel's motion from side to side. Also used as a verb meaning to hoist. "Sway up my dunnage."
SWIGGING	To take up the last bit of slack on a line such as a halyard, anchor line or dockline by taking a single turn round a cleat and alternately heaving on the rope above and below the cleat while keeping the tension on the tail.
SWINGING THE COMPASS	Measuring the accuracy in a ship's magnetic compass so its readings can be adjusted – often by turning the ship and taking bearings on reference points.
SWINGING THE LEAD	Measuring the depth of water beneath a ship using a lead-weighted sounding line. A sailor who was feigning illness etc to avoid a hard job was said to be 'swinging the lead'.
T.E.U.	Twenty Foot Equivalent Unit for containers. See containers
TAIL SHAFT	The ship's propeller shaft
TANK-BARGE	A river barge for the carrying of liquid bulk cargo
TANKER	Ship designed for transporting liquid cargo, usually petroleum products
TAKEN ABACK	An inattentive helmsmen might allow the dangerous situation to arise where the wind is blowing into the sails 'backwards', causing a sudden (and possibly dangerous) shift in the position of the sails.
TALLY	The operation of hauling aft the sheets, or drawing them in the direction of the ship's stern.
TEST HEAD	The head or height of a column of water which will give a prescribed pressure on the vertical or horizontal sides of a compartment or tank in order to test its tightness, or strength
TENDER	A tender ship is one which have a long period of roll but may list excessively in a strong wind and may be dangerous if a hold is flooded following a collision
TOPMAST	The second section of the mast above the deck; formerly the upper mast, later surmounted by the topgallant mast; carrying the topsails.
TONNAGE (DEADWEIGHT)	See deadweight
TONNAGE (GROSS)	Gross tonnage includes a ship's internal volume, excluding such spaces as the peak, double bottom, deep tanks used only for water ballast, bridge, forecastle, open-ended poop, certain light and air spaces, skylights, anchor and steering gear spaces, toilets, the wheelhouse, and certain passenger spaces
TONNAGE (GROSS, NET)	A measure of the internal volume of spaces within a vessel in which 100 cu.ft. is 1 ton
TONNAGE (NET)	Net tonnage is the gross tonnage less certain additional spaces such as crew and officer spaces, chart room, and a percentage of the propelling machinery spaces; also see deadweight, displacement, light and

	displacement, loaded
TONNAGE OPENINGS	No watertight openings in the shelter deck and in the "tween deck bulkheads immediately below in order to exclude spaces from tonnage measurement and thus obtain reduced gross and net tonnage. The openings could be closed by no watertight wood shifting boards or metal covers meeting the tonnage and load line regulations
TOPGALLANT	the mast or sails above the tops.
TOPSAIL	The second sail (counting from the bottom) up a mast. These may be either square sails or fore-and-aft ones, in which case they often "fill in" between the mast and the gaff of the sail below
TOPSIDES	the part of the hull between the waterline and the deck. Also, Above-water hull
TOWING	The operation of drawing a vessel forward by means of long lines.
TRANSOM	a more or less flat surface across the stern of a vessel.
TRANSOM BEAM	The aftermost transverse deck beam
TRANSOM FRAME	The aftermost transverse side frame
TRIM	The difference between the draft forward and the draft aft. A ship is trimmed by adjusting the location of fuel, cargo, ballast, etc. Relationship of ship's hull to waterline.
TRIMARAN	A triple hulled vessel
TRIPPING BRACKET	Flat bars or plates fitted at various points on deck girders, stiffeners, or beams as reinforcements to prevent their free flanges from tripping
TUG	A boat equipped with powerful engines for towing or pushing large ships or barges
TUMBLEHOME	Inboard slope of a ship's side above the designed waterline
TWEEN DECK	The space between any two adjacent decks
TURLING	When a sailboat (in particular a dinghy) capsizes to a point where the mast is pointed straight down and the hull is on the surface resembling a turtle shell.
ULCC	Ultra Large Crude Carriers. Tankers larger than 300,000 dwt.
UNMANNED MACHINERY SPACES	Engine room or space fitted with sensors and controls for monitoring and responding to machinery operating conditions. This makes it unnecessary for personnel to be present in the space at all times
UNDER THE WEATHER	Serving a watch on the weather side of the ship, exposed to wind and spray.
UNDER WAY	A vessel that is not at anchor, or made fast to the shore, or aground.
UNDERWATER HULL	The underwater section of a vessel beneath the waterline, normally not visible except when in drydock.
VLCC	Very Large Crude Carriers. Tankers between 200,000 and 300,000 dwt.
VANISHING ANGLE	The maximum degree of heel after which a vessel becomes unable to return to an upright position
WATERLINE	The line of the water's edge when the ship is afloat
WAKE	Turbulence behind a ship
WALES	A number of strong and thick planks running length-wise along the ship, covering the lower part of the ship's side.
WATCH	A period of time during which a part of the crew is on duty. Changes of watch are marked by strokes on the ship's bell.
WATERCRAFT	Water transport vessels. Ships, boats, personal water craft.
WEATHER GAGE	Favorable position over another sailing vessel to with respect to the wind.
WEATHER DECK	Whichever deck is that exposed to the weather – usually either the main deck or, in larger vessels, the upper deck.

WEATHER SIDE	The weather side of a ship is the side exposed to the wind.
WEATHERLY	A ship that is easily sailed and maneuvered; makes little leeway when sailing to windward.
WEIGH ANCHOR	To heave up (an anchor) preparatory to sailing.
WELLS	Places in the ship's hold for the pumps.
WHITE HORSES	Waves in wind strong enough to produce foam or spray on the wave tops.
WHEELHOUSE	Location on a ship where the steering wheel is located, often interchanged with pilothouse and bridge.
WIDE BERTH	To leave room between two ships moored (berthed) to allow space for maneuver.
WINDAGE	Wind resistance of the boat.
WINDBOUND	A condition wherein the ship is detained in one particular station by contrary winds.
WINDWARD	In the direction that the wind is coming from.
WINDLASS	A winch mechanism, usually with a horizontal axis. Used where mechanical advantage greater than that obtainable by block and tackle was needed (such as raising the anchor on small ships).
YARD	The horizontal spar from which a square sail is suspended.
YARDARM	The very end of a yard. Often mistaken for a "yard", which refers to the entire spar.
YAW	A vessel's motion rotating about the vertical axis, so the bow yaws from side to side.

NOTE: I WE MISSED ANY WORD OR MISSPELL, SO PLEASE INDICATE TO CORRECT THE SAME.