

GLOSSARY

APPENDIX I

GLOSSARY

Upon entering a new occupation, a person usually is confronted with the need to learn the vocabulary of the trade in order to understand and be understood by his or her co-workers.

Today, with the advent of highly sophisticated and detailed programs and procedures at sea, the understanding and proper usage of nautical terminology has never been more important.

Safety and professionalism requires that an entirely new vocabulary be learned.

Under certain circumstances the use of a single word or phrase often makes it unnecessary to give a lot of explanatory details.

A misinterpreted order can easily cause confusion, loss of equipment, or even loss of life. To prevent this danger, you must learn to say exactly what you mean.

This glossary is provided for your convenience. It is not intended to be all-inclusive, but does, however, contain many orders and terms every Seaman should know.

AA—Abbreviation for anti-aircraft.

ABACA—The wild banana plant of the Philippines.

Manila line is made from its fibers. Manila line is no longer used for highline transfer.

ABAFT—To the rear of.

ABANDON SHIP—To leave the ship in an emergency such as sinking.

ABEAM—Bearing 90 ° or 270 ° relative from own ship's heading or course.

ABOARD—In a ship or on a naval station. CLOSE ABOARD means near, or near to, a ship, usually within 600 meters.

ABREAST—By the side of; side by side.

ACCOMMODATION LADDER— Portable steps from a ship's gangway down to the waterline or pier alongside.

ACTION PORT (STARBOARD)— Command to gun and missile crews to indicate direction of enemy.

ADRIFT—Loose from mooring; scattered about; not in proper stowage.

AFLOAT—Floating upon the water.

AFT—Pertaining to the stern, or toward the stern, of a ship or aircraft.

AFTER - That which is farthest aft, as *after* fireroom.

AFTERNOON WATCH—The watch from noon to 4 pm (1200-1600).

AGROUND—When any part of a ship is resting on or is in contact with bottom. A ship runs aground or goes aground.

AHOY—The customary nautical hail to a boat or ship. Supposedly once the dreaded war cry of the Vikings.

AIDS TO NAVIGATION - Bells, markers, lights, buoys, horns, radio stations, or any similar device to assist navigators.

ALEE - In the direction toward which the wind is blowing; downwind.

ALIVE - Lively, energetic.

ALL FAST - Tied or lashed down as necessary.

ALL HANDS—All those aboard ship. The entire ship's company.

ALOFT—Above the decks, on the mast, or in the rigging.

- BACKWASH**—Water thrown aft by turning of ship's propellers.
- BAIL**—(1) To dip water out of a boat. (2) A V-shaped support at midpoint, which, in turn, provides support at each end (as the bail of a gangway). (3) The handle of a bucket.
- BALLAST**—Weight added to a ship to ensure stability.
- BAR** - A long, narrow shoal across a harbor entrance.
- BARBETTE** - A heavily armored cylinder extended downward from a gun turret to the lowest armored deck to provide protection to the turret below the gun house and the projectile/and powder-handling crews.
- BARGE**—(1) A large, scow-type craft usually propelled by towing or pushing. (2) A motorboat assigned for the personal use of a flag officer .
- BARNACLES** - Small shellfish that are found attached to bottoms of vessels, pilings, and other submerged structures.
- BATTEN**—(1) A piece of steel wedged against the edges of tarpaulins over a hatch. (2) Long, portable wooden or steel members extending from the deck to the overhead, used in storerooms to keep equipment and stores from shifting. (3) Long planks used along the ship's sides in a cargo hold to protect cargo from rust and sweat.
- BATTEN DOWN**—To cover and fasten down. To make a hatch watertight for heavy seas.
- BATTLE DRESS**—The manner of wearing a uniform for general quarters; i.e., bloused trousers, shirt buttoned up completely, wearing appropriate head gear, and belt buckles reversed or removed.
- BATTLE LANTERN**—A battery-powered electric lantern for emergency use.
- BATTLE LIGHTS**—Dim red lights below decks for necessary illumination during night and "darken ship" periods.
- BEAM**—The greatest width of a ship.
- BEAR** - The act of locating a particular point, or bearing as "the lighthouse *bears* 045 degrees."
- BEAR A HAND**—Hurry up, expedite; render assistance.
- BEARING**—The direction of an object from the observer, expressed in three figures from 000 clockwise through 360°. True bearing is measured from true north. Magnetic bearing is measured from the magnetic north. Relative bearing is measured from the bow of a ship or aircraft.
- BEARING CIRCLE**—A ring fitted over a compass bowl or repeater with which bearings can be taken by sighting through vanes.
- BECKET** - (1) An eye for securing one end of a line to a block. (2) A rope eye on a cargo net. (3) Shortened form of becket bend.
- BECKET BEND** - A knot used to tie two lines together.
- BELAY**—(1) To make fast or secure a line. (2) To cancel an order. (3) To cease.
- BELOW**—(1) Downward. (2) Below decks.
- BEND** - To join two lines together; the type of knot so used.
- BERTH**—(1) An anchorage or mooring space assigned to a ship. (2) A sleeping place assigned to a crew member on board ship.
- BIGHT**—A loop of line or chain.
- BILGE**—The inside bottom of a ship or boat.
- BILGE KEEL** - A keel attached to the outside of a ship's hull, near the turn of the bilge, to reduce rolling.
- BILL**—Assignments by name for administrative, training, or emergency duties, e.g., rescue and assistance (R&A) bill.
- BILLET** - Place or duty to which one is assigned.
- BINNACLE** - Stand containing a magnetic compass.

BINNACLE LIST—A list of personnel excused from duty because of illness or injury.

BITTER END—The free end of a length of line, wire, chain, or cable.

BITTS—A pair of heavy metal posts, fastened in a vertical position on deck to which mooring lines are secured.

BLOCK—A device made of a pulley encased in a shell, over which a line can run freely.

BLOCK AND TACKLE - See Purchase.

BLOWER—A motor-driven fan in ventilating and exhaust systems.

BOARD - (1) The act of going a vessel. (2) A group of persons meeting a specific purpose, as an investigation board.

BOARD OF INSPECTION AND SURVEY—A group of experienced officers representing the CNO who make periodic inspections of naval ships to evaluate their materiel and operational readiness.

BOAT - A small craft capable of being carried aboard a ship.

BOAT BOOM—A spar swung out from a ship's side from which boats can be hauled out or made fast. Permits boats to ride safely alongside a ship while at anchor.

BOAT CALL—A flag signal used to communicate with a boat.

BOAT CHUCK—A deck fitting supporting a boat end that is resting on deck.

BOAT DECK—Partial deck above the main deck, usually fitted with boat davits or cranes.

BOAT FALLS—The lines used in hoisting or lowering a boat.

BOAT GONG—Signal used to indicate departure of officers' boats and the arrival or departure of various officers.

BOAT HOOK—Wooden staff with combined hook, usually made of brass, to reduce danger of sparks; employed to engage rings, lines, or buoys from the deck of a small craft, or to push away from any object on the water's surface.

BOAT SKIDS—Deck fittings designed to hold and support a boat.

BOATSWAIN—A warrant officer whose major duties are related to deck and boat seamanship.

BOATSWAIN'S CALL—A tune played on a boatswain's pipe announcing or calling for a standard evolution such as meals for the crew, lower away, etc.

BOATSWAIN'S CHAIR—A seat sent aloft or over the side to facilitate repairs or painting.

BOATSWAIN'S LOCKER—A compartment where deck gear is stowed.

BOLLARD—A steel or iron post on a dock, pier, or wharf, used in securing a ship's lines.

BOLO—A nylon line with a lead weight or monkey fist, thrown from ship to ship or from ship to pier during underway replenishment.

BOOM - A spar used for hoisting loads; usually moveable.

BOOT—A newly enlisted marine or sailor. Slang for recruit.

BOOT TOPPING - Black paint applied to a ship's sides along the waterline.

BOURRELET—The forward bearing surface of a Navy gun projectile, machined in a band around its body to provide support for the projectile in the bore.

BOW—The forward end of a ship or boat.

BOW HOOK—A member of a boat crew who mans the forward line or boat hook.

BOW NUMBER—The hull number of a ship, painted on the bow. This number gives positive identification .

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BREAK To unfurl a flag quickly. In ship construction, a change in the contour of a ship's main deck.

BREAKDOWN LIGHTS—Two vertical red lights on the highest mast of the ship that denote "NOT UNDER COMMAND."

BREAK OFF - To walk away with a line or run a line in, let go, return to the point from which the line is being hauled, take a new hold, and walk away again.

BREAK OUT—To take out of stock or storage. To prepare for use.

BREAST LINE—A mooring line from ship to pier, perpendicular to the ship's centerline.

BREECH—The opposite end from the muzzle of a gun where rounds are inserted for firing.

BREECHBLOCK—Device that closes the chamber of a large gun after loading. In small arms, called a bolt.

BRIDGE—A ship's structure, topside and usually forward, which contains control and visual communication stations. The underway conning station on most ships, except in submarines.

BRIDLE - A span of rope, chained, or wire with both ends secured and the strain taken on the midpart.

BRIG - Naval term for jail.

BRIGHTWORK—Unpainted and uncovered metal, generally brass or chrome, that is kept bright by polishing.

BROACH TO - To get crosswise (without power) to the direction of wave travel; particularly dangerous near a beach.

BROAD - Wide, as *broad* in the beam.

BROAD IN THE BOW - Halfway between dead ahead and abeam.

BROAD ON THE QUARTER - Halfway between abeam and astern.

BROADSIDE - (1) The act of firing all main battery guns to one side at once. (2) Sidewise, as "The current carried the ship *broadside* to ward the beach." *Broadside to* is to have the side towards something, as "The ship hit the pier *broadside to*."

BROW - Navy term for gangplank. Used as a crosswalk from one ship to another and from the ship to a pier.

BULKHEAD—Walls or partitions within a ship, generally referring to those with structural functions such as strength and water tightness.

BULKHEADING - Complaining or grumbling with the intention of being overheard by seniors.

BULLNOSE - A closed chock at the bow.

BULWARK - Solid barrier along the edges of the weatherdeck that serves as a protection against bad weather.

BUNK—Bed.

BUOY—A floating object, anchored to the bottom, indicating a position on the water, to mark an obstruction or shallow area, or to provide a mooring for a ship.

CABIN—Quarters aboard ship for the commanding officer or executive officer.

CABLE - A line, wire, or chain that connects a ship to its anchor.

CAISSON - Gate at the end of a drydock that keeps out the water.

CALL - (1) The boatswain's pipe. (2) A signal sounded on the boatswain's pipe.

CALL AWAY—To order a ship's boat or vehicle manned and ready for a trip.

CAMEL—A float used as a fender between two ships or a ship and a pier.

CAN-DO—Slang for efficient, capable, and willing attitude.

CAPSTAN—The rotating mechanism that raises the anchor or other heavy weight.

3. The Confidential classification is applied only to that information, the unauthorized disclosure of which, could be identifiable damage to the defense interests of the nation.
- CLEAR**—(1) To remove stoppages or fouled gear. (2) To remove ammunition from a gun. (3) To pass a point, cape, or other land mark or object. (4) Not coded. (5) To approve or obtain approval for. (6) Free for running; not fouled.
- CLEAT**—A metal fitting with two projecting arms to which lines are belayed.
- CO**—Abbreviation for commanding officer.
- COAMING**—Name given to any raised framework around deck or bulkhead openings or cockpits of open boats to prevent entry of water.
- COFFER DAM**—A void between compartments or tanks of a ship for purposes of insulation.
- COIL**—To lay down a line in circular turns piled loosely on top of one another.
- COLORS**—(1) The American flag. (2) The ceremony of raising the flag at 0800 and lowering it at sunset aboard a ship not underway, or at a shore station.
- COMPARTMENT**—An interior shipboard space enclosed by bulkheads in which personnel work and live.
- COMPARTMENT CHECK-OFF LIST**— A list of fittings, their location, and function in a compartment for a specific purpose, such as damage control.
- COXCOMBING**—Fancy knot work consisting of coils of line worked around a tiller handle, stanchion, etc.
- COXSWAIN**—Enlisted person in charge of a small boat.
- CUMSHAW**—(1) A gift. (2) Something procured without payment.
- CURRENT**—The movement of water in a horizontal direction.
- DAMAGE CONTROL**—Measures necessary to preserve shipboard watertight integrity, stability, and offensive power; to control list and trim; to limit the spread of, and provide adequate protection from, fire; to limit the spread of, remove contamination by, and provide adequate protection from, toxic agents, and to care for wounded personnel.
- DAMAGE CONTROL CENTRAL/ CENTRAL CONTROL STATION (CCS)**— Compartment located in a protected location from which measures for control of damage and preservation of the ship's fighting ability are directed.
- DARK ADAPTATION**—Becoming accustomed to darkness in order to have good night vision.
- DARKEN SHIP**—Blocking out all lights visible from outside the ship.
- DAVIT(S)**—A fixed or movable crane that projects over the side of a ship. Used in pairs to handle boats. Some of the tragic losses of life during nautical disasters were traceable to lifeboat davits that could not be operated properly under existing circumstances (improper maintenance, overloading, panicky passengers, and inexperienced crews).
- DEAD AHEAD**—Directly ahead; bearing 000 ° relative.
- DEAD ASTERN**—Directly aft, bearing 180 ° relative.
- DEAD IN THE WATER**—Said of a vessel that has stopped and has no way on, but is not moored or anchored.
- DEAD RECKONING (DR)**—A method of navigation using direction and amount of progress from the last determined position to a near dead reckoning or DR.
- DECK**—A floor in a ship. The upper most complete deck is the main deck. Decks often derive their name from construction.
- DECK SEAMANSHIP**—The maintenance and operation of all gear topside, including boats, anchors, rigging, etc.

DECONTAMINATE—To free from harmful residue of nuclear or chemical attack.

DEEP SIX—Slang for throwing an object away or overboard.

DEPLOYMENT—A cruise in foreign waters.

DETAIL—To assign personnel to a particular duty within their duty station.

DIP—To lower the national ensign about one-third of the way, then raising it, as a salute to a passing warship.

DIP THE EYE—Passing the eye of a line through that of another line and then around a bollard.

DISPLACEMENT—The weight of the water displaced by a vessel, equal to the weight of the ship.

DIVISION—The basic unit into which personnel are organized aboard ship, in aircraft squadrons, or at shore activities.

DIVISION PARADE—Area or space on deck assigned to a division to hold muster or inspection.

DOCK—(1) The water space between adjacent piers. (2) The space in a drydock.

DOG—(1) A metal lever turned to wedge tight a watertight door. (2) Bolt and nut or wingnut

DOG WATCH—One of two 2-hour watches; 1600-1800 or 1800-2000.

DOUBLE-ENDED—Refers to a boat with the bow and stern of the same shape.

DOUBLE UP—To double mooring lines for added strength

DOWNHAUL—Line or wire that pulls an object downward.

DOWSE—(1) To put out. (2) To lower a sail quickly. (3) Wet down or immerse in water.

DRAFT—The depth of a ship beneath the waterline, measured vertically to the keel.

DRAFT MARKS—Numeral figures on either side of the stem and stern, used to indicate the amount of the ship's draft.

DRESS SHIP—To display the national ensign and various flags in honor of a person or event.

DRILL—A training exercise in which actual operation is simulated.

DRONE—A remotely controlled aircraft for target or data gathering purposes.

DRYDOCK—A watertight basin that allows examination and work on the bottom of a ship.

DRY RUN—A rehearsal of any kind.

DUNNAGE—Any material used to separate (or insulate) layers of cargo, create space for cargo ventilation, or insulate cargo against chafing.

EASE—To do something slowly, as move slowly away from the pier or ease the strain on a line.

EASE HER (the rudder)—Reduce the amount of rudder the ship is carrying. Generally, an order given as the ship approaches the desired course.

EIGHT O'CLOCK REPORTS—Reports received shortly before 2000 by the executive officer from the department heads. In turn, they make eight o'clock reports to the commanding officer.

EMERGENCY DRILL—A rehearsal of the action to be taken by ship's crew in an emergency, such as fire or flooding.

ENGINE ORDER TELEGRAPH—A device on the ship's bridge to give engine orders to the engine room.

EXECUTIVE OFFICER—The officer second in command; XO.

EXTRA DUTY—Additional work assigned by the CO as authorized by the Uniform Code of Military Justice.

EYES OF THE SHIP—The most forward part of the forecabin on the weather deck.

- FAIR LEAD**—A fitting, such as a block, providing a passage free of friction for a line or cable.
- FAKE DOWN**—To lay out a line in long, flat bights.
- FANTAIL**—The aftermost deck area topside in a ship.
- FATHOM**—A measure of length equal to 6 feet, used especially for measuring the depth of water.
- FENDER**—A device of canvas, wood, rubber or plastic slung over the side of a ship to absorb the shock of contact between the ship and the pier or between ships.
- FID**—Sharply pointed, round wood or metal tool used in separating the strands of a line for splicing.
- FIELD DAY**—A particular day devoted to general cleaning, usually in preparation for inspection.
- FIREMAIN**—The saltwater line that provides fire-fighting and flushing water throughout the ship.
- FIRST CALL**—A routine call sounded as a warning signal 5 minutes before morning and evening colors and other ceremonies.
- FIRST LIEUTENANT**—The officer aboard ship responsible for the upkeep and maintenance of the ship, its boats, ground tackle, and deck seamanship in general.
- FIRST WATCH**—The 2000-2400 watch.
- FLAGSHIP**—The ship from which a commander exercises command.
- FLARE**—A pyrotechnic device used to attract attention or illuminate an area.
- FLEMISH**—To coil down a line on deck in a flat, circular, tight arrangement.
- FLUKES**—The broad arms or palms of an anchor.
- FORE AND AFT**—Lengthwise of a ship, from stem to stern.
- FORECASTLE**—Forward section of the weather deck.
- FORWARD**—Toward the bow.
- FOUL WEATHER**—Rainy or stormy weather.
- FOXTAIL**—A short-handled brush.
- FRAMES**—Athwartships strengthening members of a ship's hull, numbered from bow aft, and used as reference points to locate fittings, compartments, etc.
- FRAPPING LINES**—Lines passed around the forward and aft boat falls to steady the boat when hoisting or lowering.
- FREE**—To clear or untangle.
- FREEBOARD**—The vertical distance from the weather deck to the waterline.
- GAFF**—A small spar on the after mast from which the national ensign is flown while underway.
- GALLEY**—A shipboard kitchen.
- GANGWAY**—(1) An order to stand aside or stand clear. (2) An opening in the rail or bulwarks, permitting access to the ship.
- GENERAL ALARM**—A sound signal of a pulsating tone used on board ship for calling all hands to general quarters.
- GENERAL QUARTERS**—The condition of maximum readiness for combat with the crew at battle stations.
- GIG**—A ship's boat designated for use by the commanding officer.
- GRAPNEL**—A small four-armed anchor used to recover objects in the water.
- GRIPE**—Device for securing a boat at its davits or in a cradle.
- GROUND TACKLE**—The collective term identifying the equipment used in anchoring or mooring with anchors.
- GUNWALE**—The upper edge of a ship's or boat's

- side (pronounced gunnel).
- GUY**—A line used to steady or support a spar or boom.
- HALYARD**—A line used to hoist a flag or pennant.
- HAND**—(1) A member of the ship's crew. (2) To join in and help, as to "bear a hand."
- HASH MARK**—A red or gold diagonal stripe across the sleeve of an enlisted member's uniform. One hash mark is worn for each 4 years of active service.
- HATCH**—An access opening in the deck of a ship, fitted with a hatch cover for watertight closure.
- HAUL**—To pull or drag.
- HAWSEPIPE**—A large pipe through which the anchor cable runs from the deck out through the side.
- HAWSER**—A heavy line over 5 inches in circumference used for towing or mooring.
- HEAD**—Toilet or washroom and showers on board ship.
- HEADING**—The direction in which a ship or aircraft is traveling.
- HEADWAY**—The forward movement of a vessel through the water.
- HEAVE**—(1) To throw, as to "heave the lead" or to "heave a line." (2) To haul in a line.
- HEAVE AROUND**—(1) The act of hauling in a line or chain by means of a capstan. (2) The call on a boatswain's pipe, which is the signal to start heaving around.
- HEAVE TO**—The act of stopping a vessel from making headway.
- HEAVING LINE**—A light weighted line thrown across to a ship or pier when coming alongside to act as a messenger for a mooring line. The weight is called a "monkey fist."
- HELMSMAN**—The person who steers a ship or boat.
- HIGHLINE**—A line rigged between two ships underway transferring personnel or light stores.
- HITCH**—(1) A knot whose loops come together in use, particularly under strain, yet is easily separated when strain is removed. (2) A method of securing a line to a hook, ring, or spar. (3) Slang for a term of enlistment.
- HOIST IN**—To hook on, hoist and stow, or secure a boat aboard ship.
- HOIST OUT**—To swing out and lower away a boat.
- HOLD**—Compartment aboard ship used for stowing cargo.
- HOLIDAY**—Any unscrubbed or unpainted section of a deck or bulkhead. Any space left unfinished inadvertently or through carelessness.
- INBOARD**—Toward the center of a ship, as opposed to outboard.
- INHAUL**—Any line used to haul an object into a ship.
- JACK**—Short for union jack. The blue, whitestared flag flown at the bow (jackstaff) of a vessel at anchor or moored.
- JACKBOX**—A receptacle, usually secured to a bulkhead, into which are fitted telephone plugs or jacks.
- JACK-OF-THE-DUST**—Person in charge of the provision issue room.
- JACKSTAFF**—Flagpole at the bow of a ship from which the union jack is flown when the ship is not underway.
- JACOB'S LADDER**—A portable ladder with ropes and wooden rungs, slung over the side for temporary use.
- JETSAM**—Material thrown overboard to lighten a ship in distress.
- JETTISON**—Throw over the side, as when emergency reduction of weight is required.

- JETTY**—Any solid structure (such as a breakwater) extending into the water to protect channels or shoreline from erosion or to direct the flow of current.
- JEW'S HARP**—A ring or shackle at the upper end of a shank of an anchor to which the anchor chain is secured.
- JURY RIG**—Any temporary or makeshift device, rig, or piece of equipment.
- KAPOK**—A natural, light, waterproof fiber used in stuffing life jackets. (Kapok has been replaced by a fibrous glass-filled material.)
- KEEL**—The lowermost central strength member of a ship which runs fore and aft, and from which rise the frames and plating.
- KING POSTS**—Vertical posts supporting cargo booms of cargo ships.
- KINK**—A twist that disturbs the lay of line or wire.
- KNIFE EDGE**—The rim of a door frame, hatch, or post that meets the gasket for a watertight fit.
- KNOCK OFF**—To stop or cease.
- KNOT**—(1) A unit of speed equal to 1 nautical mile (6,080 feet) per hour. (2) A collective term for hitches and bends.
- LAGGING**—The insulation around pipes aboard ship.
- LANDING PARTY**—An organized force of infantry from ship's company detailed for contingency or parade duty ashore.
- LANYARD**—A strong line made fast to an object to secure it, or to trigger a firing mechanism such as a firing lanyard.
- LASH**—To secure by line or wire by wrapping and tying or by chain.
- LATITUDE**—The measure of angular distance in degrees, minutes, and seconds of arc from 0° to 90° north or south of the equator.
- LAUNCH**—(1) To float a ship upon completion of building. (2) An open powerboat.
- LAY**—(1) Expresses the idea of "to move oneself," as "Lay (yourself) up on the main deck." (2) The direction of the twist of strands of a rope.
- LEAD**—A weight used in taking soundings.
- LEE**—(1) The direction toward which the wind is blowing or the opposite direction from which the wind is blowing. (2) A sheltered area to leeward of a ship or other windbreaker.
- LEEWARD**—Away from the wind.
- LEEWAY**—(1) The drift of an object, with the wind, on the water's surface. (2) The sideward motion of a ship due to wind and current. (3) The difference between a ship's heading (course steered) and a ship's track (course made good); sometimes called drift.
- LIBERTY**—Authorized absence of an individual from place of duty, normally not more than 48 hours.
- LIE OFF**—To remain stopped a short distance away.
- LIFELINE**—(1) Any line secured along the deck to lay hold of in heavy weather. (2) Any line used to assist personnel. The lifelines between stanchions along the outboard edges of a ship's weather decks are all loosely referred to as lifelines; specifically, the top line is the lifeline, the middle line is the house line, and the bottom line is the footrope.
- LIGHT SHIP**—A command or word passed permitting lights to be shown as the ship is secured from being darkened.
- LINE**—A general term for rope, either fiber or synthetic.
- LONGITUDE**—A measure of angular distance in degrees, minutes, and seconds east or west of the prime meridian at Greenwich.
- LOOK ALIVE**—Be alert, move quickly.
- LOOKOUT**—A person stationed as a visual watch; horizon, surface, fog, etc.

- LUCKY BAG**—A locker usually maintained by the master-at-arms used to stow personal gear left adrift and deserter's effects.
- MACNAMARA LACE**—Fancy curtains and trimmings for barges and gigs worked from unlaid canvas threads.
- MAGAZINE**—A compartment aboard ship or ashore fitted for the stowage of ammunition. All magazines are fitted with sprinkler systems for flooding in case of fire.
- MAKE FAST**—To secure or make ready.
- MANNED AND READY**—A report made by a guncrew or watch station when all hands are present and ready for action.
- MAN THE RAIL**—An all-hands evolution in which crew members line up along the ship's rail to honor some person or occasion.
- MANROPE**—A safety line, or any line rigged to assist personnel in ascending or descending.
- MARLINE**—Two-strand, left-laid tarredhemp small stuff.
- MARLINSPIKE**—A tapered steel tool for separating strands of rope or wire in splicing.
- MASTER-AT-ARMS**—A member of a ship's police force.
- MATERIAL CONDITION**—State of damage-control security within a ship. Designated conditions of readiness are X, Y, and Z.
- MEDITERRANEAN MOOR**—Mooring a ship with its stern to a seaway and bow kept from swinging by anchors placed ahead while maneuvering in; used much by the U.S. Sixth Fleet.
- MEET HER**—To slow the swing of a ship by putting on opposite rudder.
- MESSENGER**—(1) Light line used to carry across a hawser. (2) Person who carries messages.
- MIDWATCH**—The watch beginning at 0000 and ending at 0400.
- MIND YOUR RUDDER**—A caution to the steersman to steer a more precise course or to be alert to some special circumstance.
- MOORING**—(1) Securing a ship to a pier or wharf or to a mooring buoy. (2) Anchoring with two anchors connected to a single chain by means of a mooring swivel.
- MOORING BI:JOY**—A heavy round buoy anchored with heavy anchors, usually concrete sinkers, and fitted with a swivel and link in the center. Mooring buoys are numbered and marked on harbor charts.
- MOORING LINE**—A line used specifically for securing a ship to a pier.
- MORNING WATCH**—The watch from 0400 to 0800.
- MOUSING**—(1) A seizing of line across a hook to prevent a sling from slipping off. (2) Seizing that prevents a screw pin of a shackle from unthreading.
- MUSTANG**—Slang for an officer who was a former enlisted person.
- MUSTER ON STATION**—Roll call taken aboard ship while personnel are at work or drill.
- NAVIGATOR**—The officer responsible for the safe navigation of the ship and the condition of its navigation equipment.
- NEST**—Two or more ships moored together.
- NIGHT VISION**—The ability to see at night.
- NONJUDICIAL PUNISHMENT**—Punishment by a commanding officer imposed on enlisted members and officers without trial by court-martial, as specified by the Uniform Code of Military Justice.
- NOTHING TO THE RIGHT (LEFT)**—An order given to the helmsman not to steer to the right (left) of the given course.
- OBA**—Oxygen breathing apparatus.

- OFFICER OF THE DECK (OOD)**—An officer on duty in charge of the ship, representing the commanding officer.
- ON THE DOUBLE**—Quickly; with speed.
- ORDER**—An order directs a job be done but does not specify how.
- OTC**—Abbreviation for officer in tactical command.
- OUTBOARD**—In the direction away from the center of the ship.
- OVERHEAD**—The underside of a deck forms the overhead of the compartments on the deck below. (Never referred to as the ceiling.)
- PAD EYE**—A metal ring welded to the deck or bulkhead.
- PAINTER**—A line used to make fast a boat's
- PARCEL**—The act of wrapping a line or wire with strips of canvas.
- PART**—To break, as a line or hawser.
- PASSAGEWAY**—Corridor or hall aboard
- PAY OUT**—To slack off or ease out a line.
- PELICAN HOOK**—A quick-release device made in various sizes. May be opened while under strain by knocking away a locking ring that holds it closed.
- PENDANT**—A length of wire; often fitted with an eye at one or both ends.
- PETTY OFFICER OF THE WATCH**— Enlisted member assigned duty as assistant to the officer of the deck.
- PIER**—A structure for mooring vessels which is built out into the water perpendicular to the shoreline.
- PILOT**—(1) An expert on local harbor and channel conditions who advises the commanding officer in moving a ship in or out of port. (2) One who operates an airplane.
- PILOTHOUSE**—A compartment on the bridge centerline housing the main steering controls. Also called the wheelhouse.
- PIPE DOWN**—(1) An order to be silent or reduce noise. (2) A command to cease or secure.
- PITCH**—The vertical rise and fall of a ship's bow and stern.
- PLAN OF THE DAY**—A schedule of unit activities for the day, including work, training, meals, etc.
- PLANK OWNER**—A person who has been on board since the ship was commissioned.
- PORT**—To the left of centerline as you face forward.
- PREVENTER**—Any line used for additional safety or security or to keep something from falling or running free.
- PROJECTILE**—The missile fired by a gun.
- PROPERTY PASS**—Written permission permitting personnel to take property from a ship or station.
- PUDDING**—Chafing gear used for protection and/or bumpers on some small service craft.
- PUNT**—A rectangular, shallow boat used in painting the ship's sides at and above the waterline.
- PURCHASE**—A general term for any mechanical arrangement of blocks and tackle or, when rove with a chain, a **CHAIN FALL**.
- QUARTER**—The after section of a ship on either side.
- QUARTERDECK**—(1) An area of the deck on a Navy ship that is the watch station of the officer of the deck in port. (2) An area on the weather deck designated by the commanding officer for official functions, usually adjacent to the starboard or port gangway.
- QUARTERS**—(1) An assembly of personnel (as morning quarters) for muster or inspection. (2) Government-owned housing assigned to naval personnel. (3) Living spaces aboard ship.

RADAR—Radio Detection and Ranging; equipment used for determining, by radio echoes, the presence of objects and their range, bearing, and elevation.

RADIO CENTRAL—Main radio space aboard ship.

RANGE—(1) The distance an object is from the observer or reference point. (2) An area designated for a particular purpose such as a target or degaussing range.

RAT GUARD—A hinged conical metal shield secured around mooring lines, immediately after mooring, to prevent rats from coming aboard the ship.

RAT-TAILED STOPPER—A braided tapering stopper used on boat falls, mooring lines, etc.

REEVE—To pass a line or wire through a lead; past tense is rove.

RELATIVE BEARING—The direction of an object relative to the ship's heading, expressed in degrees or by points.

RENDER—"To travel freely around," as a hawser renders around a capstan.

RESTRICT—To keep on board, as to restrict a person because of misconduct or illness.

RIG—(1) To devise; set up or arrange. (2) The act of setting up any device or equipment containing rigging.

RIGGING—(1) The ropes, lines, turnbuckles and other gear supporting and attached to stacks, masts, and topside structures (called standing rigging). (2) Lines, wires, and tackles that are adjustable or control motion (called running rigging).

RIGHT-LAID—Refers to lay of line or wire rope in which the strands spiral in a clockwise direction (as one looks along the line).

ROLL—The side-to-side movement of a ship.

RULES OF THE ROAD—Regulations set forth to prevent collisions of ships in inland waters and at sea.

RUNNING LIGHT—Any light required by law to be shown by a vessel or aircraft underway.

SAILING DIRECTIONS—Publications issued periodically to supplement charts of the world. They contain data on coastlines, harbors, dangers, aids to navigation, and other data that cannot easily be marked on a chart.

SAIL LOCKER—Stowage area for awnings and related deck gear aboard ship.

SAMSON POST—A vertical timber on the forward or aft weather deck, used in underway replenishment, towing, and securing.

SCREW—(1) The propeller of a ship. (2) Screws also refer to the water in the vicinity of the propellers.

SCULL—The act of propelling a small boat by working oars from one side to another.

SCUPPER—(1) The waterway along the gunwales. (2) An opening in the side of a vessel through which waste water is discharged. (3) Any type of drain opening.

SCUTTLE—(1) A small, quick-closing watertight hole. (2) To sink a vessel by deliberate flooding.

SCUTTLEBUTT—(1) A drinking fountain aboard ship. (2) Rumor or gossip.

SERVING—A smooth finish on a line or wire, made by winding on close turns of marline or seizing stuff with a serving mallet.

SET THE WATCH—To establish the normal routine of watches on a ship or station.

SEXTANT—A navigational instrument used to measure the distance between two ships. Used mainly on the ship's bridge.

SHAFT ALLEY—The space(s) in a ship through which the propeller shafts extend from the engine room(s) aft to the screws.

SHAKEDOWN—A period of adjustment, clean-up, and training for a ship after commissioning or after a major overhaul.

SHELLBACK—One who has crossed the equator.

SHIFT COLORS—To shift the national ensign and jack from the flagstaff to the gaff on getting underway, or from the gaff to the flagstaff upon mooring or anchoring.

SHIP RIDER—(1) Member of a fleet training group who goes to sea on board ship to assist in its shakedown or refresher training. (2) Any personnel not a member of the ship's company on board ship, i.e., civilian technical representative.

SHIP'S COMPANY—All hands permanently attached to a ship or station.

SHORE—(1) A portable wooden or steel beam used in damage control. (2) To brace, as to "shore up." Also called shoring. (3) Land at the edge of the sea.

SHORT STAY—Said of an anchor when it has been hove in just short of breaking water.

SHOT—A length of anchor chain, when joined with others, which makes up the anchor cable. A standard shot is 15 fathoms long.

SHOT LINE—A light nylon line used in a line-throwing gun.

SHOVE OFF—Slang for depart, leave, go.

SHROUDS—Lines that provide support for a mast athwartships.

SIDE CLEANER—Person detailed to scrub or paint the sides of the ship.

SIDE LIGHT—Any one of the colored lights, red (port) and green (starboard), required by the *Rules of the Road* to be shown by a vessel underway.

SILENCE—Command given by any member of a weapons crew who observes a serious casualty or situation that requires immediate attention.

SINGLE UP—A command given before unmooring a ship from a pier or wharf. To take in all double sections of line between the ship and the pier, leaving the vessel moored only by a single line to the bits.

SLACK—(1) Ease out, as a line. (2) The loose part of a line that takes no strain.

SLUSH—(1) The act of applying preservative to a line or wire. (2) The preservative substance so applied.

SMALL STUFF—A general term for any fiber line 1 3/4 inches or less in circumference.

SMART—Neat, shipshape, efficient, military, quick.

SNAKING—Netting rigged between the housing line or footrope and the waterway bar to prevent objects on deck from going overboard.

SNATCH BLOCK—A single-sheaved block with a hinged strap, which can be quickly opened to take the bight of a line, making it unnecessary to reeve the end of the line through the block. A great convenience for handling line on deck.

SNUB—To stop the payout of a running line, allowing only enough movement so it will not part.

SOPA—Abbreviation for senior officer present afloat.

SPAN—(1) A line made fast at both ends with a tackle, line, or fitting made fast to its bight. (2) Wire rope stretched between davit heads to which lifelines are secured.

SPAN WIRE—Steel cable between ships during underway replenishment that supports the fuel hose, or by which cargo is transferred.

SPAR BUOY—Type of buoy tapered at one end, floating upright.

SPECIAL SEA AND ANCHOR DETAIL—Those personnel assigned duties in connection with getting underway, mooring, or anchoring—normally when entering or leaving port.

SPONSON—A projecting structure, platform, or abbreviated wing on a ship's hull.

SPRING LINE—Any mooring line that does not lead at right angles with the ship or pier to which

TRUE HEADING—The horizontal direction in which a ship is heading, relative to true north.

TURN TO—Go to work.

TRICE—To haul up, as in tricing all bunks; meaning to raise all bunks and secure them in that position.

UNLAY—To untwist and separate the strands of a rope.

VEER—(1) To let out or pay out a chain or line. (2) To slack off.

VERY WELL—A response sometimes given by a senior officer to a junior who has made a report to the officer. (This term is never used by enlisted personnel.)

VOID—Empty space below decks.

WAKE—The disturbed water astern of a moving ship.

WALK BACK—The act of walking back slowly and carefully, usually used in connection with hoisting a boat by hand.

WARDROOM—Compartment on board ship in which officers eat meals; serves also as a lounge.

WATCH—A duty period, normally 4 hours long.

WATERWAY—The gutter under lifelines to carry off deck water through the scuppers.

WEATHER DECK—Any deck or portion of a deck exposed to the elements.

WEIGH—To lift the anchor free from the bottom in getting underway.

WILDCAT—The drum part of an anchor windlass that engages and moves the anchor chain.

WINDWARD—Toward the wind.

WORD—News, information.

WORM—To fill lays of line or wire before parceling.

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