

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 require that an entirely new vocabulary be learned.

Under certain circumstances, a single word or phrase often makes a lot of explanatory details unnecessary.

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 contain many orders and terms every Seaman should know.

AA-Abbreviation for antiaircraft.

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 a ship, usually within 600 meters.

ABREAST-Beside one another; side by side in a line.

ACCOMMODATION LADDER-A portable stairway hung over the side of a ship for ascending from or descending to small boats.

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.

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.

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.

ALL HANDS-The entire ship's company.

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

ALONGSIDE-At the side of a ship, pier, or dock; in a parallel position.

AMIDSHIPS-In or toward the part of a ship midway between the bow and the stem.

AMMO-Slang for ammunition.

ANCHOR-(1) A device used to hold a ship or boat fast to the bottom. (2) The act of making fast. (3) The act of securing or fixing the lower end of a guy or stay.

ANCHOR AT SHORT STAY-Anchor chain at minimum length with anchor still down.

ANCHOR BALL-A black, circular shape hoisted to indicate that the ship is anchored.

- ANCHOR BUOY**-A small float secured to the anchor by a light line to mark the position of the anchor.
- ANCHOR CHAIN**-A heavy stud-linked chain used for anchoring ships.
- ANCHOR DETAIL**-Personnel on the forecastle assigned to handle ground tackle.
- ANCHOR IN SIGHT**-A report made by the anchor detail on the forecastle to the bridge when the anchor is sighted. Followed by "CLEAR ANCHOR" or "FOUL ANCHOR," depending on whether the anchor is clear for hoisting to the housed position.
- ANCHOR LIGHTS**-Lights required by *Rules of the Road* indicating that a vessel is anchored.
- ANCHOR WATCH**-A detail of Seamen who stand watch on deck. Those not on watch sleep in assigned places and are on call throughout the night for such duties as deemed necessary by the officer of the deck.
- ANCHORAGE**-A place assigned for anchoring vessels.
- ANCHORS AWEIGH**-An expression used to report that an anchor has just been lifted clear of the water. The ship bears the weight of the anchor and is considered to be underway.
- ARMAMENT**-The weapons or weapons systems of a ship.
- ARMOR-PIERCING (AP)**-Ammunition especially designed to penetrate armor.
- ARMORY**-A compartment aboard ship where small arms and light machine guns are serviced and stowed.
- ASSAULT CRAFT**-A landing craft used in amphibious operations.
- ASTERN**-Toward the back or after end of a ship.
- AVAST**-An order to stop or cease, as "AVAST HEAVING."
- AYE, AYE**-A seamanlike reply to an order or instruction signifying that the order is heard and understood.
- BACK**-To reverse engines so that a ship may be stopped or made to go astern, that is, "BACK DOWN."
- 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.
- 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.
- 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; that is, 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 required illumination during night and "darken ship" periods.
- BEAM**-The greatest width of a ship.
- 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.
- BELAY**-(1) To make fast or secure a line. (2) To cancel an order. (3) To cease.
- 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.
- BILL**-Assignments by name for administrative, training, or emergency duties, that is, rescue and assistance (R&A) bill.
- 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.

- 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 CHOCK**-A deck fitting supporting a boat end that is resting on deck
- BOAT DECK**-A 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**-A signal used to indicate departure of officers' boats and the arrival or departure of various officers.
- BOAT HOOK**-A wooden staff with combined hook, usually made of brass, to reduce danger of sparks; used 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, and so forth.
- 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 evolutions.
- BOOT**-A newly enlisted marine or sailor. Slang for recruit.
- 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.
- BREAK**-To unfurl a flag quickly. In ship construction, a change in the contour of a ship's main deck
- BREAK OUT**-To take out of stock or storage and prepare for use.
- BREAKDOWN LIGHTS**-Two vertical red lights on the highest mast of the ship that denote "NOT UNDER COMMAND."
- 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**-A 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.
- BRIGHTWORK** -Unpainted and uncovered metal, generally brass or chrome, that is kept bright by polishing.
- BULKHEAD**-Walls or partitions within a ship, generally referring to those with structural functions such as strength and water tightness.
- 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.
- CAMEL**-A float used as a fender between two ships or a ship and a pier.
- CAPSTAN**-The rotating mechanism that raises the anchor or other heavy weight.
- CAPTAIN'S MAST**-A hearing held by the commanding officer whereby the commanding officer awards punishment, listens to requests, or commends personnel for meritorious achievements or special service.
- CARGO NET**-A square net of line used to transfer case goods and small cargo.
- CARGO PORT**-A large opening in the side of a vessel for removing or loading cargo.

- CARRY ON**-An order to resume previous activity after an interruption; usually after personnel have come to attention.
- CAST OFF**-An order given to let go, or throw off, mooring lines from a bollard or cleat.
- CHAFING GEAR**-Canvas, line, or other material placed around rigging and mooring lines to prevent wear.
- CHAIN LOCKER**-Compartment for stowage of anchor cable.
- CHAIN OF COMMAND**-(1) The succession from superior to subordinate through which command is exercised (2) The succession from subordinate to superior through which requests should go.
- CHAIN PIPE**-The tube in the deck through which the anchor cable leads to the chain locker.
- CHARHOUSE**-The compartment on or near the bridge used by the navigator for the handling and stowage of navigational equipment.
- CHECK**-To keep a strain on a line but to ease out only enough to prevent its parting.
- CHOCK**-A metal fitting that serves as a lead for lines to a pier or to other ships. It may be open or closed.
- CHRONOMETER**-An accurate clock used in navigation.
- CHURCH PENNANT**-A blue and white pennant flown above the ensign during church services on board a Navy ship.
- CLAMP DOWN**-To sprinkle the deck with water and swab it down. Distinguished from swabbing, which uses a wet mop frequently doused and wrung out in buckets of water.
- CLEAT**-A metal fitting with two projecting arms to which lines are belayed.
- CO**-Abbreviation for commanding officer.
- COAMING**-A name given to any raised framework around deck or bulkhead openings or cockpits of open boats to prevent entry of water.
- 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.
- COXCOMBING** -Fancy knot work consisting of coils of line worked around a tiller handle, stanchion, and so forth.
- COXSWAIN** -Enlisted person in charge of a small boat.
- 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 (DCC) (CCS)**- A 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**-Eyes become 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 uppermost complete deck is the main deck. Decks often derive their name from construction.

- DECONTAMINATE** -To free from harmful residue of chemical or nuclear attack.
- 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.
- DIVISION**-The basic unit into which personnel are organized aboard ship, in aircraft squadrons, or at shore activities.
- DOG WATCH**-One of two 2-hour watches; 1600-1800 or 1800-2000.
- 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.
- DRILL**-A training exercise in which actual operation is simulated.
- DRY RUN**-A rehearsal of any kind.
- DRYDOCK**-A watertight basin that allows examination and work on the bottom of a ship.
- 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 forecastle on the weather deck
- FAIRLEAD**-A fitting, such as a block, providing a passage free of friction for a line or cable.
- FANTAIL**-The after-most 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**-A 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.
- 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.
- FLARE**-A pyrotechnic device used to attract attention or illuminate an area.
- FLUKES**-The broad arms or palms of an anchor.
- FORECASTLE**-The forward section of the weather deck.
- FOXTAIL**-A short-handled brush.
- FRAMES**-Asthwartships 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.

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.

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.

HALYARD-A line used to hoist a flag or pennant.

HATCH-An access opening in the deck of a ship, fitted with a hatch cover for watertight closure.

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.

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.

HEAVE TO-The act of stopping a vessel from making headway.

HEAVING LINK-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 OUT-To swing out and lower away a boat.

HOLD-The 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.

IRISH PENNANT-A loose, untidy end of a line left adrift.

JACK-The blue, white-starred 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-The person in charge of the provision issue room.

JACOB'S LADDER-A portable ladder with ropes and wooden rungs, slung over the side for temporary use.

JETTISON-Throw over the side when emergency reduction of weight is required.

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-Temporary or makeshift device, rig, or piece of equipment.

KAPOK-A natural, light, waterproof fiber used in stuffing life jackets.

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.

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 surrounding pipes aboard ship.

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**-Position 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.
- 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 housing line, and the bottom line is the fast line.
- 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.
- LOOKOUT**-A person stationed as a visual watch; horizon, surface, fog, an so forth.
- 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.
- MANNED AND READY**-A report made by a guncrew or watch station when all hands are present and ready for action.
- MANNING THE RAIL**-An all-hands evolution where the ship's crew 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**-Small stuff (line) usually made up now of synthetic line.
- MARLINESPIKE**-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 readiness within a ship. Designated conditions of readiness are X, Y, and Z.
- MEDITERRANEAN MOOR**-The mooring of a ship with its stern to a seawall and bow kept from swinging by anchors placed ahead while maneuvering in; used much by the U.S. Sixth Fleet.
- MESSENGER**-(1) A 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**-The caution to the steersman to steer a more precise course or to be alert to some special circumstance.
- MOORING**-(1) The securing of 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 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.
- PARCEL**-The act of wrapping a line or wire with strips of canvas.
- PAY OUT**-The act of slacking off or easing 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 when 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.
- 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.
- PROPERTY PASS-** Written permission permitting personnel to take property from a ship or station.
- 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.
- 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 and mooring lines.
- RELATIVE BEARING-** The direction of an object relative to the ship's heading, expressed in degrees or in points.
- RIG-** (1) To devise; set up or arrange. (2) The act of setting up any device or equipment containing rigging.
- RIGGING-** (1) The lines, turnbuckles, ropes, 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-** The 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.
- SAIL LOCKER-** The 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.
- 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.
- 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.
- 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.
- 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-** When the anchor 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.
- 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**-The command given by any member of a weapons crew who observes a serious casualty or situation that requires immediate attention.
- SINGLE UP**-The 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 bitts.
- SLACK**-(1) To ease out 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 less than 1 3/4 inches in circumference.
- 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**-The steel cables 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.
- SPRING LINE**-Any mooring line that does not lead at right angles with the ship or pier to which moored.
- SQUALL**-A short intense windstorm, often accompanied by rain or snow.
- SQUARE AWAY**-(1) To straighten out, make shipshape, or to get settled in a new job. (2) To inform someone in an abrupt manner.
- STADIMETER**-An instrument for measuring distance to objects of known height by mechanical solution of a right angle. Commonly used to measure distance to other ships in formation.
- STANCHION**-(1) Any vertical metal post or column supporting the overhead. (2) Any similar device supporting handrails, manropes, or lifelines.
- STAND BY**-(1) To wait. (2) To substitute for someone who has the duty. (3) A preparatory expression, e.g., stand by: take in all lines.
- STANDING LIGHTS**-The dim, red lights throughout a ship's interior to enable the crew to move about safely after lights out. They are red because that color least impairs night vision.
- STARBOARD**-Directional term for right, as opposed to port, which means left.
- STATION**-(1) To assign. (2) A post of duty, as a battle station. (3) A position in formation of ships. (4) A naval activity.
- STAY**-A wire supporting a mast fore and aft.
- STEADY**-An order to the helmsman, meaning to steady the ship on whatever heading the ship comes to.
- STERN FAST**-A stern line used to secure a boat.
- STERN HOOK**-A member of a boat's crew who stands aft and makes the boat's stern secure.
- STOW**-To put away or secure articles in a space aboard ship.
- SWAB**-The Navy equivalent of a mop. (Never called a mop.)
- TACKLE**-The arrangement of line and blocks to gain a mechanical advantage.
- TAG LINE**-A line used to steady a load being swung in or out. Also called a steadying line.
- TAKE A TURN**-To pass a line around a cleat or bitts. Usually followed by an order to hold it, check it, or ease it.

TAKE IN-A command to take aboard a designated mooring line or lines.

THWARDS-The cross seats in a boat just below the gunwales.

TIDE-Vertical rise and fall of the ocean level caused by the gravitational forces of the moon and sun.

TILLER-The handle that turns the rudder on a boat.

TRAIN IN AND SECURE-Put away all equipment and cease the present exercise.

TRUE BEARING-The direction of an object, relative to true instead of magnetic north.

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

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 to 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-An empty space below decks.

WAKE-The water disturbed at the stern 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-Where officers eat meals on board ship; serves also as a lounge.

WATCH-A duty period, normally 4 hours long.

WATERWAY-Gutter under lifelines to carry off deck water through the scuppers.

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

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

WINDWARD-Movement toward the wind.

WORD-News, information.

APPENDIX II

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