

PETER'S NAUTICAL TERMS DICTIONARY & GLOSSARY for BLUEWATER SAILING

- G** 1) 'Golf' in phonetic alphabet. Designated in international code by square flag divided vertically into six stripes, alternating yellow and blue. 2) Acceleration equal to acceleration of gravity, approximately 32.2 feet per second per second at sea level.
- GADGET** Specialized piece of gear.
- GAFF** 1) Upper Spar, shorter boom with Jaws or pole extending from Mast to support and hold top, upper side or Head of Fore and Aft, four sided Gaff Sail. From French, 'gaffe', gaff or cudgel. From Provencal, 'gaf', boathook. 2) Vessel with one Mast Fore & Aft with four sided or quadrilateral (Main) Sail (s) whose top edge is supported by Spar called a Gaff. 3) Sharp pointed hook or device used to land or boat a large fish. 4) A mistake. 5) Hoax or trick. From idea of hooking some poor fish. See Stand The Gaff.
- GAFF RIGGED** See Gaff.
- GAFF SAIL** Irregular trapezoid shape Sail with Head laced to Gaff, Luff to Mast and Foot to Boom.
- GAFF TOPSAIL** Triangle or irregular trapezoid Sail set above gaff sail with luff bent to mast and foot to Gaff. This type of Fore and Aft rig was carried by Schooners, Cutters and on Mizzen Masts of Square Rigged Ships.
- GAGE** See Gauge.
- GAGGLE** Collective or plural name for geese on ground. See Skein.
- GAIN** Ration of output voltage, current, or power to input voltage, current or power in electronic instruments.
- GAIN CONTROL** See Receiver Gain Control.
- GAIN FUNCTION** See Directive Gain.
- GAIN OF AN ANTENNA** Ratio of power required at input of reference antenna to power supplied to input of given antenna to produce same field at same distance.
- GAL** 1) Unit to express acceleration due to gravity. One Gal = 1 centimeter per second per second. 2) Opposite of Guy.
- GALACTIC NEBULA** Aggregation of matter within our Galaxy but beyond solar system, large enough to occupy perceptible area but which has not been resolved into individual stars.
- GALATEA** Nereid of Greek Mythology meaning 'beautiful'.
- GALAXY** Vast assemblage of stars, planets, nebulae and other bodies composing distinct group in universe. See Milky Way.
- GALE** Wind of force 8 on Beaufort wind scale Extratropical low or an area of sustained or continuous strong surface winds 34-40 Knots (39-46 mph). From Norse, 'gallen', mad or frantic.
- GALE, FRESH** Term once used by seamen to what is now called Gale on Beaufort wind scale.
- GALE, MODERATE** Term once used by seamen for what is now called Near Gale on Beaufort wind scale.
- GALE, NEAR** Wind of force 7 on Beaufort wind scale with winds of 28-33 Knots (32-38-46 mph).
- GALE, STRONG** Wind of force 9 on Beaufort wind scale with winds of 41-47 Knots (47-54 mph).
- GALE, WHOLE** Term once used by seamen for what is now called Storm on Beaufort wind scale.
- GALLOT** Small, fast Galley. From French, 'galiote', a diminutive for 'galie'. AKA Galliot. See Galley and Galleon.
- GALL** Chafe. From Anglo Saxon, 'gealle', chafe.
- GALLANT** See Topgallant.
- GALLEAS** 1) Fighting Galley, From French, 'galleasse'. 2) Rear end of the cook. See Galley.
- GALEGO** Cold wind from the north in Spain.
- GALLEON** Typical, large square rigged sailing ship or warship. It was very curvy with a high Poop and after structure, high Forecastle and pronounced Beakhead. From Latin, 'galea', galley.
- GALLEY** 1) Fighting Vessel, propelled with Oars, often in tiered rows, sometimes with sail as auxiliary power. From Latin, 'galea', galley. 2) Ship's kitchen, area or compartment containing the cooking facilities and appliances with cooking surfaces such as ovens and griddles. From fact that cook and helpers often considered themselves Galley slaves. Or from corruption of 'gallery'. Ancient sailors cooked their meals on brick or stone gallery laid amidships.
- GALLEY WEST** 1) Term used when person is knocked out in a fight. 2) Term applied to any sudden disaster. From Viking day when chieftain died and corpse was placed aboard Galley with sails set, then set on fire and sailed into the west.
- GALLON** Unit of volume equal to 4 quarts or 231 cubic inches.

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GALLOWS Fixed frame to support a Spar or Spars when not in use. From Anglo Saxon, 'galgas', gibbet.

GALOFARO Whirlpool in Strait of Messina; formerly called Charybdis.

GALOOT Awkward, ungainly person or sailor. Nautical expression of unknown origin.

GALVANOMETER Instrument for measuring magnitude of small electric current or for detecting presence or direction of such current by means of motion of indicator in magnetic field.

GAM 1) Conference among whaleship's Captains, ashore or at sea. 2) Sailor's 'bull session'. 3) Whalesman's slang word / collective or plural for group of whales. AKA Pod or School. 4) Lady's leg.

GAMMONING Art of binding Rope or lashings that held Bowsprit of sailing Ship in place at Stem piece. It is passed backward and forward in form of 'X' over Bowsprit, to enable it to support Says of Fremast and carry sail in Fore part of Vessel. From French, 'gambon', gammon which alludes to tying up ham. See Gammon Iron.

GAMMON IRON Iron band that replaced Gammoning to hold the Bowsprit in place.

GANGBOARD 1) Narrow boardwalk rowers on ancient Galleys walked down to pass from Stem to Stern. 2) Board with railings that Passengers use on entering or exiting ship. AKA Gangplank or Gangway.

GANGPLANK Bridge like structure or plank connecting or for access from ship to the shore when ship is docked. Gang from Anglo Saxon; way, path or course and Plank from English, 'planke', board. See Brow. AKA Gangboard.

GANGWAY 1) Platform in Waist where ship's boats were stowed and so called because it provided convenient walkway from Forecastle to Poop Deck. From Gaelic 'gang' or go. 2) Part of Bulwarks which can be removed to allow plank or Gang Board for passage of persons or goods from ship to ship or from ship to Shore. 3) Portable ramp, Planks, boards and ladders used for access to or from ship and located at ship's sides. AKA Gangplank or Gangboard. From Anglo Saxon, 'weg', way or Old English 'ganweg', passageway. 4) Opening in Lifelines to facilitate boarding or disembarking from Pier, Float or another boat. Area of ship's side where people board and disembark. 5) Passageway on upper Deck or of any kind anywhere aboard ship. 6) Large, double width doorway in side of Ship's Hull. 7) Get out of the way.

GANTLINE Handy size rope, usually ½ to ¾ inches in diameter, rove in a single Block Aloft to hoist or lower objects or suspend someone in a Boatswain's Chair. See Girtline.

GAP Narrow break in ridge or rise on Sea floor.

GARBOARD Lowest Strake on Vessel's hull that abuts the Keel. AKA gorboard. From Dutch, 'gaarboard'.

GARBOARD STRAKE Strake or plank next to the Keel. AKA 'A Strake'

GARLAND 1) Fixed Strop or collar around Mast to prevent Shrouds from galling. 2) Strop used for hoisting Spars into place Aloft. 3) Collar woven from Rope and placed round Anchor Ring when Anchor Cable is Rope, not Chain, used to prevent cable from wearing. From English, 'garlande'.

GARNET 1) Tackle on a Square Rigger, usually Riggered from a Yard's end, for handling stores and Cargo. 2) Clew Line for the Courses on a Square Rigger. AKA clew Garnet. From French, 'garant', a Fall Tackle.

GARUA Thick, damp Fog on coasts of Ecuador, Peru and Chile. AKA Camanchaca.

GAS Fluid without shape or volume, which tends to expand indefinitely, or to completely fill closed container of any size.

GAS BUOY Buoy having gas light. See Lighted Buoy.

GASKETS Short Lines, pieces or rope or lengths of sennit or cloth Bent to Yards, used for securing Furled Sail, also awnings, boat covers, etc. AKA caskets. From French, 'garcette', meaning a plait of Rope. AKA Furling Lines, Stops, Sail Ties, Ties.

GAT Natural or artificial passage or Channel extending inland through Shoals or steep banks. See Opening.

GATE VALVE Fitting with a faucet like handle used to restrict the flow of water in a line.

GATHER WAY To begin to move.

GAUGE 1) Instrument for measuring size or state of anything. 2) To determine size or state of anything.

GAUSS Unit of magnetic induction equal to 10⁻⁴ Tesla.

GAUSSIAN DISTRIBUTION See Distribution.

GAUSSIN ERRO Deviation of magnetic Compass due to transient magnetism caused by eddy currents set up by changing number of lines of force through soft iron as ship changes Heading. Due to eddy Currents, induced magnetism on given Heading does not arrive at normal value until about 2 minutes after change to Heading. See Retentive Error.

GAVE US THE SLIP 1) Ships escaping by slipping their lines or anchor cables. Done secretly with no noise and no assistance from shore. 2) A slippery customer who gets away.

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- GAZETEER** Alphabetical list of place names giving geographic coordinates.
- GEAR** Generic, all encompassing word for all ship's working apparatus or sailor's equipment, large and small, simple and sophisticated On Board, including but not limited to Ropes, Blocks, Tackle, Sails, Rigging, Cordage, Navigational Instruments and other equipment. From Icelandic, 'gervi'.
- GEDUNK** 1) Candy, sweets, soft drinks, ice cream etc. 2) Store which sells candy, soft drinks, ice cream, etc., or any item such as candy, soft drinks, etc. AKA Geedunk
- GEEDUNK** 1) Ice cream, candy, potato chips and other assorted snacks. 2) Place where they can be purchased. 3) Sound made by vending machine when it disposes soft drink in cup. AKA Gedunk.
- GEFILTE FISH** Delicious delicacy, traditionally served on Friday nights but is not a separate species of fish. From Yiddish and German for stuffed fish.
- GEGENSCHEIN** Faint light area of sky always opposite position of sun on Celestial Sphere. It is reflection of sunlight from particles moving beyond earth's orbit. AKA Counter glow.
- GEL COAT** Standard finish or outer layer of resin, usually colored of a fiberglass boat.
- GENERAL CHART** Classification of nautical Chart used by National Ocean Survey. Intended for coastwise navigation outside of outlying reefs and shoals. Scales range from 1:150,000 to 1:600,000. See Chart, Chart Classification By Scale, Coastal, Harbor, Sailing and Special Charts.
- GENERALIZATION** Process of selectively removing less important features of Charts as Scale becomes smaller, to avoid over-crowding Charts. See Full Depiction Of Detail, Minimal Depiction Of Detail.
- GENERAL PRECESSION** Resultant motion of components causing Precession Of The Equinoxes westward along Ecliptic at rate of about 50.3" per year, completing cycle in about 25,800 years.
- GENERAL PRUDENTIAL RULE** Part of International and Inland Rules Of The Road which states that 'departure from these Rules (may be) necessary to avoid immediate danger.'
- GENERATING AREA** Area in which ocean waves are generated by wind. AKA Fetch.
- GENOA** 1) Large, overlapping Foresail or Jib on sailing Yacht whose Clew overlaps the Mast and Mainsail or which has area greater than that of Mainsail. AKA Genoa Jib or jennie. Inspired by large jibs near Genoa, Italy. 2) Sometimes facetiously considered Italian for 'large jib'.
- GENTLE BREEZE** Wind of force 3 (7-10 Knots or 8-12 Miles per hour) on Beaufort wind scale.
- GEO** 1) Narrow coastal inlet bordered by steep cliffs. AKA Gio. 2) Prefix meaning earth.
- GEOCENTRIC** Relative to earth as center; measured from center of earth.
- GEOCENTRIC LATITUDE** Angle at center of reference ellipsoid between Celestial Equator and radius vector to point on ellipsoid. It differs from Geographic Latitude by maximum of 11.6' of arc at Latitude 45°.
- GEOCENTRIC PARALLAX** Difference in apparent direction of Celestial Body from point on surface of earth and from center of earth. Difference varies with body's Altitude and distance from earth. AKA Diurnal Parallax. See Heliocentric Parallax.
- GEODESIC** Of or pertaining to geodesy; geodetic.
- GEODESIC** See Geodesic Line.
- GEODESIC LINE** Line of shortest distance between any two points on any mathematically defined surface. It is line of double curvature and usually lies between two normal section lines which two points determine. If two terminal points are in nearly same Latitude, it may cross one of the normal section lines. Except along Equator and along Meridians, it is not plane curve and cannot be sighted over directly. AKA Geodesic, Geodetic Line.
- GEODESY** Science of determination of size and shape of earth.
- GEODETIC** Of or pertaining to Geodesy; Geodesic.
- GEODETIC BENCH MARK** See Bench Mark.
- GEODETIC DATUM** See Datum, Horizontal Geodetic Datum, Vertical Geodetic Datum.
- GEODETIC EQUATOR** Line of zero Geodetic Latitude; great Circle described by semimajor axis of reference ellipsoid as it is rotated about minor axis. See Astronomical Equator.
- GEODETIC HEIGHT** See Ellipsoidal Height.
- GEODETIC LATITUDE** Angle which the normal to ellipsoid at station makes with plane of Geodetic Equator. It differs from corresponding Astronomical Latitude by amount of Meridional component of local deflection of vertical. AKA Topographic Latitude, Geographic Latitude.

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- GEODETIC LINE** See Geodesic Line.
- GEODETIC LONGITUDE** Angle between plane of Geodetic Meridian at station and plane of Geodetic Meridian at Greenwich. It differs from corresponding Astronomical Longitude by amount of prime vertical component of local deflection of vertical divided by cosine of Latitude. AKA Geographic Longitude.
- GEODETIC MERIDIAN** Line on reference ellipsoid which has same Geodetic Latitude at every point. AKA Geographic Meridian.
- GEODETIC PARALLEL** Line on reference ellipsoid which has same Geodetic Latitude of every point. Geodetic Parallel, other than Equator, is not Geodesic Line. It is small circle whose plane is parallel with plane of Geodetic Equator. See Astronomical Parallel.
- GEODETIC POSITION** Position of point on surface of earth expressed in terms of Geodetic Latitude and Geodetic Longitude. It implies adopted geodetic Datum.
- GEODETIC SATELLITE** Any satellite whose orbit and payload render it useful for Geodetic purposes.
- GEODETIC SURVEY** Survey that takes into account shape and size of earth. It is applicable for large areas and long lines. It is used for precise location of basic points suitable for controlling other surveys.
- GEOGRAPHIC, GEOGRAPHICAL** Of or pertaining to geography.
- GEOGRAPHICAL COORDINATES** Spherical coordinates defining point on surface of earth, usually Latitude and Longitude. AKA Terrestrial Coordinates.
- GEOGRAPHICAL MILE** Length of 1 minute of arc on Equator, or 6,087.08 feet. It is only approximately length of Nautical Mile.
- GEOGRAPHICAL PLOT** Plot of movements of one or more craft relative to surface of earth. AKA True Plot. See Navigational Plot.
- GEOGRAPHIC GRATICULE** System of coordinates of Latitude and Longitude used to define position of point on surface of earth with respect to reference ellipsoid.
- GEOGRAPHIC LATITUDE** General term applying to astronomical and Geodetic Latitudes.
- GEOGRAPHIC LONGITUDE** General term applying to astronomical and Geodetic Longitudes.
- GEOGRAPHIC MERIDIAN** General term applying to astronomical and Geodetic Meridians.
- GEOGRAPHIC NUMBER** Number assigned to Aid To Navigation for identification purposes in accordance with Lateral system of numbering.
- GEOGRAPHIC PARALLEL** General term applying to astronomical and Geodetic Parallels.
- GEOGRAPHIC (AL) POLE (S)** North or south terrestrial or rotational poles. Either of two points of intersection of surface of Earth with Axis, where all Meridians meet, labeled N or S to indicate whether north geographical pole or south geographical pole.
- GEOGRAPHIC (AL) POSITION (GP)** 1) Intersection of Earth's surface with line from celestial body to center of Earth. The point on earth at which given Celestial Body is in Zenith at specified time. AKA sublunar point for moon, subsolar point for sun, Substellar Point or sub-astral point for stars. 2) Charted position. Any position on earth defined by means of its Geographical coordinates either astronomical or Geodetic.
- GEOGRAPHIC RANGE** Greatest or maximum distance curvature of earth and terrestrial refraction permits or lets you see an Aid To Navigation or object of given height considering your Height of Eye but without taking into consideration light's luminous intensity or conditions of visibility. See Range, Geographic, Visual Range (Of A Light)
- GEOGRAPHIC SIGN CONVENTIONS** Longitude references are positive eastward of Greenwich Meridian to 180° and negative westward of Greenwich. Latitude references are positive to north of Equator and negative to south. Azimuths are measured clockwise, using South as origin and continuing to 360°. Bearings are measured clockwise, using north as origin and continuing to 360°. Tabulated Coordinates, or individual coordinates are annotated N, S, E, W as appropriate.
- GEOGRAPHY** From Greek, 'ge', meaning the Earth and 'graphie', to describe.
- GEOID** Equipotential surface in gravity field of earth; surface to which oceans would conform over entire earth if free to adjust to combined effect of earth's mass attraction and centrifugal force of earth's rotation. As result of uneven distribution of earth's mass, Geoidal Surface is irregular. It is surface, equipotential surface, along which gravity potential is everywhere equal and direction of gravity is always perpendicular. See Figure Of Earth.
- GEOIDAL HEIGHT** Distance of Geoid above or below mathematical reference ellipsoid. AKA Geoidal Separation, Geoidal Undulation, Undulation Of The Geoid.
- GEOIDAL HORIZON** Circle of Celestial Sphere formed by intersection Celestial Sphere and plane through point on sea level surface of earth and perpendicular to Zenith Nadir Line. See Horizon.
- GEOIDAL SEPARATION** See Geoidal Height.

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GEOIDAL UNDULATION See Geoidal Height.

GEOLOGICAL OCEANOGRAPHY Study of floors and margins of Oceans, including description of submarine relief features, chemical and physical composition of bottom materials, interaction of sediments and rocks with air and water, and action of various forms of wave energy in submarine crust of earth.

GEOMAGNETIC Of or pertaining to Geomagnetism.

GEOMAGNETIC EQUATOR Terrestrial Great Circle everywhere 90° or equidistant from Geomagnetic Poles. It is not same as Magnetic Equator.

GEOMAGNETIC LATITUDE Angular distance from Geomagnetic Equator measured northward or southward on Geomagnetic Meridian through 90° and labeled N or S to indicate direction of measurement. It should not be confused with Magnetic Latitude.

GEOMAGNETIC POLE Either of two antipodal points marking intersection of earth's surface with extended Axis of bar magnet assumed to be located at center of earth and approximating source of actual magnetic field of earth. North Geomagnetic Pole is about 78.5°N, 69°W and South Geomagnetic Pole is located about 78°S, 111°E. It should not be confused with Magnetic Pole.

GEOMAGNETISM Magnetic phenomena exhibited by earth and its atmosphere. AKA Terrestrial Magnetism.

GEOMETRICAL DIP Vertical angle between horizontal and straight line tangent to surface of earth. It is larger than Dip by amount of terrestrial refraction.

GEOMETRICAL HORIZON Originally called Celestial Horizon; now more commonly intersection of Celestial Sphere and infinite number of straight lines tangent to earth's surface and radiating from eye of observer. If there were no terrestrial refraction, Geometrical and Visible Horizons would coincide. See Radio Horizon.

GEOMETRIC DILUTION See Geometric Dilution Of Precision.

GEOMETRIC DILUTION OF PRECISION All geometric factors that degrade accuracy of position fixes derived from externally referenced navigation systems. AKA Geometric Dilution.

GEOMETRIC MAP PROJECTION See Perspective Map Projection.

GEOMETRIC PROJECTION See Perspective Projection.

GEOMORPHOLOGY Branch of both geography and geology that deals with form of earth, general configuration

of its surface, and changes that take place in evolution of land forms.

GEO NAVIGATION Navigation by means of reference points on earth.

GEOPHYSICS Study of composition and physical phenomena of earth and its liquid and gaseous envelopes. It embraces study of terrestrial magnetism, atmospheric electricity, and gravity. It includes seismology, volcanology, oceanography, meteorology and related sciences.

GEOPOTENTIAL Gravity potential of actual earth. It is sum of gravitational attraction potential and potential of centrifugal force.

GEOREF See World Geographic Reference System

GEOSPHERE Portion of earth, including land or lithosphere and water or hydrosphere but excluding atmosphere.

GEOSTATIONARY SATELLITE Earth satellite moving eastward in equatorial, circular orbit at altitude approximately 35,900 kilometers such that its period of revolution is exactly equal to and synchronous with rotational period of earth. Satellite will remain fixed over point on earth's equator. AKA Fixed Satellite. See Geosynchronous or Synchronous Satellites, Stationary Orbit.

GEOSTROPHIC WIND Horizontal wind velocity for which Coriolis force exactly balances horizontal pressure force. See Gradient Wind.

GEOSYNCHRONOUS SATELLITE Earth satellite whose period of rotation is equal to period of rotation of earth about its Axis. Orbit must be equatorial if satellite is to remain fixed over point on earth's equator. AKA Twenty-four Hour Satellite. See Geostationary Satellite, Synchronous Satellite.

GET A RISE OUT OF SOMEONE 1) Fish rising to bait. 2) Person risings to lure of practical joke and becomes butt of joke or getting laugh at someone's expense. 3) Attracting attention in general. 4) Something, possibly sexual, that we won't discuss here.

GET OFF MY BACK 1) From 'Sinbad the Sailor' where the 'old man of the sea' climbs onto Sinbad's back and refuses to get off until Sinbad dislodges him by getting him drunk. (It almost always works with sailors) 2) A plea from the victimized.

GET SPLICED Marriage. The sailor's equivalent of tying the knot. Splicing is permanent. See Hitched.

GETTING INTO A FLAP From the excitement and confusion of preparing a ship for sea at short notice. The order to put to sea was preceded by hurried flapping of flag signals.

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- GHA** See Greenwich Hour Angle.
- GHARBI** Winds blowing northward from Sahara Desert over northern and eastern Mediterranean, in Adriatic and Aegean Sea. They bring heavy rain, especially on mountainous coasts, often with dust of the Sahara mixed in.
- GHIBILI** Dry hot wind in Tripoli, originating from deserts of North Africa and Arabia.
- GHOST** 1) Unwanted image appearing on radarscope caused by echoes which experience multiple reflections before reaching receiver. See Second Trace Echo, Multiple Echoes, Indirect Echo 2) Image appearing on radarscope, the origin of which cannot readily be determined. 3) What you might observe after closely inspecting the ship's liquor locker.
- GIANT FLOE** See Floe.
- GIBBOUS** Bounded by convex curves. Term is used particularly in reference to moon when it is between first quarter and full or between full and last quarter, or to other Celestial bodies when they present similar appearance. See Phases Of The Moon.
- GIG** 1) Name given to personal boat assigned to Commanding Officer or Captain of large naval Vessel. Ship's boat, generally light and narrow. From English, 'gigge', small boat.
- GILGUY** 1) Temporary Guy, Stay or Preventer. 2) Any gear or device the name of which doesn't come to mind at the moment. 3) Line or length of shock cord that holds a Halyard away from the Mast when the Sails are not set.
- GIMBAL (S)** Device for supporting anything, such as instrument in such a manner that it will remain horizontal when support tilts. It consists of ring inside which instrument is supported at two points 180o apart, ring being similarly supported at two points 90o from instrument supports. Plane system of supports, concentric, pivoted rings on hinges or device to keep or suspend equipment, instruments or appliances such as Compass, galley stove, oil lamp or other device so it can tip in any direction or remain fairly level when Vessel Rolls or Heels and support tips. It retains horizontal position by counteracting motion of ship. AKA gimmels, and gemmon. From Latin, 'gammelus', twin.
- GIMBAL FREEDOM** Maximum angular displacement of gyro about output Axis of Gimbal.
- GIMBALLESS INERTIAL NAVIGATION EQUIPMENT**
See Strapped Down Inertial Navigation Equipment.
- GIMBALLING ERROR** Error introduced in gyro compass by tilting of gimbal mounting system of Compass due to horizontal acceleration caused by motion of Vessel, such as rolling.
- GIMBAL LOCK** Condition of two degree of freedom Gyro wherein alignment of spin Axis with axis of freedom deprives gyro of degree of freedom and therefore its useful properties.
- GIMLET** To turn an Anchor, when heading for sea. AKA Gimbet. From Norman, 'guinblet', to turn.
- GIN BLOCK** 1) Large Block, usually iwht open Cheeks, made of metal, for handling heavy Gear and Cargo. From French, 'engin'. See Engine. 2) When you are sailing in the cold regions above the Arctic Circle, what is left in your bottle of alcohol.
- GINGERBREAD** Scroll work, gaudy ornamentation or gilded scrollwork used to decorate ships. Excessive ornamentation, especially carved by seamen for their homes. From British ornate gingerbread cake cut in fancy shapes and often gilded or from Hans Christian Anderson's 'Hansel and Gretel'. AKA Gingerbread Work.
- GINGERBREAD WORK** See Gingerbread.
- GIO** See Geo.
- GIPSY** See Gypsy.
- GIRDING** See Tripping. AKA girting.
- GIRLS AHOLD OF THE ROPE** Length of rope dangled over side of Ship, to be used by wives and sweethearts whose longing for their men would pull Ship home at supernatural speed. (Fresh breeze also helped)
- GIRTH** Distance Around.
- GIRTH BANDS** Strips of Canvas sewn across large Sails to prevent them from bellying or stretching. AKA belly bands.
- GIRTLINE** Light Tackle to handle Sails, Gear or a person Aloft in a Boatswain's chair. AKA Gantline. From a corruption of Girth.
- GIVE** Stretch.
- GIVE A PERSON LUCK AND THROW THEM OVERBOARD** Person with luck will survive anything, such as Jonah.
- GIVE A WHALING TO** Terrible beating given with Whalebone whip and which raises 'wales' or mark raised on flesh by blow of stick or whip.

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GIVE A WIDE BERTH TO 1) Avoid or keep far away from ship or anything else. Keep safe distance. From Berth. AKA giving good berth (do you ?). 2) Ample clearance.

GIVE HER MORE RUDDER Command to increase the Rudder angle that is already display. Helmsperson should call out the Gyro or compass Heading the ship is passing through every 10 degrees.

GIVE QUARTER 1) Ancient practice of giving captured knight or officer life and liberty for ransom money, which was usually estimated at one quarter yearly pay. 2) Show mercy or lenience.

GIVE WAY VESSEL Vessel that does not have the right of way and is required to yield and keep clear of Vessel holding right of way. If necessary, it must take action or 'Give Way' to avoid another Vessel that has right of way in meeting, crossing or overtaking situations, following Navigation Rules. See Burdened Vessel, Privileged Vessel, Stand On Vessel.

GLACIAL Of or pertaining to Glacier.

GLACIER Mass of snow and ice continuously moving from higher to lower ground or, if afloat, continuously spreading. Principal forms of Glacier are Cirque Glaciers, Inland Ice Sheets, Ice Shelves, Ice Streams, Ice Caps, Ice Piedmonts.

GLACIER BERG Irregularly shaped iceberg. AKA Weathered Berg.

GLACIER ICE Ice in or originating from, Glacier, whether on land or floating on Sea as Icebergs, Bergy Bits or Growlers.

GLACIER TONGUE 1) Seaward projecting extension of Glacier, usually afloat. 2) Mouth extension of a frigid person.

GLAND 1) See Stuffing Box. 2) What may sometimes act up in young sailors.

GLARE Dazzling brightness of atmosphere caused by excessive reflection and scattering of light by particles on line of sight.

GLAZE Coating of ice, generally clear and smooth but usually containing some air pockets, formed on exposed objects by freezing of film of super cooled water deposited by Rain, Drizzle, Fog or possibly condensed from super cooled water vapor. It is denser, harder and more transparent than either Rime or Hoarfrost. AKA Glaze Ice, Glazed Frost Verglas.

GLAZED FROST See Glaze.

GLAZE ICE See Glaze.

GLIM Candle or lantern once used in a ship's crew quarters. 2) Slang for any light.

GLINT Pulse to pulse variation in amplitude of reflected radar signals due to rapid change of reflecting surface.

GLOBAL POSITIONING SYSTEM (GPS) Worldwide radionavigation system of high accuracy using orbiting satellites. See GPS, Navstar Global Positioning System..

GLOBIGERINA Very small marine animal of Foraminifera order with chambered shell or shell of such an animal. In large areas of ocean, shells of these animals are very numerous and are principal constituent of soft mud or Globigerinal Ooze that forms part of ocean bed.

GLONASS Satellite navigation system operated by Russian, analogous to U.S. Global Positioning System (GPS).

GLOOM Condition existing when daylight is very much reduced by dense cloud or smoke accumulation above surface, with surface visibility not being material reduced.

GLORY See Anticorona.

GLORY HOLE 1) The strong room where treasures were kept. 2) Initial term for a Lazaretto or Locker. 3) Holding cell for prisoners. 3) The stokers' or stewards' accommodations. 4) The stewards' mess. The latter two were a cynical description.

GNOMON Any object whose shadow serves as indicator. See Shadow Pin.

GNOMONIC Of or pertaining to Gnomon.

GNOMONIC CHART Chart constructed on Gnomonic Projection and often used as adjunct for transferring Great Circle to Mercator Chart. AKA Great Circle Chart.

GNOMONIC (MAP) PROJECTION Special type of azimuthal Chart projection that shows every Great Circle as straight line. Distortion of shape and scale increases as distance from center of projection increases. Points on surface of sphere or spheroid are conceived as projected by radials from center to tangent plane. Projection is neither conformal nor equal area.

GO ABOUT Come round head to wind.

GOB Pejorative slang for a lower rated enlisted sailor. From ability to gobble Chow or 'gob' from spit and English coast guardsmen or 'gobbies' who supposedly expeccated too much.

GO BELOW Go off duty.

GO BY THE BOARD, TO 1) Go or thrown overboard, to fall down past the Board or side of ship into Sea. 'Board' means the ship's side. 2) Ship's mast is carried away 3)

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Utterly lost. To go for good, be completely destroyed or finished with.

GOD MADE THE VITTLES, BUT THE DEVIL MADE THE COOK Popular saying used by seafaring men in last century when salted beef was staple diet aboard ship. See Bully Beef, Chewing The Fat.

GO DOWN WITH YOUR COLORS FLYING See colors.

GOLDEN SHELLBACK Person who simultaneously crosses Equator and International Date Line by Sea.

GOLLIWOBLER Nickname given to a large Main Staysail used by a Schooner in light winds. From 'goliwog', a slang word for something grotesque.

GONDOLA Oar propelled, double ended Venetian boat. From Greek, 'kondy', a drinking Vessel.

GONE TO PIECES See Go To Pieces.

GONG Sound signal producing sound by vibration of resonant disc struck by clapper.

GONG BUOY Buoy fitted with group of saucer shaped bells of different tones as audible signal.

GONIOMETER 1) Instrument for measuring angles. 2) Pick up coil which eliminates necessity of having to rotate radio direction finder antenna to determine direction.

GO (IN) OFF THE DEEP END 1) Get very excited as if finding self in deep water. Suggested by someone leaping off the ship and finding water was over their head. 2) Passionate. 3) Someone who displays terrible temper or is so reckless that he has gone into situation over their head. 4) Someone who is crazy.

GOODGEON See and AKA Gudgeon.

GOOSENECK Fitting, device, pin or type of hinge for Securing forward end or Heel of Boom to its Mast. Nickname referring to flexibility of goose's neck. See Shaffle.

GOOSEWING Trim adopted by fore And Aft Rigged craft for Running before wind with Sail on one Mast boomed out on one side of Vessel and Sail of other boomed out on other side. AKA Wing and Wing.

GORE (S) 1) Strips of cloth sewed together to make a sail. From Anglo Saxon, 'gaga'. 2) Lune shaped map which may be fitted to surface of globe with negligible amount of distortion.

GORGE 1) Narrow opening between mountains, especially one with steep, rocky walls. 2)

Collection of solid matter obstructing channel, river, etc. such as Ice Gorge.

GO TO PIECES 1) Ship that is completely demolished by the sea. AKA Gone To Pieces. 2) Emotionally upset.

GOUGE 'Straight scoop', inside information.

GOVERNMENT Latin word for rudder is 'gubernaculum' derived from the verb 'gubernare' which means to steer.

GP See Geographic Position.

GPS See Global Positioning System. Satellite based navigation system capable of fixing a Position with great accuracy.

GRAB RAIL (S) Convenient grip of hand hold fittings, mounted on Cabin top, sides or along Companion Ladder for personal safety when moving around boat.

GRADIENT 1) Rate of rise or fall of quantity against horizontal distance expressed as ratio, decimal, fraction, percentage or tangent of angle of inclination. 2) Rate of increase or decrease of one quantity with respect to another. 3) Relative proximity and barometric pressure of adjoining Isobars on weather map. 4) Term used in radionavigation to refer to spacing between consecutive hyperbolas of family of hyperbolas per unit time difference. Measurement of spacing between adjacent Loran lines of position. See Geometric Dilution Of Precision.

GRADIENT CURRENT Ocean Current associated with horizontal pressure gradients in ocean and determined by condition that pressure force due to distribution of mass balances Coriolis force due to earth's rotation. See Ocean Current.

GRADIENT TINTS See Hypsometric Tinting.

GRADIENT WIND Any horizontal wind velocity tangent to contour line of constant pressure surface or to Isobar of geopotential surface at point in question. At such points where wind is Gradient, Coriolis force and centrifugal force together exactly balance horizontal pressure force. See Geostrophic Wind.

GRADUATION ERROR 1) Inaccuracy in graduations of scale of instrument. 2) What some of your teachers may have thought about you.

GRADUATIONS Marks on Scale.

GRAIN NOISE See Snow.

GRANNY KNOT Faulty Knot, often tied in error. It is not sure to hold nor is it always easy to Unfasten. Neophytes confuse it with a Square Knot.

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- GRANULAR SNOW** See Snow Grains.
- GRAPHIC SCALE** See Bar Scale.
- GRAPNEL** Small, many pronged or Fluked Anchor, used for dragging the Bottom for items such as a submerged cable or line or objects lost overboard. From French, 'grapon', grab or hold. AKA Grappling Hook.
- GRAPPLING HOOK** 1) Small stockless Anchor with three or four arms fastened to Rope and thrown from attacking Vessel to hook on enemy's Bulwarks or rigging so that two could be drawn and held together. AKA grappling irons. 2) Type of hook with number of Flukes radiating from single Shank used in dragging to retrieve Anchors, Chains and objects lost overboard. 3) Very small Grapnels with pointed hooks are used to drag Bottom for drowning victims.
- GRAPPLING IRON** See Grapnel.
- GRASSLINE** Another name for Coir.
- GRATICULE** 1) Network of lines representing parallels and meridians on map, chart or plotting sheet. Fictitious Graticule represents Fictitious Parallels and Fictitious Meridians. See Grid. 2) Scale at focal plane of optical instrument to aid in measurement of objects. See Reticule.
- GRATING (S)** Wooden or metal open work platform, grille or covering, often used as Deadlights to cover Ports and Hatchways without stopping circulation of air below Decks. From Latin, 'cratis', wickerwork.
- GRAUPEL** See Snow Pellets.
- GRAVEL** See Stones.
- GRAVING DOCK** Fixed, shoreside Drydock consisting of artificial basin fitted with gate or caisson, into which Vessels can be floated and water pumped out to expose Vessels' bottom. From one of Dock's function, 'greaving' or cleaning Vessel's sides and bottom by burning off Barnacles and other accretions. See Dock, Floating Dock, Graving and Greave.
- GRAVING PIECE** Shaped piece of wood to repair damage or rot. From English, 'grafen', to dig or carve.
- GRAPHISPHERE** Spherical extent in which force of given celestial body's gravity is predominant in relation to that of other celestial bodies.
- GRAVITATION** 1) Force of attraction between two bodies. 2) Acceleration produced by mutual attraction of two masses, directed along line joining centers of mass and magnitude inversely proportional to square of distance between two centers of mass.
- GRAVITATIONAL DISTURBANCE** See Gravity Disturbance.
- GRAVITATIONAL GRADIENT** Change in gravitational acceleration per unit distance.
- GRAVITATIONAL PERTURBATIONS** Perturbations caused by body forces due to nonspherical terrestrial effects, lunisolar effect, tides and effect of relativity.
- GRAVITATIONAL TIDE** See Equilibrium Tide.
- GRAVITY** Force of attraction of earth or another body on nearby objects.
- GRAVITY ANOMALY** Difference between observed gravity value properly reduced to sea level and theoretical gravity obtained from gravity formula. AKA Observed Gravity Anomaly.
- GRAVITY ANOMALY MAP** Map showing positions and magnitudes of gravity anomalies. Map on which contour lines are used to represent points at which Gravity Anomalies are equal.
- GRAVITY DATA** Information concerning that acceleration which attracts bodies and is expressed as observations or in form of Gravity Anomaly charts or spherical harmonics for spatial representation of earth and other celestial bodies.
- GRAVITY DISTURBANCE** Difference between observed gravity and normal gravity at same point. AKA Gravitational Disturbance. See Gravity Anomaly.
- GRAVITY FIELD OF THE EARTH** Field of force arising from combination of mass attraction and rotation of earth. Field is normally expressed in terms of point values, mean area values, and/or series expansion for potential of field.
- GRAVITY NETWORK** Network of Gravity Stations.
- GRAVITY REDUCTION** Combination of Gravity corrections to obtain reduced gravity on geoid.
- GRAVITY REFERENCE STATIONS** Stations which serve as reference values for gravity survey; i.e., with respect to which differences at other stations are determined in relative survey. Absolute value of gravity may or may not be known at reference stations. Station at which observations are made to determine value of gravity.
- GRAVITY WIND** Wind blowing down an incline. AKA Katabatic Wind.
- GRAVY EYE WATCH** 1) Watch from 0000 (Midnight) to 0400 when the eyes felt sticky, not unlike gravy. 2) AKA midwatch or graveyard watch on ships and graveyard shift ashore.
- GREAGLE** Strong northeast wind of central Mediterranean.

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GREASE ICE Ice at that stage of freezing when crystals have coagulated to form soupy layer on surface. It is at later stage of freezing than Frazil Ice and reflects little light, giving Sea a matte appearance.

GREASE THE WAYS OR SKIDS 1) Method used to launch ships. 2) Smooth the way.

GREAT CIRCLE Circle formed on sphere, such as earth's circumference passing through center of earth. It is formed by intersection of sphere and plane through its center. An arc of this is shortest distance between two points. Hence Great circle route is shortest route between points. See Circle, Great; Small Circle.

GREAT CIRCLE BEARING Initial direction of Great Circle through two terrestrial points, expressed as angular distance from reference direction. It is usually measured from 000° at reference direction clockwise through 360°. Bearings obtained by any form of radiant energy area Great Circle Bearings.

GREAT CIRCLE CHART Chart on which Great Circle appears as straight line or approximately so, particularly Chart on Gnomonic Map projection.

GREAT CIRCLE COURSE Direction of Great Circle through point of departure and destination, expressed as angular distance from reference direction, usually north, to direction of Great Circle. Angle varies from point to point along Great Circle.

GREAT CIRCLE COURSE, INITIAL Great Circle Course at point of departure.

GREAT CIRCLE COURSE, FINAL Great Circle Course at destination.

GREAT CIRCLE DIRECTION Horizontal direction of Great Circle, expressed as angular distance from reference direction.

GREAT CIRCLE DISTANCE Length of shorter arc of Great Circle, joining two points. It is usually expressed in Nautical Miles.

GREAT CIRCLE SAILING Any method of solving various problems involving courses, distance, etc as they are related to Great Circle Track.

GREAT CIRCLE TRACK Track of Vessel following Great Circle, or Great Circle which it is intended that Vessel follow approximately.

GREAT DIURNAL RANGE Difference in height between Mean Higher High Water and Mean Lower Low Water. AKA Diurnal Range. See Small Diurnal Range.

GREATER EBB See Ebb Current.

GREATER FLOOD See Flood Current.

GREATEST ELONGATION Maximum angular distance of inferior planet from sun before it starts back toward conjunction, as observed from earth. Direction of body east or west of sun is usually specified. See Elongation.

GREAT GUNS Nautical exclamation or explicative applied to heavy cannons, officers of notable repute, heavy weather.

GREAT TROPIC RANGE Difference in height between Tropic Higher High Water and Tropic Lower Lower Low Water. AKA Tropic Range. See Mean Tropic Range, Small Tropic Range.

GREAT WHITE FLEET See White Fleet.

GREAT YEAR Period of one complete cycle of Equinoxes around Ecliptic, about 25,800 years. AKA Platonic Year. See Precession Of The Equinoxes.

GREAVE 1) The act of applying 'greave', a mixture of tallow and train oil as preservative and for anti fouling. 2) Term for buning off foul matter from a ship's Bottom. From Anglo Saxon, 'greofa'.

GREEK FIRE Mysterious ancient naval weapon that burned when wet and was effective against wooden ships. Unknown constituents but thought to be composed of sulfur, naphtha and pitch. Water helped spread it and it could only be extinguished with wine.

GREENACRE Cry of Stevedores to indicate falling of Cargo. Used whenever rope slings broke along the dock while goods were being loaded or unloaded. From hanging of murderer James Greeacre when rope broke.

GREEN FLASH Brilliant green coloring of upper edge of sun as it appears at sunrise or disappears at sunset when there is clear, distinct horizon. Due to refraction by atmosphere, which disperses first or last spot of light into spectrum and causes colors to appear or disappear in order of refrangibility. Green is bent more than red or yellow and hence is visible sooner at sunrise and later at sunset.

GREEN HOUSE EFFECT Heating phenomenon due to shorter wavelengths of insolation passing through atmosphere to earth, which radiates longer wavelength infrared radiation that is trapped by atmosphere. Some of this trapped radiation is reradiated to earth. This causes higher earth temperature than would occur from direct insolation alone.

GREENWICH APPARENT NOON Local apparent noon at Greenwich Meridian; 12 o'clock Greenwich Apparent Time, or instant apparent sun is over Upper Branch of Greenwich Meridian.

GREENWICH APPARENT TIME Local Apparent Time at Greenwich Meridian; arc of Celestial Equator, or angle at Celestial Pole between lower branch of Greenwich Celestial Meridian and Hour Circle of apparent or true sun, measured westward from lower branch of Greenwich Celestial Meridian through 24 hours, Greenwich hour angle of apparent or true sun, expressed in time units, plus 12 hours.

GREENWICH CIVIL TIME Unites States terminology from 1925 through 1952. See Greenwich Mean Time.

GREENWICH HOUR ANGLE Angular distance west of Greenwich Celestial Meridian; arc of Celestial Equator or angle at Celestial Pole, between Upper Branch of Greenwich Celestial Meridian and Hour Circle of pint on Celestial Sphere, measured westward from Greenwich Celestial Meridian through 360°. Local Hour Angle at Greenwich Meridian.

GREENWICH INTERVAL Interval based on moon's transit of Greenwich Celestial Meridian, as distinguished from local interval based on moon's transit of local Celestial Meridian.

GREENWICH LUNAR TIME Local lunar time at Greenwich Meridian;; arc of Celestial Equator or angle at Celestial Pole, between lower branch of Greenwich Celestial Meridian and hour circle of moon, measured westward from lower branch of Greenwich Celestial Meridian through 24 hours. Greenwich Hour Angle of moon expressed in time units, plus 12 hours.

GREENWICH HOUR ANGLE (GHA) Angular distance west (0-360°) of the Greenwich celestial meridian.

GREENWICH MEAN TIME (GMT) Essentially the same as Coordinated Universal Time (UTC).

GREENWICH MERIDIAN 0° Longitude running through Greenwich, England. AKA Prime Meridian.

GREGALES Strong polar outbreak of wind from northeast which is pumped into northeastern coasts of Mediterranean, usually in spring an autumn, with extremely variable weather.

GRID Parallel timbers laid on Shoreline on which small boats can be grounded at High Tide and left high and dry at Low Tide so that bottom work can be done on them between Tides.

GRILSE Young Salmon. AKA Parr, Smolt.

GRIN AND BEAR IT 1) Stoical resignation to unavoidable hardship aboard ship. Endure all with good nature.

GRIPE (S) 1) Abnormal tendency for a ship to repeatedly nose up into the wind or sailing craft to turn into the wind causing her sails to Luff. 2) Strop or other Gear to hold a ship's boat secure in its davits. From Anglo Saxon, 'gripan', to seize.

3) To complain perpetually. What you might do after an onerous assignment or bad meal.

GROG 1) Watered down rum implemented to instill greater sobriety. Drink mixture of three parts water and one part rum ('three water rum'). From British Admiral Edward Vernon who devised drink to reduce drunkenness and brawling from drinking straight alcohol. Vernon wore course, silken boat cloak or jacket called a or made of grogram or gorgham and was thus nicknamed 'Old Grog'. Creator's nickname was passed on to the drink. See War of Jenkin's Ear. 2) Any cheap, diluted drink. 3) 3) Liquor itself, diluted or not.

GROG BLOSSOM Sailor's description for bulbous red nose frequently seen on Grog aficionados.

GROGGY How one feels after too much of the above.

GROMMET 1) Reinforcement ring, loop or eyelet made of Line, Yarn, plastic or metal, sewed, pressed, set or fastened into a Sail to create a hole for various purposes. Rope Grommet is a circle made by unlaying rope, then using one Strand spirally, twisting back onto itself, then replacing the original Strands. 2) 'Fancywork' handle or grip of a sailor's sea chest. 3) 'Salty' word for the stiffener in the crown of an officer's peak cap. From french, 'grommette', chain.

GROSS Refers to the entire weight of the package with its contents. See Net and Tare.

GROSS TONNAGE, TONS 1) Total internal volume or space of a Ship including non cargo space computed or measured in units of 100 cubic feet equals one Ton, except for spaces where no fuel, cargo or stores are carried. It is not a measurement of weight but of capacity. Common method of expressing 'size' of a merchant vessel. See Displacement Tonnage and Net Tonnage.

GROUND The Bottom or Seabed. From English, 'grund'.

GROUNDING Keel of Vessel comes in contact with Seabed by accident or design.

GROUND SWELLS Swells that become shorter and steeper as they near the Shore because of Shoaling water. When an almost imperceptible swell enters shallow water and 'feels' the ground, friction causes the swell to steepen. It then becomes a Groundswell and more noticeable in appearance. See Swell. 2) Applied to an early change, especially in public opinion.

GROUND TACKLE Collective term for Anchor, Anchor Rode (Line or Chain), all Shackles and all other associated anchoring Gear etc., used to Secure or attach a boat to the bottom or to her Mooring.

GROUND WAVE Radio wave that travels near or along the earth's surface.

GROUP FLASHING Flashing Light in which a group of flashes, specified in number, is regularly repeated.

GROUP OCCULTING Occulting Light in which a group of eclipses, specified in number, is regularly repeated.

GROW Lie or extend in a given direction, especially the Anchor Cable. From English, 'growan', to tend in direction.

GRP Abbreviation for glass reinforced plastic, material commonly used in moldings of Hulls and other parts of Yachts and smaller craft.

GRS Chart abbreviation indicating grassy area.

GUDGEON (S) 1) Socket, metal band, fitting or projecting lugs attached on Sternpost or Rudderpost or both on through which Pintle on Rudder is inserted and fits, forming a hinge. Each is bored out to receive corresponding Pintle fastened to forepart of Rudder, which turns as hinges to support Rudder. From French, 'goujon', pin or tenon. AKA gudion and gudjin. See Pintle. 2) A type of fish. AKA Goodgeon.

GUESS WARP Line from Forward on a Ship, led to the end of a Boat Boom, thence to a Boat. From English, 'gyeswarp'. See Painter. AKA guest warp or guest rope.

GUINEA PIG 1) South American rodent or rat relative named after Guinea-men slave ships. 2) Anyone used to test something. From widespread use of them in scientific experiments.

GULF Large, deep inlets of the ocean or Sea surrounded by land or an extensive inlet penetrating far into the land and large than Bay. See Bay and Sea.

GULF STREAM Warm current in the North Atlantic. Speed may be as high as 4 Knots.

GUNBOAT Small ship fitted with guns.

GUNBOAT DIPLOMACY Getting one's way with force of arms rather than by negotiations. From ships exacting trade concessions from China by sending gunboats or Spanish American war.

GUNDALOW 1) Ship's boat or small war Vessel. 2) Large, flat bottomed riverboat, sometimes used as a gunboat. A corruption of 'gondola'.

GUNDECK Deck below Upper deck on British sailing ships-of-war although it carried no guns. This false deck may have been constructed to deceive enemies as to amount of armament carried.

GUNDECKING Falsifying documents, reports or records. From Gundeck which was falsification. Or from shortcuts taken by Midshipmen when doing navigation

lessons. Each was supposed to take sun lines at noon and star sights at night, then go below to Gundeck, work out their calculations and show them to Navigator. However, certain young men had special formula for getting correct answers. They would note noon or last position on Quarter-deck traverse board and determine approximate current position by Dead Reckoning. Armed with this information, they proceeded to Gundeck to 'Gundeck' their navigation homework by simply working backwards from DR position.

GUNG HO 1) Chinese for work together. 2) Slogan adopted by brave, loyal and enthusiastic band of Marines from World War II's elite Carlson's Raiders. 3) Overzealous person. From non-combat marines and soldiers who attempted to emulate the raiders but only on inconsequential matters.

GUNNEL See Gunwale.

GUNNER'S DAUGHTER Name of cannon barrel when used for the harsh discipline of placing sailor Over A Barrel.

GUN SALUTES First fired as an act of good faith and friendly intention. In days of cannon, it took up to 20 minutes to reload and fire. After ship fired guns, she was powerless. By emptying guns, ship showed shore batteries and forts they were no threat and cannon were discharged upon entering Port. Gesture became show of respect, with both firing volleys. Many say 21 gun salute was tribute to American Revolution, by adding numbers 1+7+7+6, the truth is the 21 gun salute was effort to cut costs and save gunpowder. Habit of firing salutes became wasteful, with ships and shore batteries firing shots for hours. Particularly expensive for ships, which had limited space. Rule: for every volley fired by ship, shore battery could return up to three shots. Regulations limited ships to total of seven shots, so 21 gun-salute was used to honor only most important dignitaries or national holidays and heads of foreign states. Ships may provide gun salutes for naval officers on significant occasions, using following protocol; Admiral-17 guns, Vice Admiral-15, Rear Admiral (upper half)-13, Rear Admiral (lower)-11 guns. All gun salutes are fired at five second intervals and will always total an odd number.

GUN PORT (S) Openings in sides of vessels for guns. See Portholes.

GUN TACKLE Tackle uses two single Sheave Blocks. From its use in hauling muzzle loading guns back into battery after firing and reloading.

GUNTER RIG Sailboat rig with triangular Fore and Aft Sail, usually with a Boom but always with a Gaff peaked up so that it is virtually parallel with the Mast.

GUNWALE 1) Covering piece above or on top of Bulwark structure which protected guns on main Deck. 2) Part of Vessel where Hull and Deck Meet. AKA Beam Shelf. Upper edge, low Bulwark or rail on side or edge of Deck of Vessel at Deck level. Usually small projection above Deck. In a small

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boat, oarlocks are mounted on Gunwales. AKA Gunnel. See Toe Rail and Wale.

GUPPY Goldfish or rainbow fish.
From Lechmere Guppy, former president of Trinidad Scientific Association.

GUPPY SUBMARINE Submarine with Greater Underwater Propulsion Power.

GUST Strong puff of Wind.

GUT BOMB Shipboard Chow.

GUY 1) Rigging Line, system or Ropes, wire or Tackle attached to end of movable Spar and used to control, steady, adjust trim or position a Sail, Yard, Spar, Spinnaker Pole or Cargo boom, usually in a horizontal or inclined position. See After Guy. From French, 'guie', guide.
2) Rope used to steady an object when hoisted or lowered. 3) Opposite of 'gal'.

GYBE See Jibe.

GYPSY OR GYPSYHEAD Drum with raised flanges attached to or projecting from a Winch or warping head of a Winch or Windlass. Used for to heave on running gear and hawsers. Normally used for line or rope and not chain. AKA Gipsy.

GYRENE Nickname for member of Marine Corps.

GYRES Giant, circular oceanic Current.

GYROCOMPASS Compass that operates independently of earth's magnetic field and provides true compass directions that are not affected by magnetism and indicating true north. Operates by principle of gyroscopic inertia and uses one or more gyroscopes as directive element.

H 'Hotel' in phonetic alphabet. Designated in international code by square flag divided vertically white to Jack and Red to Fly. Hoisted in isolation it means; 'I have a pilot on board.'

Ha Apparent Altitude = Sextant Altitude Corrected For Instrument, Personal, Index and Dip Corrections. See Hc, Ho, Hs.

HACK WATCH 1) Any of a variety of good quality watches used in some Vessels as a (n inadequate) substitute for a Chronometer. 2) Watch used for taking timed bearings or keeping the delta time when taking sights. A corruption of 'hackney', ordinary.

HAIL 1) Call to another Vessel or call her people's attention at sea. From Norse, 'heill', hail or welcome.

2) Vessel is said to 'hail' from her home port. From the ship identifying herself by name and home port after being Hailed at sea.

3) Small, cold pieces of solid precipitation falling on your head. Ice pellets which are formed when rain is carried aloft by vertical air currents in cumulus clouds and are frozen. See Hailstones.

HAILSTONES Ice pellets.

HALCYON DAYS Windless days of peace and calm or any time of peace, serenity and rejoicing. From Alcyone, daughter of Aeolus, Greek wind god, who drowned self in Sea after husband, Ceyx had been shipwrecked and killed. They were turned into birds known as halcyons or kingfishers. Gods decreed that during the halcyons' breeding season (7 days before and after shortest day of year), they could sit on nests which floated securely on tranquil waters.

HALF BEAM Shortened Beam interrupted by presence of Hatchways or other openings in Deck.

HALF DECK Deck which does not run the full length of the Vessel and usually above the Main Deck.

HALF-HITCH Simplest Knot, usually part of another Knot, as two half hitches or a Fisherman's Bend. Also used to tie up parcels, bundles and bales.

HALF MAST Ensign first flown at this level in 1612 by HMS Hearts Ease in respect for her Captain killed by Eskimoes. Previously worn black flags in tribute to the dead.

HALF PINT 1) Measure used for spirits. See Nipper and Nipperkin. 2) General reference to small children.

HALF SEAS OVER 1) Halfway across sea. 2) Past a point of no return. Helplessly drunk 3) Drunk but not yet under table. From resemblance of drunk's walk to person walking Deck of storm battered ship, one side Heeled over in Sea. From Dutch 'op zee ober', overseas beer which sounded like half seas over.

HALF SLEWED 1) Yards carrying the sails which are not properly braced to catch the wind. In this condition the sails are ineffective, will sway and shake. 2) A drunk or someone well on the way.

HALF TIDE LEVEL Point halfway between Mean Low Water and Mean High Water.

HALIBUT Esteemed giant Flounder fish (known in England as 'butt') which was eaten only on holy days and became know as the 'haly butt'.

HALL Type of steel stockless Anchor.

HALIMEDE Neried of Greek Mythology meaning 'gleaming diadem'.

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HALYARD Line or wire Rope for hauling or Hoisting Aloft and keeping up Sails, Yards, some Spars and Flags . Composite word 'haul yard' for hauling Yards and Sails up and down Mast. They are generally a Tackle and take their names from Sail on which they are employed. Haul from French, 'haler', meaning haul and Saxon, 'gerd', for Spar. AKA halliard on their respective Masts or Stays.

HALYARD CHANTY Brisk song for the quick and comparatively easy work of hoisting sail. See Chanty.

HALYARD, JIB Hoists Jib Sail.

HALYAR, MAIN Hoists Main Sail.

HALYARD, THROAT Hoists Gaff Sail.

HALYARD, PEAK Controls angle of Gaff Sail at outer end.

HAMBERLINE Strong, three part small stuff for seizing, lacing sails and lashing. AKA hambroline.

HAMMOCK Hanging or swinging canvas or net bed for sailors. In West Indies Columbus discovered (From Spanish) 'hamaca' or 'jamaca', meaning hanging bed and recognized their advantage. Used for sleeping, they required only a small space to swing; during battle, they could be used as protection against flying splinters; or, they could be used as a shroud for sailors to be buried at sea.

HAMMOCK NETTINGS Location where crew rolled Hammocks each morning and stowed along Bulwarks where they afforded some protection against enemy musketry.

HAND 1) Term for Furling and taking in Sail. 2) Member of a Vessel's crew. From Saxon, meaning an employed person. 3) Lower.

HAND BEARING COMPASS Portable compass, used primarily for sighting or taking Bearings.

HAND LEAD Weight, attached to a Line, lowered into the water to determine the Depth. See Lead Line and Swinging the Lead.

HAND ME DOWNS Second hand clothing store for Sailors where garments were hung high up on hooks screwed into ceiling. Upon purchase the clerk would have to do this to retrieve the items.

HAND OVER HAND Literal description of sailor's technique used in climbing up or down rope, hauling in or letting out sail, climb aloft into Rigging. See Hand Over Fist.

HAND OVER FIST 1) Description of sailor's speed and agility in climbing aloft into Rigging. See Hand Over Hand. 2) Rapid progress. 3) Financial gain after rapid ascent up ladder of ascent.

HAND SALUTE Salute is the first part of uncovering. That there was nothing in the hand is possible explanation of salute with palm turned out. From earliest days of organized military units, junior has uncovered or take off their hats in addressing, meeting or receiving orders from their senior or superior. Hand Salute only was decreed by Queen Victoria because of her displeasure at seeing officers and men stand uncovered when they appeared for royal commendation. In United States Navy, officers in open uncover only for Divine Services. Men uncover when at Mast for reports and requests, and in officers' country unless under arms or wearing a watch belt.

HAND OVER FIST 1) Rapid ascent into rigging on old sailing ships made by climbing hand over hand up thick rope. Same technique used when sails hoisted or fish hauled in. AKA hand over hand. 2) Someone rising rapidly in business world and thus making money . . .

HANDSOMELY Move or act slowly, steadily and carefully such as to Ease a Line Handsomely. In a proper manner. From English, 'handsom', easy to handle.

HANDY Adjective applied to Vessel which handles well.

HANDY BILLY 1) Any assisting device. Usually refers to a small or light, movable Block and Tackle used for a number of general purposes on Deck where no other power is available. AKA Watch Tackle. 2) Small, portable pump, usually gasoline powered, used for or damage control, firefighting and discharging water from bilges or through tank tops.

HANGAR QUEEN Shipboard aircraft which has chronic 'down' problems and is often Cannibalized for spare parts.

HANGING LOCKER Storage place for clothing.

HANGIN(G) ON BY THE EYELIDS 1) Term used by seamen to describe his condition aloft during a heavy gale. 2) A precarious situation.

HANK (S) 1) Special, small snap hook, sliding metal or wooden ring, u-shaped fittings, links or clip, usually sewed or Moused into edge of Sail at intervals, used to Fasten or Secure the Sail's Luff to a Stay or Spar, as the Jib to the Headstay. From Icelandic, 'honk', meaning hank and 'hanki', a clasp. 2) Winner of two Academy Awards.

HAPPY AS A CLAM (AT HIGH TIDE) 1) Description of how this invulnerable this low tide seacoast creature must feel at high tide when no natural (humans are not natural) enemy can reach him. 2) Indicates a pleasant feeling. Ecstasy. Also from the same derivation; Close As A Clam, Clam Up.

HAPPY HOUR 1) Short period of relaxation for all crew members. 2) Time for low priced drinks at your local pub.

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HARBOR 1) Safe anchorage, either natural or human made with breakwaters and jetties, that is protected from most Storms. Place for Docking and loading. 2) A place where ships taking shelter from stores are exposed to the fury of the customs.

HARBOR CHARTS Classification of nautical Charts used by National Ocean Survey. Intended for navigation and anchorage in Harbors and small waterways. Scale is generally larger than 1:50,000. See Coastal, General, Sailing and Special Charts.

HARBOR MASTER Person in charge of Anchorages, Dock spaces, refuse collection and similar matters.

HARBOR OF SAFE REFUGE Port, inlet or other body of water normally sheltered from heavy seas by land and in which a Vessel can navigate and safely Moor.

HARD ALEE Command using in Coming About in emergency circumstances to inform the crew that the Helm is being pushed as hard as possible to Leeward, thereby quickly turning the boat into the wind.

HARD AND FAST 1) Ship beached, run hard Aground and Fast that she cannot be moved. 2) Inexorable or rigid.

HARD CHINE (D) Hull shaped with flat panels joined at an angle or sides meet Bilges at angle, instead of rounded or Cambered. Abrupt intersection between Hull side and Hull bottom of boat. See Chine.

HARDEN UP 1) Haul in the Mainsheet and / or the Jibsheets. 2) Head Up.

HARD OVER As far as possible or all the way in one direction. Tiller or Wheel can be this in order make an abrupt turn.

HARD PATCH Plated bolted over a break in the Hull and made watertight by caulking the edges.

HARD TACK Hard sea biscuit that lasted long voyages in damp or hot weather. See Tack. Basic food of seamen. See Soft Tack. Weevils Delight. Now more often called dog biscuits. See Ship's Biscuit.

HARD UP 1) Any movement which has become checked such as when two pulley blocks touch and no more purchase can be gained. See Chockablock. Formerly 'hard up in a clinch with no knife to cut the seizing'. 2) Order to helm when weather was bad and Tiller had to be put up as far as possible to Windward in order to turn Ship's Head away from wind. Also meaning weather storm as best you can. 3) Being short of money, the condition os someone weather their own personal storm. General state of need.

HARD UP THE HELM Order given in stormy seas when Tiller had to be brought sharply to Windward in order to turn ship's Bow away from wind. From Hard Up.

HARMATTAN Dry, dusty trade wind blowing off Sahara Desert across gulf of guinea and cape verde islands. AKA Doctor, because of its supposed healthful properties.

HARNES CASK Cask, barrel or tub in which salted meat (beef or horse) for crew was kept. Sometimes filled with water in attempt to wash out salt but it all tasted the same. Hog was hung on Starboard side and Horse on Port. Name is tribute to meat's origin, flavor and tenderness.

HARPINGS Any of a variety of especially strong Wales on a wooden Vessel, particularly at or near the Bow. From French, 'harpe', a clamp.

HARPOON 1) Barbed spear for fishing and for whaling. 2) The act of using such an item. AKA harping iron. From Dutch, 'harpoen'.

HARRIET LANE Merchant marine term for Australian canned meat since it supposedly resembled the chipped up body of a murdered girl. See Sweet Fanny Adams. AKA Fanny Adams.

HATCH 1) Any variety of shipboard openings in Deck for providing access to space below for personnel, Gear, stores and Cargo. Usually covered or fitted by a hinged or sliding Hatch cover or watertight door or cover. From English, 'haec', a gate, door or grating. Short for Hatchway. 2) Wood, metal or canvas covers for Hatchways.

HATCH COAMING Vertical plating or planking built around a hatchway to prevent water from getting below. Serves as framework for hatch covers and to secure tarpaulins.

HATCH COVERS UPSIDE DOWN Sign of bad luck since it allowed evil spirits to lay below and jinx ship.

HATCHWAY Opening cut in Deck of Vessel to allow loading or unloading of freight from Hold or for passage of passengers and crew. See Companionway, Hatch, Port, Scuttle..

HAUL (ING) 1) To manually pull Line, Halyard, Rope, Cable, Chain or Anchor Line. AKA hall. From French, 'hallier', haul or pull. 2) Relating to the wind, a shift in direction, clockwise. AKA Veer. 3) To Haul out, to take a craft out of water. 4) To Haul her wind was to sail closer to Wind for a Square Rigger. See Close Hauled.

HAUL IN To trim.

HAULING PART Part of a Fall or Tackle to which power is applied.

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HAUL (ING) OFF, (TO) Sailing to Windward or alter course of Ship to avoid or to get further away from an object or something

HAUL (ING) OUT Pull out of water or remove boat from water. See Hauling Up.

HAULING UP Drag Vessel out of water and up slipway by electrical Winches for work on her Hull. See Hauling Out.

HAVEN Place of refuge for vessels away from fury of wind and waves. Usually accessible under all conditions of weather.

HAVING AN OAR IN EVERYMAN'S BOAT Having hand or meddling in everyone's affairs.

HAWSE 1) Area or general region in Bows or Ship's Head, particularly that part where Hawsepipes or Hawsholes are located. 2) Opening in ship's Bow through which anchor cables pass. From Scandinavian 'hals', neck or throat. 3) Outboard under Bows. 4) Cable or heavy line related to Anchoring and Mooring. AKA halse. 5) Air and sea area somewhat ahead where Cables would be if Ship were anchored. Distance between point in water immediately above Anchor and Bow of ship riding at that Anchor. From Anglo Saxon, Norse and Icelandic., 'heals'.

HAWSE BAG Canvas bag filled with Oakum which is stuffed into Hawsholes so that sea water won't come inboard.

HAWSE HOLE (S) Opening in Deck or Hull, usually in Bow, through which Mooring Lines, Cables or Anchor Chains are run, pass or drawn in.

HAWSEPIPES Fittings, iron castings or heavy steel pipes built into Bow of Vessel in Hawse Holes through which Dock Lines or Anchor Chains may be run or in which upper part of Anchor may be Stowed.

HAWSER 1) Heavy, large diameter, cable laid Line, generally 4.5 inches or larger diameter, generally used for Anchoring, Mooring, Towing or Docking large Vessels. 2) Mooring Line. From Anglo Norman, 'haucer', heavy rope or Anglo French 'hauacor', hoist..

HAWSER LAID Rope with three or four Strands twisted left handed.

HAWSER TOWING Towing a Vessel Astern.

HAZARDOUS CONDITION Any condition such as fire, explosion, grounding, leaking, damage, illness or personnel shortage that could adversely affect the safety of any Vessel, bridge, structure or shore area or the environmental quality of any Port, Harbor or Navigable water of the United States.

HAZE 1) To bully, knock about or assign disagreeable busywork which often deprived crews of hours of rest. Make life miserable as possible for crews aboard trading ships during age of sail. 2) Humiliating horseplay.

Hc Computed or Calculated Altitude (If minus (-) : below Horizon). See Ha, Ho, Hs.

HEAD 1) Bow, topmost, upper or Forward most part of Vessel or of component such as Stem, Masthead, Roman ornate bronze beaks (Beakhead) used as ramming instruments on galleys, rudder head or uppermost part or side of Sail. From English, 'heden', head. 2) Uppermost or outboard rails to lean against, located at either side of Ship's Bow, Beakhead or Head of Boat. Adjacent to crew's quarters in Forecastle and used by people to relieve themselves from demands of nature. 3) Ship's 'facilities', bathroom, marine toilet or latrine, either fixture only or entire compartment. From days of sailing ships when place for crew to relieve themselves was all the way Forward at Bow or Head, on either side of Bowsprit. AKA The Head(s) 4) Top or upper corner of triangular Sail. 5) Upper edge of a four sided square Sail. 6) Upper end of vertical part, such as Rudder Head. 7) Direct ship's course. 8) Certain Depth of water that is not in motion. 9) Location of headlights on Ship.

HEADBOARD Reinforcement in the Head of a Sail.

HEADER Shift in the Apparent Wind direction towards the Bow requiring the Helmsperson to turn away from the wind or alter course to Leeward (Fall Off) and / or the crew to trim the Sails in (Harden Up).

HEADFOIL Metal extrusion fitted on a Forestay and used to Secure the Luff of a Sail by holding its Bolt Rope in place.

HEADING Course or horizontal direction in which Vessel's Bow is pointed or heads at any given moment, time or instant expressed in degrees from reference direction, True, Magnetic or Compass.

HEADING FLASHER Illuminated marker on a radar scope that corresponds to the Vessel's Heading. It is not an old man in a raincoat.

HEAD (ING) UP Turning the Vessel's Bow towards the wind without Coming About and keeping wind on same side of boat. See Bearing Up and Harden Up.

HEADLAND Land feature with a sharp or precipitous promontory point or cape.

HEADLIGHTS ON A SUBMARINE They're in the Head.

HEAD OFF Alter course to Leeward, away from the Wind. AKA Bear Off, Bear Away, Come Off or Fall. Off.

HEADROOM Cabin's height.

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- HEAD ROPE** Bolt Rope at Head of Sail.
- HEADSAIL (S)** Generic term for any or all of several Sails carried or set Forward of Mast and Mainsail, or in Foretriangle, such as a Jib, Fore Staysail or Spritsail. They may be set on Bowsprit or Foremast. AKA Foresail. Opposite of Aftersails.
- HEAD SEAS** Waves from ahead or coming from the direction in which a Vessel is Heading.
- HEAD SHEETS** Flooring in Bows of open boat.
- HEADSTAY** Forward Stay running from the Bow to a point high on the Mast (head of the Mast) and supporting the Mast. Outermost or foremost Stay. See Jibstay. Headstay and Forestay are different components.
- HEAD TO WIND** Bow headed Dead into the Wind and the Sails Luffing.
- HEAD UP** Alter course to Windward, toward the Wind without Coming About. AKA Harden Up, come Up and Luff Up.
- HEADWAY** 1) Forward motion or movement of a Vessel through the water. Opposite of Sternway. 2) What you are making if you can't get the toilet to work.
- HEART** Center core around which the strands of a rope are laid up.
- HEAVE (ING)** 1) Pull strongly on Line, rope, cable or chain, often with mechanical help. From Anglo Saxon, 'hebban', pull or heave. 2) Throw line. 3) Rise and fall of Vessel in a seaway. 4) One result of seasickness.
- HEAVE TAUT** Pull any Rope or Chain as tight as it should be and is applied in particular to tightening standing Rigging, Shrouds and Stays.
- HEAVE (ING) TO** 1) Setting the Sails so boat makes little or no Headway in storm or waiting situation, usually with Bow into wind or nearly so. Bring sailing Vessel to stop by bringing her head to wind and bracing her Yards so she is taken Aback. One method is to stop a boat by turning Bow through to wind and holding it there without shifting Jib Sheets, then sailing along slowly with Jib Backed. 2) On a power driven Vessel, heading into the seas and wind or nearly so and reducing speed to the minimum necessary to maintain control, using her engines to keep ship in position. AKA Hove To.
- HEAVE-HO** What you do when you've eaten too much Ho.
- HEAVING LINE** Light Line or small diameter fiber or synthetic rope, coiled and thrown from Vessel to Vessel or between Vessel and shore. Also used or thrown in preparation for pulling or hauling a larger or heavier Line such as a Hawser or Dock Line. See Messenger and Monkey's Fist.
- HEAVY AIR** Strong winds of Gale Force, stronger than 28 Knots.
- HEAVY WEATHER** 1) Rough seas, stormy, windy weather with usually Gale Force Winds and usually connoting rough or big seas and danger or discomfort. 2) To make unnecessary hard work. To suffer unexpected difficulty. Compares with a ship laboring in heavy seas. AKA heavy going.
- HEEL (TO)** 1) Vessel's temporary Athwartship laying over, inclination, tipping to one side or leaning over due to action of or from force of wind, waves or external forces. From Anglo Saxon, 'hieldan'. See List. 2) Lower end of anything such as bottom portion of Mast which sits on Vessel's Step. See Mast Step.
- HEELING** Act of undergoing Heel. See List.
- HEELING ERROR** Additional or changing Deviation in a Compass caused by Heeling, when the relative position of heavy iron from the Keel, engine, etc. is changed so that the magnetic force varies.
- HEIGHT OF EYE** Measurement of how high your eye is above sea level.
- HEIGHT OF THE TIDE** Amount of water in feet above or below the selected Tidal Datum
- HELIOGRAPH** Signaling instrument which uses rays of sun reflected in system of mirrors to transmit visual signals in Morse Code.
- HELL AFLOAT** Nickname of Prison Ships.
- HELL GATE** Narrow passage in New York Harbor where thousands of vessel were wrecked against rocks in strong, conflicting currents. From Dutch, 'hel gat' or Dutch for whirling gut.
- HELL'S BELLS** Shortened sea curse or nautical expletive for hell's bells and buckets of blood!
- HELM** 1) Tiller, instrument, steering wheel apparatus or other steering gear mechanism by which craft is steered or used to control the rudder. Also the entire steering mechanism. From Norse, 'hjalmvoh', meaning rudder handle. 2) Boat's tendency to head off course. See Lee Helm and Weather Helm. 3) Technical word for the balance of forces on Rudder. 4) Position of Helmsperson on the boat. 5) Angle through which the Rudder is turned from its Amidship position such as '10 degrees Port Helm'. 6) Position of control or leadership. 7) Strong wind which blows in the Pennine chain in north central England.

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HELM HARD OVER Turn Helm rapidly to angle opposite to one previously maintained, with effect of stopping forward motion of Vessel.

HELM IS NOT ANSWERING Helmsperson calls out this report loudly and clearly in case the steering gear malfunctions. Not a good thing.

HELM, LEE Tendency to fall off from wind.

HELM'S ALEE Command using in Coming About to inform the crew that the Helm is being pushed Leeward in normal circumstances, thereby turning Boat's Bow into wind in order to Tack. See Hard Alee.

HELMSMAN Former term for the person (male or female) who is steering the boat. It may or may not be the Skipper.

HELMSPERSON Current term for the person (male or female) who is steering the boat. It may or may not be the Skipper.

HELM, WEATHER Tendency to come up to wind.

HEMP Tough plant fiber from which Cordage and the thread for Sails was made for many years. From English, 'hanap'.

HERD Collective or plural name for seals. AKA Pod.

HERMAPHRODITE BRIG See Brig, Hermaphrodite.

HERRING CHOCKERS People from Nova Scotia.

HERTZ (H) Unit of frequency measurement, equivalent to cycles per second.

HF High frequency Radio.

HIGH 1) Several degrees more than the required course. 2) Pinching or sailing too close to the wind. 3) Area of atmospheric pressure higher than normal in a weather system. 4) How you do not want to sail your Vessel.

HIGH AND DRY 1) Aground, beached ship or one up on blocks in yard for repair or storage. . Sailor's expression for an unintentional and undesirable state of affairs. 2) Left in the lurch or in awkward position as result of uncontrollable circumstances..

HIGH CUT With the Clew high off the Deck.

HIGH PERFORMANCE Very fast.

HIGH PRESSURE Region, usually associated with fair weather, where a great mass of air collects. Area of higher pressure identified with a clockwise circulation in northern

hemisphere and counterclockwise circulation in southern hemisphere. AKA Anti-Cyclone.

HIGH SEAS 1) Open seas, those waters beyond any territorial limit and which belongs to no one nation. "High" meaning chief or principal. All waters that are neither territorial seas nor internal waters of the United States or of any foreign country. AKA The Main. 2) That portion of Atlantic and Pacific oceans which extends from 20 to 40 nm off Western and Eastern U.S. coasts and extends to 35W in Atlantic ocean and to 160E in Pacific Ocean. Area includes both the coastal and offshore waters.

HIGH SPEED CRAFT Craft that is operable on or above the water and that has characteristics so different from those of conventional displacement ships, to which the existing international conventions, particularly SOLAS, apply, that alternative measures should be used to achieve an equivalent level of safety.

HIGH TIDE High water, the highest level reached.

HIGH WATER Height of highest Tide.

HIGHEST ASTRONOMICAL TIDE (HAT) Highest level to which tide can predictably rise. See Tide.

HIJACK 1) Hi Jack. Harlot's come on call to lonely sailor for an embrace and good time. Sailor was then hit over head with lead filled handbag or drugged and sold next day to ship in need of crew. See Shanghai-ing. 2) Illegal seizure of person or goods in transit

HIKE Lean over the Windward rail or side of a boat to help counterbalance Heeling forces.

HIKING STRAP Strap in the Cockpit that restrains a Hiking Sailor's feet.

HIKING STICK See Tiller Extension.

HIPPOCAMPUS Huge Sea Horse or dolphin ridden by Neptune. See Crash.

HIPPONOE Nereid of Greek Mythology meaning 'rosey armed'.

HIPPOPOTAMUS Named by Greek sailors who thought it look like a horse. From Greek 'hippos', horse and 'potamos', river.

HITCH 1) Period of duty, either short such as on Watch at wheel or long such as period of enlistment. From English, 'hytchen'. 2) Type of Knot, usually to attach or secure rope or Line to another object such as Cleat, ring, mooring post or Spar, secure to another rope or to form loop or noose in rope. Any of twists and Knots made in Ropes which may be easily loosened or easily freed. From English, 'icche', to catch. 3) Another name for Tack, usually meaning a short one.

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HITCHED Marriage. Sailor's equivalent of tying the Knot. But Hitching is only temporary and can be undone! See Get Spliced.

HIT THE DECK 1) To throw oneself to the floor. 2) To get out of bed. 3) To get ready for action.

Ho Observed Altitude (Fully Corrected); from Celestial Horizon to Object. See Ha, Hc, Hs.

H.O. Abbreviation for Hydrographic Office.

HOBSONIZE Kiss. From U.S. naval hero Richmond Hobson who returned from Spanish American War honored by dinners and parades while being showered with kisses by admiring women.

HOCKLE A kink.

HODGEPODGE 1) Process of gathering property and cargo that had been damaged and strewn about because of collision between two ships. Remaining goods were divided equally between two shipowners by 'hotchpot' process. From Anglo French, 'hotchpot', dish made in single pot with many mixed ingredients then used to describe process of property division. 2) Jumble.

HOG (GING) 1) Said of craft that has lost Sheer, sagging downward at Bow and Stern ends while Midships area buckles upward. Ship out of water at both ends and waterborne amidships. From graceless curve of a hogback. AKA Hogging Moment. Opposite of Sagging or Sagging Moment. 2) Said of any tired or badly built craft. 3) Large, heavy brush or scraper used for bottom work.

HOI Blind corner signal of Venetian gondoliers. See Ahoy.

HOIST 1) Raise up, pull up, lift or haul aloft, usually without mechanical aid. From Dutch, 'hyssen'. 2) Vertical height or length of flag.

HOLD Space or compartment below Deck in Vessel used for carrying Cargo and stores. From Norse, 'hol', meaning hollow.

HOLD BEAMS Traverse Beams which support floor of Hold.

HOLDING GROUND Bottom in harbor. Good Holding Ground grabs an Anchor Securely.

HOLDING TANK Storage tank for sewage, so that it will not be pumped overboard into the water.

HOLIDAY 1) Unusual gap in work routine. 2) Gap in shipboard work, such as an unscrubbed or unpainted area.

HOLLOW SEA Condition usually occurring where there is shoaling water or Current setting against waves. Line from crest to trough makes sharp angle, and consequently the sea is very dangerous.

HOLYSTONE Block of soft sandstone or pumice used for scrubbing, polishing or scouring wooden Decks of ships, often as punishment duty. From British use of gravestones or tombstones for same purpose and 'borrowed' from local churchyard or called that because it is full of holes. First known as holeystone but lost 'e' because sailors who used it knew no ease (e's). It's use always brought person to their knees, thus it must be holy since they had to kneel as if in prayer or holy attitude when scrubbing Decks and because it's about size of family bible. Also from it's nature of being full of holes or from being quarried and shipped from Holy Land.

HOME General term for Gear when in its proper place, snug, or ready for sea. From English, 'hom'.

HOMEWARD BOUND PENNANT Red, white and blue pennant flown from Bow to Stern over the Mainmast upon returning to home port after more than 270 days at sea. Pennant is then taken down and cut up into equal sections which are distributed to the Crew as a memento of the long Voyage.

HOMEWARD BOUND STITCHES Improper number of stitches (too few) sewn in canvas by a sailor in a hurry.

HOMING Steering directly toward a Radiobeacon or other source of radio signals, using a (Radio) Direction Finder.

HONEY BARGE Nickname for a barge used for collecting trash, garbage, etc. from Vessels 'anchored out' in Port. AKA Honey Boat.

HOOKER 1) Small, two masted coastal cargo boat or fishing Vessel that was usually old, awkward and clumsy, often calling at Hook of Holland. From Dutch, 'hoeker' and 'hoekboot'. 2) Sailor's term to fondly or deprecatively describe ship or later prostitute. Term predates U.S. Civil War. Ladies of night would wait at Hook of Holland for sailors from hookers. Streetwalker who was obviously an old working model. 3) Thief who literally used hook to snatch away belongings of victim.

HOOK, LINE AND SINKER Extremely gullible person who swallows fantastic yarn or lie like a hungry fish who gulps down not only fisherman's baited hook, but line beneath hook and line's weight or sinker as well. AKA Swallow A Gudgeon.

HORIZON, CELESTIAL Great Circle of Celestial Sphere formed by intersection of Celestial Sphere & plane passing through center of Earth, midway between Zenith and Nadir, perpendicular to Zenith-Nadir line. AKA Rational Horizon. See Horizon.

HORIZON, GEOIDAL Circle of Celestial Sphere formed by intersection of Celestial Sphere and plane through

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point on the Sea Level Surface of the Earth, perpendicular to Zenith-Nadir Line.

HORIZON, SENSIBLE Circle of Celestial Sphere formed by Intersection of Celestial Sphere and plane through any point, such as eye of observer, perpendicular to Zenith-Nadir line.

HORIZON, VISIBLE OR APPARENT

HORIZONTAL ANGLE Angle, usually measured with a Sextant, between two landmarks, providing a Line of Position on the arc of a circle.

HORN CLEAT Common Cleat shaped like a "T". AKA T-Cleat.

HORNS 1) Protrusions on the sides of a Rudder to prevent its turning beyond an allowable angle. 2) Outboard ends of the Crosstrees and Spreaders of a sailing ship. 3) The protrusions on a Cleat.

HORSE 1) Low iron or steel bar, parallel and fastened securely to Deck, along which lower Block of Fore and Aft Sail's Sheet moves. AKA Traveler. 2) Older name for Footrope running below and behind yards on square rigger. Used to provide footing for seamen while working on sails. See Stirrup. 3) Pound, harden or otherwise reapiir caulking, usually said 'to horse up'. From Norse, 'hross'.

HORSE, DEAD See Dead Horse.

HORSE LATITUDES High pressure belt area circling the earth of calm, light, variable and capricious winds roughly at or between 30° - 35° North & South Latitude. Identified by dead horses floating in the water. From custom of throwing horses overboard of wind to lighten ship and conserve water supplies when becalmed or thirsty horses who broke loose and leapt overboard. From comparison to unpredictable nature of high strung Arabian mare and capricious nature of wind. See Flogging a Dead Horse. Or from Spanish 'golfo de las yeguas', gulf of mares, name of ocean between Spain and Canary Islands thus comparing fickleness of mares with fickle winds.

HORSE, SALT See Salt Horse.

HORSESHOE BUOY Lifebuoy or Personal Flotation Device, used in rescue, shaped like an inverted U, mounted in a bracket at the Rail and used for crew overboard situations.

HOT PURSUIT A fight on the open seas can be carried into neutral waters if the enemy tries to escape. AKA hot chase.

HOTSHOT 1) Iron cannon balls which were heated in galley fires and carried in buckets to parts of ship to provide warmth on cold, damp nights at sea. 2) Show-off. Someone who is skillful but showy and aggressive. From hothead who shoots firearm eagerly and enthusiastically.

HOUNDS 1) Protrusions on Mast to support Trestletrees and upper collars of some Stays. 2) Wooden and metal fittings by which Shrouds and Stays are secured. From Icelandic, 'hunn', the knob at the masthead. 3) Location of the Jib Halyard Block on a Mast. 4) Dogs you leave behind.

HOUNDING Portion of Mast below Hounds or length of Mast from Deck to Hounds. See Mast Head..

HOURLASS Sand or watercock used to regulate Watches aboard ship or to time Log Line.

HOUSE Roof of a Cabin extending above Deck.

HOUSE FLAG Identifying flag of a company.

HOUSELINE Small Stuff with three strands and left hand Lay. See Roundline.

HOUSING Part of Mast below Main Deck. 2) Inboard part of the Bowsprit. AKA Bury. From French, 'houce'.

HOVER Collective or plural name for trout.

HOVE TO Condition of boat stopped by Heaving To.

HOWLING FIFTIES Southern Hemisphere winds of strong prevailing westerlies unhampered by earth or mountains.

HOW'S THE COW How much milk is left?

HOW'S YOUR RUDDER Helmsperson reports Rudder's position, usually as shown on the Rudder angle indicator.

HP Horsepower, a unit of power equal to 746 watts in the U.S.

HRD Chart abbreviation for hard, usually sometimes also indicating sand bottom.

Hs Sextant Altitude = Actual Altitude on Sextant. See Ha, Hc, Ho.

HUG 1) Keep close to; such as wind or Coast. 2) What you should frequently do with your significant other at sea.

HULK 1) Hull of a derelict ship or old unseaworthy Vessel, usually stripped of her Gear, Rigging, Engines, etc. Body of large, obsolete, or abandoned ship. From Greek, 'elkas', a type of ship or Old French 'hulque' or 'hulc', large, flat bottomed shallow draft transport vessel. When no longer fit for sea duty, they were frequently dismantled and converted for nonsailing uses; prison, storehouse, quarantine or other functions

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that did not require them to move. 2) Someone or something big, clumsy.

HULKING From Hulk. Big, clumsy or unwieldy.

HULL Major structural body of any vessel, craft or boat's shell, exclusive of and not including appendages, superstructure Deck, Cabin, Rigging, Masts, etc.. From English, 'holhe', meaning hollow.

HULL DOWN Said of a Vessel in distance along Horizon when part or all of Hull is obscured from sight or invisible because of distance and convex curvature of Earth's surface, while Masts are still seen. Opposite of Hull Up.

HULLING Running with no sail, as in a storm. See A-Hull.

HULL SPEED Boat's theoretical maximum speed determined by multiplying the square root of her Waterline Length by 1.34.

HULL UP Opposite of Hull Down.

HUMIDITY Term used to define the water vapor content of the air.

HUNKY DORY It's OK or all right, enjoyable, pleasant. From 'Honcho-dori' or 'Hoki-Dori', 'Honkidori', main and only well patrolled and relatively safe street of ornate bars and entertainment in seaport of Yokahma, Japan. Early mariners who strayed away from this busy thoroughfare were almost surely robbed or sometimes mugged and killed. However, when sailors stayed on the main street, they could find just about anything they desired and it was 'Huncho-dori'. Or from hunk, a word for home base and dory, referring to seaworthiness of fisherman's Dory.

HURRICANE Violent and extensive tropical revolving cyclonic storm of low pressure, closed contours, strong and very pronounced circulation and high intensity formed over tropical waters in North Atlantic, Gulf of Mexico, Caribbean, North Pacific East of Dateline and South Pacific East of 160E. Winds at least 64 knots (74 mph) or greater, torrential rainfall and accompanied by heavy seas. Force 12 on the Beaufort Scale. From Spanish 'huracan'. See Cyclone and Typhoon.

HYDRAULIC CURRENT Tidal Current in a strati connecting two tidal bodies of water. Caused by the Tides at opposite ends of the Strait being out of phase and unequal in their ranges.

HYDROFOIL Type of boat with underwater foils or wings on which boat rides or planes when high speeds are reached.

HYDROGRAPHY Science of surveying the waers of the Earth.

HYDROJET System of jet propulsion applied to Outboard and Inboard Engines using thrust of water sucked into engine from ahead and below boat and expelled at high pressure Astern.

HYDROPLANE 1) Light, high powered boat designed to plane over water at high seas. AKA sea sled or Hydrofoil. 2) Seaplanes with floats, capable of taking off from land and sea.

HYDROTHERAPY So-called ocean cold water cure where many physical and mental illnesses were supposedly treated by dousing patient with cold seawater. (always fun!). Treatment was said to reduce mental heat of extremely nervous persons. See Throw Cold Water On (Something).

HYPERBOLIC SYSTEM Navigation system such as Loran that operates by measuring the time differennnce between signals transmitted by two or more transmitters.

HYPOTHERMIA 1) Potentially life-threatening condition in which body's warming mechanisms fail to maintain normal body temperature and entire body cools. Lowering of body's core temperature resulting in loss of motor control, unconsciousness and eventually death (a bad thing) 2) An excellent excuse to get naked with someone in a sleeping bag as purely a medically necessary measure of prevention.

I 'Inida' in phonetic alphabet. Designated in International Code by square yellow flag with black ball in center. Hoisted in isolation it means: 'I am directing my course to Port'.

IALA Abbreviation for the International Association of Lighthouse Authorities, an international group responsible for coordinating the Buoyage systems of maritime nations.

IC See Initial Course.

ICE BUOY Sturdily constructed lighted or unlighted Buoy that replaces a Buoy that would be more easily damaged during the winter ice season.

IDLER 1) Crew member who does not stand sea Watches. Busy members of ship's company subjected to constant duty during day and therefore not required to keep night watch except in emergency such as carpenter, cook, sailmaker and sickbay personnel. From "Old English 'idel', empty or useless. AKA dayman. 2) Someone who has nothing to do. 3) Loafer.

I HAVE NOT YET BEGUN TO FIGHT John Paul Jones successful battle cry when USS Bonhomme Richard was fighting and defeating HMS Serapis.

I'M ALRIGHT JACK Ultimate in self consideration. The complete expression is 'blow you Jack, I'm inboard'. From the

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joke where the first person climbing the ship's side returning from the liberty boat pulls the rope ladder up behind him. AKA I'm All Right Jack or F_ you, I'm all right, Jack. Name is from Jack Tar.

IMBAT Sea breeze which tempers heat of North African coasts.

IMPRESSMENT Sailors forcibly recruited to serve aboard ship, either taken from land or other ships. See Press Gangs.

IN A (PRETTY) PICKLE Uncomfortable or sorry plight. From someone sitting in salt solution used for preserving pickles or fish.

IN (VS. ON) A SHIP 'In' means to be a member of a ship's company or Yacht's Crew. 'On' means to be a passenger or supernumerary.

IN BALLAST Laden with Ballast only.

INBOARD 1) Anything inside or mounted inside Hull, outer rails or outer Rigging of a Vessel, such as a motor. 2) Toward Centerline of Boat, in from Rail. See Aboard. 3) Powerboat with engine or motor fitted inside boat's Hull and Prop Shaft running through bottom of Boat.

INBOARD CRUISER Boat with an Inboard Engine.

INBOARD OUTBOARD Propulsion system which combines Inboard engine with drive unit on Transom. Drive can be trimmed up or down to improve running attitude.

INCHCAPE ROCK Dangerous, rocky reef in North Sea that had bell on it to warn mariners. Sea Pirate named Ralph the Rover stole bell and on his way home several weeks later was wrecked on same rock.

INCHES 1) Common unit of measure for atmospheric pressure reading on a Barometer. See Millibar. 2) Common unit of measure for male or female anatomy.

INCLINOMETER See Clinometer.

INDIAN OCEAN Third largest of four oceans, with 20% of world's water, 28 million square miles.

IN DEEP WATER In trouble.

INFLATABLE Craft that has an inflatable structure.

INFLATABLE SURVIVAL CRAFT, INFLATABLE LIFE RAFT OR INFLATABLE LIFE JACKET

Depends upon nonrigid, gas-filled chambers for buoyancy and that is normally kept uninflated until ready to use.

IN IRONS 1) Sailing craft when caught dead into Wind with Sails Luffing and unable to fill Sails on new

Tack without extra Sail handling. Sailboat pointing directly into wind, Head To Wind, in Eye of Wind or up in wind and having stopped moving, lost Headway, Steerage way or Sternway. Boat in Irons will be unable to Pay Off or go off on either Tack, often occurring when attempting to Come About. From being in shackles and unable to move. AKA In Stays. 2) Steamship that is badly trimmed or so lightly loaded that Propellor and Rudder are ineffective. 3) Towing Vessel, tug or towboat whose towline, Hawser, or towing cable is on or dragging on the bottom and is therefore unable to maneuver.

INITIAL RT Proword for the following phonetic equivalent is to be recorded as a single letter initial.

INITIAL GREAT CIRCLE AKA Initial Course. See Great Circle Course, Initial.

INITIAL (TRUE) COURSE (ANGLE) (C, C1, Cin, IC)

Initial Course from Beginning of Great Circle Route. Course Angle (0°-180° East - West) or inclination of Course line to Meridian measured from 0 at reference direction (North or South) Clockwise or Counter Clockwise Through 180°. Label Initial Course Angle according to the same name of 1 (difference in Latitude) and Dlo (difference in Longitude) direction (Northeast, Southeast, etc.). Calculation yields True Course (Cn):

| <u>l</u> | <u>C or IC</u> | <u>Dlo</u> | <u>Cn</u> | |
|----------|----------------|------------|-----------|---------|
| N | C or IC | | E | 000 + C |
| S | C or IC | W | 180 + C | |
| S | C or IC | E | 180 - C | |
| N | C or IC | W | 360 - C | |

INLAND RULES Navigation Rules of the road applying to Vessels inside designated demarcation lines such as operations in Harbors as well as certain rivers, lakes and inland waterways.

INLAND WATERS Navigable waters of the United States shoreward of the navigational demarcation lines dividing the high seas from harbors, rivers, and other inland waters of the United States.

INLET Bay or recess in the shore of a sea, lake or river.

IN LOW WATER In financial trouble.

INOPERATIVE Sound signal or radionavigation aid that is out of service because it is broken.

IN SMOOTH WATER In good circumstances.

IN STAYS See In Irons.

INTERCARDINAL POINTS Northeast (NE), Southeast (SE), Southwest (SW) and Northwest (NW)

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INTERCOASTAL WATERWAY (ICW) Bays, rivers and canals along the coasts, especially the Atlantic and Gulf of Mexico coasts, connected so that Vessels may travel without going into the open sea.

INTERMEDIATE STAY (S) Upper Stays providing Atwhrtships support.

INTERNATIONAL CODE See International Code of Signals.

INTERNATIONAL CODE OF SIGNALS Published by Defense Mapping Agency and contains a listing of internationally recognized signals that can be used between Vessels of all nations and from ship to shore.

INTERNATIONAL DATE LINE Line of Lognitude positioned approximately 180° E/W opposite the Prime Meridian in Greenwich, England. The sun's passage directly above this line causes an advancement of the date going in a Westerly direction. If it's Sunday in San Francisco, it's Monday in Manila.

INTERNATIONAL RULES Navigation rules applying to Vessels outside designated demarcation lines.

INTERNATIONAL SHORE CONNECTION Universal type of firehose connection or pipe fitting which adapts a ship's fire main system or shoreside water main to fit fire trucks and hydrants on shore in ports throughout any country the world.

INTERNATIONAL VOYAGE Voyage between a country to which SOLAS applies and a port outside that country.

INTERRUPTED QUICK Quick Light in which the sequence of flashes is interrupted by regularly repeated eclipses of constant and long duration.

IN THE DOGHOUSE Out of favor, uncomfortable situation or undergoing punishment. From sailors sleeping uncomfortably on Deck in tiny sleeping cubicles called Doghouses.

IN THE DOLDRUMS Down in dumps, intellectually stagnant and bored, much like mariners felt when they weren't moving anywhere. See Doldrums.

IN THE LEE An object sheltered from the Wind is said to be in this condition or state.

IN THE OFFING 1) Offing is visible portion of sea beyond Anchoring ground. Said of a ship visible at sea off the land. If Ship is this, landing is imminent. 2) Imminent, near at hand or about to happen such as a ship approaching port.

IN THE SAME BOAT 1) Dangerous and sometimes lonely plight of mariners at sea in boat. Everyone in small boat must work together to avoid capsizing vessel in open waters in order

to get safely ashore or back to Ship. 2) Sharing risks. People who experience same difficulty.

INTRACOASTAL WATERWAY (ICW) Protected, marked and often dredged inland waterway that runs along U.S. Coast from Maine to Florida and around Gulf of Mexico. Bays, rivers, and canals along the coasts (such as the Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the sea.

INWALE Inner side of Gunwale.

IONOSPHERE Region of the atmosphere from about 40 to 250 miles above the earth that affects the propagation of certain radio frequency signals.

I READ BACK RT prowords for the following is my response to your instructions to read back.

IRISH APPLES Potatoes aboard ship.

IRISH APPLESAUCE Mashed potatoes aboard ship.

IRISH HURRICANE A flat calm. AKA Paddy's Gale.

IRISH PENNANT 1) Any loose, trailing, unsecured line or untidy rope hanging from Rigging. 2) Frayed cloth or line. 3) Loose thread on clothing. British term originating from their undeserved low regard of the Irish. AKA Dutch pennants.

IRISH REEF Method of shortening Sail (often hurriedly) on a Gaff Rigged Fore and After, by lowering the Peak. See Scandalizing.

IRON JIB See D Sail.

IRONS, IN See In Irons.

IRON MIKE Automatic Pilot.

IRONSICK Wood which is rotted due to chemical reaction from rusted iron fittings or fastenings.

IRPCS Acronym for International Regulations for Prevention of Collisions at Sea. See COLREGS.

I SAY AGAIN RT Prowords for I am repeating the transmission or portions indicated.

ISHMAEL Narrator of Herman Melvill novel of some small repute.

ISINGLASS Semitransparent substance made from sturgeon's bladder. Used in cooking as form of gelatin and thickening agent. Also served as substitute glass. From Dutch, 'huizenblas', sturgeon's bladder.

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ISLAND Bodies of land area smaller than continent and entirely or completely surrounded by water. See Motu, Isles and Islets.

ISLES Small Islands.

ISLETS Small Islands.

ISOBARS 1) Lines on a weather map connecting places of equal barometric or atmospheric pressure. Closely spaced together indicates a steeper gradient of pressure and stronger Winds. From Greek meaning equal weight. 2) Possibly a chain of equally attractive alcoholic establishments. 3) Place where lonely weather persons congregate.

ISOGONIC LINES Lines on a Chart connecting points of equal magnetic variation. From Greek, 'isogon', meaning equal angle.

ISOLATED DANGER MARK Buoy or Beacon used to indicate an isolated danger to navigation such as a large boulder of limited size that is surrounded by navigable water.

ISOPHASE Light in which all the durations of light and darkness are equal. Formerly known as equal interval.

ISOTHERM Line on a weather map connecting points of equal temperature.

I SPELL RT Prowords for I shall spell the word phonetically.

IT'S ALL PLAIN SAILING Perfectly straightforward action, a course of action that there need be no hesitation. Plain should be spelled as plane. See Plane Sailing.

IT'S AN ILL WIND THAT BLOWS NOBODY GOOD From days of sail when no matter from which direction wind blew, it was favorable to progress of some ship somewhere on Seven Seas.

I VERIFY RT Prowords for I have verified with the originator of the message and am repeating.

J 'Juliet' in phonetic alphabet. Designated in International Code by square flag divided horizontally into three stripes, blue, white, blue. Hoisted in isolation it means: 'I am going to send message by semaphore.'

JACOB'S LADDER Rope ladder, usually with wooden rungs, lowered from the Deck as when pilots or passengers come aboard.

JACK 1) Adjective or prefix for a variety of Gear and Rigging, usually indicating that it is small or of a secondary purpose. From French, 'jacques', a colloquialism for small. 2) Small flag flown at Bow, usually displayed only when ship is Moored. Replica of blue, star-studded field of National Ensign

that is flown by ships at anchor from 8 a.m. to sunset. It is hoisted at Yardarm when general court-martial or a court of inquiry is in session. It is half-masted if the Ensign is half-masted, but it is not dipped when the Ensign is dipped. AKA Union Jack. 3) Common name for sailor. See Jack Tar. 4) Man of the common people.

JACKASS 1) Plug for a Hawsehole or Hawspipe, used to keep sea water out, or off the Deck. From early ones looking like a small feed bag. See Buckler. 2) Common name for sailor.

JACKKNIFE 1) A hinged blade knife carried in a sheath attached to a belt and named after its inventor Jacques de Liege. 2) A high diver who touches their feet before hitting the water. 3) A person who folds in a fight. 4) An articulated truck which folds in a skid.

JACK LINE Line, webbing or cables running along the Deck on either side of the Cabin between the Bow and Stern used to attach a Tether from a Safety Harness. AKA Jackstay or Jackwire.

JACKROPE Term for the Line securing a Sail to a Yard or Spar or to its Jackstay. See Earing, Jack, Lace Line.

JACKSTAFF Long pole or flagpole on Bow which carries Jack, pennant, windsock or small steering light.

JACKSTAFF BARGE Lead barge in a Tow with a Jackstaff.

JACKSTAY 1) Rope or heavy metal rod fastened to Square Yard, passing along rear of Yard, to which Sail was Bent and providing hold for seaman working aloft. 2) Rod or bar in crew quarters used for hanging Hammocks, clothing and other Gear. 3) Stay running from Foredeck to Mast solely to support the Mast. AKA Babystay. 4) AKA Jack Line or Jackwire, designed to have Jack (Tar) stay on boat.

JACK TAR Common slang name for sailor. From 'Jack' and Tarpulin', broad brimmed hat, or from canvas breeches covered or spotted with tar for or while waterproofing. See Jack, Old Tar, Tar, Tarpaulin.

JACKWIRE Wire on Deck onto which safety harness tethers are clipped. AKA Jack Line or Jack Stay.

JACOB'S LADDER 1) Network of Line leading to skysail on wooden ships. Name alludes to biblical Jacob, reputed to have dreamed that he climbed ladder to sky. Anyone who has ever tried climbing one can appreciate the allusion. It seems that climb is long enough to take one into next world. 2) Any Ladder Aloft except rattled Shrouds, usually a portable rope ladder with wooden rungs but sometimes metal or chain ladder. From Biblical ladder which Jacob climbed to heaven. See Ratlines and Rattling Down. 3) Rope ladder, lowered from deck used primarily as aid in boarding ship. AKA Pilot's Ladder, one which can be hung over side of ship for access to and from boats. 4) Light ladder for ships side or for boat Booms.

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JAMESTOWN SHIPS Susan Constant, 100 tons; Godspeed, 40 tons; and Discovery, 20 Tons sailed in 1607 to Jamestown, VA.

JAMEY GREEN Quadrilateral (4 side) Fore and Aft Sail set under the Bowsprit and Jibboom by Square Riggers when the Wind was Abeam. Named after a Clipper ship Captain. AKA Jamie Green.

JAMMER Mechanical Fitting with a lever arm that Cleats a Rope.

JANE OR JANE'S Nickname for "Jane's Fighting Ships, prime reference book on world's navies.

JAR HEAD Another word for Gyrene.

JAUNTY 1) Master-At-Arms aboard British naval ships who supervised floggings, punishment, enforced all rules and regulations. From mispronunciation of French 'gendarme', policeman or 'gentil', sprightly, easy manner. AKA jonty. 2) One who swaggers about with cocksure attitude. 3) Sprightly manner.

JAW Metal horns fitted to end of Boom so it can engage upon Mast and swivel upon it both horizontally and vertically. See Gooseneck.

JEERS 1) Heavy Tackle, usually made up with tow triple blocks, for Hoisting Yards on a Square Rigger. AKA jeares. 2) What you will probably hear if you heavily collide with the Dock.

JENNY HANIVER 'Mermaids' fashioned from dried skates, rays or mantas by sailors who sold them to gullible landlubbers.

JERRY BUILT Temporary, cheap or flimsy construction. Possibly from crumbling walls of Jericho.

JERRY MAST Makeshift wooden mast. AKA Jeery-mast. From French, 'jour', a day, indicating temporary nature.

JETSAM Distinct legal term for wreckage found in Sea which could be claimed by lord of manor. Anything purposely thrown Overboard or jettisoned, usually to lighten ship in distress or an emergency. AKA jetso. From Latin 'jacere', to throw out, Anglo Norman, 'gettesson' and French, 'getaison' and 'jeter'.

JET STREAM Stream or streams of high velocity, westerly, upper winds between 20,000 and 40,000 feet Altitude.

JETTISON To throw Cargo, other material, stores or Gear Overboard, often to help a Vessel remain afloat.

JETTY Structure, usually masonry, projecting out from shore. It may protect a Harbor entrance.

JEW'S HARP 1) Specially shaped shackle (often lyre shaped) for joining Chain to an older stock type Anchor. Shackle is large enough so that another cable or chain may be fastened to it. 2) Anchor Shackle of any type. Named because it is shaped like an old fashioned jew's harp.

JG Nickname for Lieutenant Junior Grade.

JIB 1) Common Fore and Aft triangular Sail set forward of Mainmast and carried from or on Headstay (not Forestay) and Forward of any Fore Staysails. AKA gibb. From German. 2) Sailor slang for 'face'.

JIBBER THE KIBBER Fool seamen and wreck ships by fixing candle and lantern round neck of horse, one whose fore feet are tied up at night, giving appearance of another ship's light and thus the deceived ship crashes into rocks or Bar. Jibber meaning confuse and from 'to gibber', talk confusedly.

JIBBOOM Extension of sailing Vessel's Bowsprit. It is situated where Boom for Jib would be and serves as attachment for Fore Topgallant Stay. AKA Jib Boom.

JIB BOOM, FLYING Further extension of Jib Boom which serves as attachment for Fore Royal Stay.

JIBE Change Tack and direction when sailing with Wind Aft on downwind course by Heading Off or turning away from wind and placing Vessel's Stern through Eye of Wind until Boom and Sails swing across boat and wind then comes on different Quarter. Maneuver that brings Wind from Aft across Stern and shifts Sails from one side to other. Foot of Mainsail crosses centerline and fills sails on other side on new Tack. Jibe can be controlled or uncontrolled, accidental and violent. AKA gybe, gibe or Wear. From Dutch, 'gijbe'. Opposite of Coming About. See Accidental Jibe.

JIB, FLYING Attached to Fore Royal Stay.

JIB HEADED See Bermuda, Marconi.

JIB, INNER Attached to Topmast Stay.

JIB, MIDDLE Attached to Fore Top Gallant Stay.

JIB O' JIB (S) 1) Large Jib Topsail Rigged from the Fore Royal Stay of a Square Rigger, Clipper, Packet, etc.. It is a Light weather Sail or 'super jib' carried when on the Wind.

JIB SAIL (S) Sails bent to Foremast Stays. See Stay Sails.

JIBSTAY Wire supporting the Mast to which the Luff of the Jib is attached. AKA Headstay.

JIFFY REEFING Reef that is tied in and Secured by tying Cringles to the Boom as against Roller Reef. AKA Slab Reef or Tied In Reef.

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JIG Tackle at the end of any Hauling Line, as a Halyard, used to get that 'extra foot' with a little help.

JIGGER 1) Name of After Fore and Aft Sail existing in different locations according to Vessel's Rig. For example it is nickname for mizzen on a modern yawl or ketch. 2) Extra mast fitted to some types of craft which can be taken down. 3) Fourth Mast from Bow to Stern of four and five masted ships to which Fore and Aft sails are set in contrast with square sails carried on other Masts. 4) Another name for a Jig, a Tackle.

JIG IS UP, THE 1) An extra set of pulleys aboard Vessels. When the two blocks were brought together, the call above was shouted to indicated the job was completed, there was nothing more to do. 2) Everything is ended. All chances for success have failed.

JOCKEYS 1) Wires used to prevent the Push Knees from slipping sideways along the Face Barge when the Wheel is placed hard over. 2) Wires used to secure two barges together, side by side in an 'x' fashion.

JOGGLING Patterning of planking or Plates in construction of a craft, usually for Lapstrake boats.

JOGGLING PIECE Aids in Jogging. From Celtic.

JOHN DORY Flat, highly valued food fish. From notorious Privateer of same name. AKA St. Peter's cock.

JOHN THOMAS Slang for male anatomy in England.

JOHNNY COME LATELY 1) New or inexperienced sailor or young recruit. AKA Johnny Newcomer or Johnny Raw. 2) Newcomer in all walks of life.

JOLLY BOAT 1) Small craft or workboat, used mostly in harbors and usually hoisted at Ship's Stern. 2) Smallest of Ship's boats. From Dutch, 'jolle', small Yawl. 3) A happy boat.

JOLLY ROGER Pirate flag. From French Buccaneers who may have originally flown 'joli rouge', pretty red, flag. Or from English 'roger', rouge or devil. Or corrupted pronunciation from Tamil title 'Ali Raja', king of the sea. AKA skull and crossbones.

JONAH (, A) 1) Person swallowed by giant fish, possibly whale. 2) One who brings of bad luck or who spoils plans of others. AKA Don't Jonah me!

JP-4, JP-5 1) Jet fuel. 2) Coffee.

JUMBO Large Fore Staysail. From a Grand Banks fishing Schooner and from the ears of the Barnum and Bailey elephant of the same name.

JUMPER 1) Short name for Jumper Stay or Strut, Stay on Forward or upper Forward side or part of Mast. 2) Chain or Wire Rope Stay from tip of Jibboom to lower end of Martingale Boom. 3) Sailor's short jacket, pullover shirt or blouse. From English, 'jupe', type of jacket. 4) Woman's sleeveless overdress. 5) Highest Sail of square rigged ship very exceptionally set above Royals and Moonrakers.

JUMPER STAY Stays supporting the Mast Fore and Aft over Jumper Struts.

JUMPER STRUT Strut sticking out from the Mast near the Jib Halyard Block (the Hounds) of a Fractional Rig; over the Strut passes the Jumper Stay, which when tensioned helps keep the top of the Mast straight.

JUNCTION Place where two Channels join, such as tributary or branch that joins a major River. See Bifurcation.

JUNK (S) 1) Rushes joined together for baskets and mats and by extension to rope because it was also made from rushes. From Latin, 'juncus' or 'jungo', to join. 2) Old or inferior cable or rope which has begun to break down and resemble its basic material, then cut up and used for fenders, reef points, gaskets, oakum, mats or other useful objects. Junk rigging was sold by Mate to 'junkman'. From English, 'jonke'. 3) Marine store was 'junk shop'. 4) Hard, salted meat or beef serve in the Forecastle, used on long voyages and compared unfavorably to old pieces of rope. 5) Type of Chinese sail Vessel. From Portuguese Mindinao, 'junce', their name for the Vessel. 6) British mariner pronunciation of rude, little Javanese sailing boat called 'djong'. 7) Useless, worn out or worthless stuff or the act of throwing away, dumping or discarding something unwanted.

JURY Temporary or makeshift arrangement or contrivance of Vessel's Gear due to damage such as jury mast or jury rudder used to get ship underway after being disabled. From French, 'jornal' or 'jurnal', for the day, thus implying temporary and from Latin, 'adiutare', aid or 'jurare', swear oath. Possibly from injury rigged.

JURY MAST Temporary or makeshift Mast set up by ship's crew to take place of one which has been lost or carried away. It was made from any available spar when Mast was broken or been lost overboard. Possibly from injury Mast but more probably from French or Latin. See Jury Rig.

JURY RIG (GING) (GED) 1) Improvised replacement for damaged gear or anything repaired on a temporary basis or thrown together hastily. Any makeshift device or apparatus used as a substitute for regular gear such as temporary spars, rigging, rudder contrived at sea after accident. Assemble in makeshift manner. From Jury Mast. 2) Temporarily fixing broken equipment. From French 'ajurie', help or relief. From Latin 'adutare', to aid. 3) What you might want to do in Admiralty Court after being accused of causing a collision at sea.

JURY RUDDER

See Jury.

K 'Kilo' in phonetic alphabet.

Designated in International Code by square flag divided vertically into two halves, yellow half nearest Jack, and blue nearest Fly. Hoisted in isolation, it means: 'You should stop your vessel instantly.'

KANGAROO Australian aboriginal answer to nautical explorer's question, 'what is that animal?'. Kangaroo, meaning 'I don't know. See Yucatan.

KAPALILUA Prevailing type of sea breeze in Hawaii.

KARABURAN Gale force winds each day in Gobi Desert from early spring till end of summer.

KATABATIC WIND Any wind blowing down an incline. Opposite of Anabatic Wind.

KAUS Wind blowing from southeast over Persian Gulf during winter.

KECKLING Old line wrapped or Served around a Hawser, especially the Anchor Cable, before the days of Chain, to inhibit Chafe.

KEDGE, KEDGING 1) Warp a ship. 2) Move ship in water by Heaving on Line attached to Anchor, often to get grounded boat back to deep water. AKA kadge. From English, 'cagen', to catch or to fasten. See Warp. 3) Small or basic Anchor carried by yachts. On Ships it is used in conjunction with main Anchor.

KEDGE OFF Use an Anchor to pull a grounded boat back into deep water. Not to be confused in England by 'sod off'.

KEEL 1) Main continuous structural member, centerline or backbone of boat, Vessel or ship running Fore and Aft length of Vessel from Bow to Stern at very bottom of ship and about which Vessel is built. 2) On sailing craft it is deep appendage, lateral area beneath Hull or heavy fin projecting structure under Hull, filled with lead Ballast extending below Bottom of Hull. Weight used to provide Ballast stability to counteract Heeling forces. It's lateral area counteracts or reduces Leeway forces, providing directional control to prevent sideslipping by resisting lateral force of wind. It also provides Steering stability. It is usually permanent but sometimes retractable. See Centerboard. From Norse, 'kjolr', ridge. 2) Term often used by 1st mate after too much Heel by Skipper as in "I will Keel you if you don't stop this".

KEEL, BALLAST Keel which carries Ballast at Foot.

KEELBOAT Sailboat or Boat with a Keel. Better made than Flatboat and could travel upstream being propelled by

oars, poles, sails or team of mules. From Dutch, 'kiel boot'. AKA Keels.

KEEL, DROP Keel arrangement for Yachts similar to Centerboard for Dinghy.

KEEL, FALSE Keel of Yacht attached to and descending below true Keel. Its purpose to provide stability and to counteract Leeway.

KEEL, FIN Keel which may be single or double.

KEEL HAUL (ING) 1) Naval punishment on board ships where victim was dropped suddenly into sea by rope from Yardarm on one side of ship. Victim, sometimes with lead or iron weights attached to the legs, was then dragged slowly through water from one side of ship to other under bottom / keel and over barnacles once, twice or three times as form of (usually lethal) punishment and then hauled or hoisted up on other side's Yardarm. Ooooh did that hurt! Sometimes while person was under water, a "great gun" was fired, "which is done as well to astonish him so much the more with the thunder of the shot, as to give warning until all others of the fleet to look out and be wary by his "harms". Process was repeated until enough punishment had been inflicted or until cold, asphyxiated victim was dead. See Rubbing Salt On the Wound. Originated with Dutch but adopted by other navies. 2) An exaggerated or rough reprimand or tongue lashing from superior. . AKA Keel Hauling. See Keelraking. From Dutch, 'kielhalen'.

KEEL (ED) OVER 1) Vessel rolled over on her Keel or Capsized with Keel sticking up in air. Opposite of Even Keel. 2) Sailor's term for death. 3) Turn man or beast over on back, to upset or Capsize. See Even Keel, An. 4) Person can do this or turn wrong side up from surprise or shock.

KEELRAKING Hauled under ship from Stem to Stern. See Keel Haul.

KEELSON Reinforcing timber Fastened Inboard of and over Keel. It runs along upper face of Keel to protect it from shock and damage. AKA kelson. From English.

KEEL TO TRUCK Everything; from top to bottom. From the fore and aft backbone of the boat to the wooden cap at the masthead. See Stem To Stern.

KEEP A WEATHER EYE (OPEN) Keep a good watch, be on guard and be alert for change. (The world needs more lerts). It took an extra effort for lookout to train their eye on weather since they would have to face wind, spray and rain. However, that side always gave first sign of change in weather and trouble will come from that side of ship. Also the person on Helm must keep eye cocked on Weather Leaches and handle Wheel so that Sails would remain filled at all times. See Under the Weather, Make Heavy Weather and Weather Eye.

KEEP HER SO Command to steer the course which the helmsperson has just reported.

KEEP SHOT IN THE LOCKER Keeping something in reserve such as supplies to fall back upon. From a similar order from the Admiralty.

KEEP TO THE STRAIGHT AND NARROW 1) A navigator's care while maneuvering the strait, a constricted or tight area or narrow passage. 2) A morally strict code of behavior (straight).

KEEP YOUR SHIRT ON Discourage someone from a foolhardy act or hold one's temper. Stemming from the overly popular practice of Berserkers. See Berserk.

KELLET Weight on an Anchor Cable to improve the Anchor's holding power. See Killick and Sentinel.

KELPIE Sometimes benevolent sea monsters. Occasionally a black horse with reds which warned of forthcoming disasters at sea or delighted in drowning travelers.

KENNING Distance from which high land could be sighted at sea, about twenty miles. From English, 'kennen', make known.

KENTLEDGE Type of Inboard Ballast. From French, 'quintelage'.

KETCH 1) Sailing Vessel with 2 Masts, sails Riggered Fore and Aft with After Mizzen Mast shorter than Forward Main Mast and Mizzen Stepped or located Forward of Rudder or Stern Post. Mizzen Sail is relatively larger than it might be on Yawl. From French, 'quaiche'; a heavy, wide and slow two Masted Square Riggered ship. 2) What you (hopefully) do to or for your partner before they fall overboard.

KEVEL Large Cleat, peg or pair of Bitts to which Ropes are Belayed. AKA cavil and chevil. From French, 'keville', peg or cleat. See Belay.

KEYS TO THE STEAM DRUM Practical joke played on young sailors who were tasked to search the Ship for this non-existent piece of equipment.

KHAMSIN Hot wind sometimes puled into Egypt from Arabia, Gulf of Aden or Arabian Sea in winter half of year.

KHARIF Strong, often gale-force wind which blows from southwest in Gulf of Aden.

KHZ Kilohertz, unit of radio frequency, equal to one thousand Hertz.

KICKING STRAP See Boom Vang.

KID 1) Small open barrel. 2) Large pan or pot. From Dutch, 'kitte', jug or tankard.

KILLER SHIP Ship of any size on which death has been caused by her behavior or if there is fatal accident aboard of any kind or if ship rams another ship and causes death.

KILLICK Simple Anchor such as a rock or weighted hook. 2) Grapnel type Anchor. AKA Kellet or killeck.

KILOMETER (KM) One thousand meters, 0.62 of a statute mile, 0.54 nautical mile.

KING NEPTUNE Ruler of the Seas from Greek mythology. The man, the head cheese, the boss (even without a band). AKA Poseidon from Roman mythology.

KING PEG See King Spoke.

KING PLANK Center Plank on a laid Deck.

KING POST Short derrick Mast.

KING SPOKE Topmost spoke on ship's Steering Wheel which, when upright, indicates that the Rudder is Amidships or a centered position in line with the Keel. From being identified and decorated with a crown or other regal emblem honoring a monarch or turkshead or metal cap. AKA King Peg.

KINK 1) Twist or unwanted tight turn in Line. From Norse, 'kika', bend. 2) Something that has happened to a problem body part. 3) An interesting lifestyle for your On Board guests.

KIPPAGE All the apparel and personnel of a Vessel. From French, 'equipage', total equipment.

KIT Young beaver which may or may not be eager.

KITES In general, highest and lightest sails set above royals, such as skysails, moonsails and stargazers; also royal and topgallant studding sails.

KI-YI 1) Stiff bristled brush for scrubbing a Deck. Corruption of 'coir' as the bristless were often of coconut fiber. 2) Your yelled response upon being struck on the Arse with this brush.

KNEE (S) Angular, structural, strengthening and supporting members made of wood or metal connecting and reinforcing two parts that meet, often at right angles or nearly so, such as the Sternpost to Keel or Beams with sides of Vessel. Used to connect ship's Beams with her sides or timbers. From Saxon, 'knie', knee.

KNIGHT (S) Timbers in various locations used to make Lines Fast or they had Sheaves through which Lines could be passed. From their decorated carving of a knight's helmet and from English, 'cnotta', knot. See Apostles.

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KNIGHTHEADS 1) Pair of timbers serving as lateral bracing to Bowsprit. Two posts on either side of Stem Post and through which runs Bowsprit. 2) Bitts and as a base for a Windlass. 3) Bulwark or Bulkhead through which the Bowsprit protruded. From their carve shape in the form of a knight's helmet. See Knights.

KNIK WIND Strong southeast wind in vicinity of Palmer, Alaska, most frequent in winter.

KNITTLE See Nettle.

KNOCKABOUT Husky fishing Schooner and pleasure boat Rig with no Bowsprit or only a very short Bowsprit when a long one was customary.

KNOCKDOWN Drastic increase in the angle of Heel.

KNOCK DOWN AND DRAG OUT 1) Fisticuff tactics of Bucko or Buckaroo Mate who used brutal methods of discipline in turning out the watch. 2) Free-for-all.

KNOCKED GALLEY WEST Knock into smithereens. From English, 'collyweston', town given to excessive violence.

KNOCK OFF (WORK) Standard order to stop work, often instantly. From signal to rest on galleys which were rowed to rhythm of mallets on block and order to rest would be indicated by special knock by mallet on block of wood or when knocking stopped, it was signal to stop rowing and rest.

KNOT (S) (KN, KT) 1) General term for Hitch, fastening or Bend tying or interweaving Rope to object, to form stopper, to enclose or bind an object, form loop or noose, or tie ends of two small ropes together. Term is sometimes considered improper usage to describe tying one rope to another. See Bend. From Norse, 'knuta', knot. 2) Unit, measure or Vessel's rate of speed in Nautical Miles (6,076.1 feet, 1852 meters) per hour. Originally measured by counting Knots in Log Line or knotted rope at measured intervals. It passed over side of ship and run out Astern with Chip Log, and timed run with timeglass. See Dutchman's Log, Log. Do not, not, not use improper term 'Knots Per Hour'. 3) Knot trick. 4) Collective or plural name for toads.

KNOW (ING) THE ROPES 1) Sailors were required to learn all names and functions of all hundreds ropes, rigging equipment and parts of ship (upwards of ten miles of vast, complex network of Cordage) and their uses before being considered able bodied seamen. It was so important that discharge papers were once marked with this message. 2) To be skillful, proficient, experience, learn about or know a job. Difference between old hand and beginner. AKA to Learn The Ropes.

KNUCKLE 1) Edge or ridge formed by the change in form of the Hull, such as the Flare Forward or the shaping of the upper works of the Stern. From Dutch. 2) Turbulence in the water left by a turning ship.

KONA STORM Storm over Hawaiian Islands, characterized by strong southerly or southwesterly winds and heavy rains.

KORT NOZZLE Short, molded cylindrical fitting or hollow tube built around or surrounding the Propeller of Vessel which requires good maneuverability, to increase its thrust and Bollard pull. From its German inventor.

L 'Lima' in phonetic alphabet. Designated in International Code by square flag quartered black and yellow, upper quarter at Fly being black and lower yellow. Hoisted in isolation it means: 'You should stop: I have something important to communicate.'

L Abbreviation for Latitude (Lat) (North or South) = Measured North or South of Equator. Latitude Lines are Parallel.

λ Longitude

$\lambda 1$ Longitude 1. Longitude of point of departure

$\lambda 2$ Longitude 2. Longitude of point of arrival

L1 Latitude of Departure (Latitude Begin, Start)

L2 Latitude of Destination (Latitude End, Arrival)

Lv Latitude of Vertex (Maximum Latitude)

l Difference in Latitude (Δ Lat: Begin-end) as measured in nautical miles

LACE LINE AKA Lacing.

LACING Thin Rope for attaching sail to Boom, Yard or Stay.

LADDER Stairs.

LAGAN Distinct legal term for wreckage found in Sea. Refers to Jetsam lying at bottom of Sea but which was usually marked with Buoy in order to be found again by ship's owners.

LAGGING TIDE (S) Occurs when the tidal effects caused by the sun come shortly after those caused by the moon and result in later Tides than usual. Occurs when the moon is between first quarter and full and between third quarter and new. See Priming Tide.

LAGOON Area of water within Atoll. It may be salt water due to connection with ocean or it may be brackish due to fresh water mixing with salt water seeping through annular Reef structure.

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LAID LINE Formed by twisting three or sometimes four Strands. See Braided Line.

LAID UP 1) Ship in dry storage or that is out of commission with her Keel 'laid' on larger wooden blocks which provide a safe and level base so that her underside can be repaired or inspected. Opposite to 'Launched'. Ship that is dismantled, disabled or moored, either for want of employment or because ship was unfit for sea duty. 2) Person who is ill, sick and unable to work or temporarily disabled and not fit to carry out daily activities.

LAMBERT CONFORMAL PROJECTION
Conic projection, usually a large scale (small area) Chart.

LAND BREEZE (S) Wind blowing offshore from the cooled land or shore to the water, usually during the night and caused by rising, warm thermal air currents over the relatively warmer sea. See Sea Breezes.

LANDFALL MARK First navigation mark encountered when entering a navigable Channel from the sea. AKA Sea Buoy.

LANDLUBBER 1) Sailor's, often contemptuous, expression or term for green seamen who didn't know Sail from Sheet Anchor. Opposite of Sailor. From 'lubber', clumsy lout or Old English 'londloper', one who runs up and down land with 'loper' corrupted to lubber.. 2) Anyone on board Ship who wishes they were not.

LANDMARK 1) Object on land, conspicuous piece of land, fixed object or prominent building on shore that is easily seen, is marked on Chart and can be helpful or serve as a navigational aid when piloting for guidance or warning. 2) Turning point or some feature which marks a change. 3) Point of change.

LANDSHARK 1) Dealer or boardinghouse keeper who swindled sailors. 2) Money lender or usurer.

LANYARD 1) Line (often short) fastened, tied or spliced to object, such as a pail, whistle, knife or other small tool. Used for purposes of securing it or making object fast or to aid in carrying it.. 2) Short Line. 3) Line by which a sailing ship's shroud is secured to chainplate. They are also used for making Shrouds taut at Deadeyes.

LAP STRAKE 1) Type of Hull construction in which each Strake or plank overlies the next one below. AKA Clinker Built. See Clinker. 2) What you do when you run your tongue along the Hull during crossing the Equator ceremonies.

LARBOARD Discontinued (due to confusion) British term for Port or left side of any craft when facing Bow. From Anglo Saxon, 'laere', 'empty' in reference to fact that left side was side on which ship was loaded and was usually empty because steersman stood on right, steering board or Starboard

side. AKA lureboard. Widely utilized until Stern rudder was introduced. Shouted over the noise of the wind and the waves, larboard and starboard sounded too much alike. From English 'laddebord, loading side or from Norse 'hlada bord' of the same meaning. See Port and Starboard.

LARGE Sailing Large was to sail with wind Aft the Beam. Run with Sheets eased off when wind is from Aft the Beam and bowlines are entirely disused so that sails received full effect of wind. AKA Sail Free

LARGE NAVIGATION BUOY (LNB or LANBY)
40 foot diameter, automated discus shaped or circular Buoy used to replace a lightship.

LARGE SCALE CHART Chart covering a relatively small area. See Small Scale Chart.

LASH (ES) 1) To tie. 2) Strokes from and applied by the Cat 'O Nine Tails.

LASHING (S) Ropes or Lines used to secure or lash up movable objects such as drums, cylinders, pallets, or general deck cargo, usually in predetermined position. They may be provided with expanding springs or snap hooks.

LASH UP 1) Secured aboard ship with ropes or lines. Done either as temporary repair or simply to stop an item from breaking adrift in rough weather. 2) A hurried expediency or badly performed job or complete disorganization.

LASSIE From John Lassie, a British seaman torpedoed in 1915 who washed up on shore, was covered with a tarpaulin and left for dead at an Inn. Landlord's dog pulled away the covering and began licking the sailor's face thus proving he was alive and bringing medical attention.

LAT See Latitude.

LATEEN Type of triangular sail, which Luff is bent to long Yard.

LATEEN RIGGED Triangular sails set from longyard at forty-five degrees to Mast.

LATERAL Sidewise.

LATERAL PLANE COEFFICIENT Ratio of area of underwater profile, including rudder, but excluding centerboard, and circumscribing rectangle. Waterline, length multiplied by maximum draft.

LATERAL SYSTEM System of Aids to Navigation where Buoys, Daybeacons and minor lights are assigned colors, shapes and numbers in an orderly, geographical sequence with respect to their location and their relation to safe water. U.S. Aids to Navigation system is primarily 'Lateral' Buoyage system. See Cardinal System

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- LATITUDE (L OR LAT)** 1) Calibrating Lines running East and West, parallel to the Equator which provide an angular measure or amount of geographic distance either North or South of Equator measured in Degrees, Minutes and Seconds or fractions of Minute from 0⁰ to 90⁰ N/S at Poles. From Latin 'latitudo', breadth.
2) To give a person scope and freedom of action or to speak or act at own discretion without constraint or narrow restrictions.
3) Number of degrees off course allowed a guest.
- LATITUDE OF DEPARTURE (L1)** Latitude at begin or start.
- LATITUDE OF DESTINATION (L2)** Latitude at end or arrival.
- LATITUDE OF VERTEX (Lv)** Maximum Latitude.
- LATTICE** Pattern formed by two or more families of intersecting lines like the Loran Lines of Position printed on a Chart. Lattice is similar to a 'grid' except that lines in a Lattice do not necessarily meet at 90° angles.
- LAUNCH** 1) Move boat into water from land, often by being sent down ramps from building site on land. From Old french 'lancier', to pierce or throw. Now using champagne as sacrifice to sea gods but previously utilizing blood or red wine. 2) Squared Stern boat propelled by oars. 3) Boat, often power, used as a ferry between land and a moored boat. AKA Shore Boat. 4) Large motor lifeboat or merchant ship's boat. 5) Enter boldly or start new course of action.
- LAUNCHING APPLIANCE** Device for transferring a survival craft or rescue boat from its stowed position safely to the water. If using a Davit, it includes the Davit, Winch and Falls.
- LAVA** Rock in the fluid stat, or such material after it has solidified. Formed at very high temperature and issues from the earth through volcanoes.
- LAY** 1) Sail Course that will clear Buoy or Shoal. AKA Fetch. 2) Direction of twisting in Rope's Threads, Strands or Yarns, often to right ('right lay') but sometimes to the left. See Cable Laid. 3) Amount of twist put into a rope such as hard lay, common or regular lay or soft lay. 4) A hot time in the old town tonight.
- LAY ALOFT** Order given to Crew to go up into rigging.
- LAYLINE** 1) Line beyond which you can Lay or make the destination on a close hauled course with no more tacks. 2) Almost title of an Eric Clapton song.
- LAY OF THE LAND** 1) To make an initial inspection, a first step. When making landfall, sailor studies how the land 'lays' along horizon to see whether they can recognize any prominent features. AKA 'see how the land lies'. 2) Prominent features or determining salient features and characteristics of situation along with risks and benefits prior to becoming involved in or making commitment.
- LAYOUT** Arrangement of Gear on Deck or of furniture in Cabin.
- LAY UP** Prepare Vessel for period when it will not be used. It involves either total or partial removal of rigging, gear and internal fittings. It may also involve Hauling Vessel.
- LAZARETTE OR LAZARET** 1) Hold where lepers or lazars lived while on pilgrimage to Holy Land seeking cure for the disease. Separate area aft to prevent contaminating rest of crew and to ensure smell did not permeate Vessel. 2) Compartment, storeroom, locker, small storage space or cubbyhole below Deck, usually in Stern or After Peak of Vessel. Used for storage and where spare parts or little used Gear is kept or an outboard motor is mounted. 3) Any small storeroom below Deck.
- LAZY** Not in use or unused.
- LAZY SHEET** Jib Sheet currently not being used to trim Jib.
- LEACH** See Leech.
- LEAD (THE)** 1) Block for Jib Sheet. 2) Pass Line through Block. 3) Shaped lead weight tied on a marked Line. Dropped overboard and used to discover, determine or measure water depth. Convex hollow in bottom of weight was usually filled with candle tallow to bring or pick up Bottom soil sample to determine nature of ground: mud, clay, sand, etc. so Captain could determine what kind of Anchor to drop.
- LEAD LINE** Long length of calibrated Line weighted with a lump of lead or a weight attached. Used to determine water depth either inside or outside a ship. It is lowered into water from Deck to find out, determine, ascertain or Sound the Depth of water and characteristics of bottom. AKA Hand Lead or The Lead. See Arming the Lead and Swinging the Lead.
- LEADING LIGHT** 1) Those lights which mark an entry to Port, one light some distance in front of other. There are usually two and when brought into line, point a safe course between rocks and obstructions and ensure the Vessel's safe entry. See Range. 2) Light located so that Vessels may steer directly for it until close aboard, at which point they either must assume a new course or run Aground. 3) Prominent person, star turn or dynamic personality.
- LEADSMAN** Someone who Swings the Lead.
- LEAGUE** Indefinite and varying measure, but usually estimated at 3 statute miles in English speaking countries. From Latin, 'leuga', for a measure of distance.

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LEARN (ING) THE ROPES On board ship, expression is literal. New sailor has to learn which ropes control which sail and how to use them. See Know The Ropes

LEAVE Vacation. Also 'going on leave'.

LEE Direction toward which Wind blows or away from Wind. Side of Vessel and area beyond, which is away from direction from which wind is blowing. Side sheltered from wind. Contraction for 'Leeward'. See In the Lee and Leeward.

LEEBOARDS Anti drift boards or retractable fin like a centerboard but attached to the Gunwale or side of the boat.

LEE BOW Have the Current pushing the boat to Windward.

LEECH 1) Both side edges of Spinnaker or square Gaff Sail but designation will alter since it will be side away from direction from which wind is blowing. 2) After, back, Leeward or trailing edge of Fore and Aft Main Sail, Jib or Mizzen or of a four sided sail.

LEECHLINE 1) Ropes running from Clew of square Sail to its Yard. 2) Line along Leech of Sail, used to tighten Leech and reduce or prevent Motorboating. AKA Leech Line.

LEECH ROPE Bolt Rope along Leech of Sail.

LEE HELM Sailboat's tendency to Head Off, turn or fall away from the wind to Leeward, unless checked or corrected by the Tiller or Wheel acting on the Rudder.

LEE SHORE Land, coast or shoreline on Lee Side of Vessel of shore lying downwind. It is lying in direction toward or onto which Wind is blowing and which is Leeward of Boat.

LEE SIDE Side of the Vessel opposite the side on which the wind is blowing. Side sheltered from the wind. See Lee. Opposite of Weather Side.

LEEWARD Direction away from wind, downwind or toward Lee. Opposite of Windward. See Lee and Lee Side.

LEEWAY 1) Leeward movement, lateral drift or distance, motion or distance ship is forced sideways to Leeward from intended course. Sideways Drift of boat primarily caused by action of wind, current and seas on Sails, Hull and Rigging. Expressed in three ways: distance, speed or angle. See Drift. 2) Angle between ship's head and track which she will ultimately make caused by side slippage to Leeward. Estimated from angle formed between line of ship's Keel and line which ship actually describes through water, as shown by Wake. 3) Room to operate or falling behind with something and having to make up lost time. 4) Freedom of action.

LEFT HAND LAY 1) Stranded Rope made with the twist to the left. AKA 's twist'. Most rope is Right Hand Lay or

'z twist'. 2) Your bed partner who is left handed.

LEFT HIGH AND DRY See High and Dry.

LEG 1) Section of a Track that consists of a single course line. 2) Part of a passage or race sailed between two Buoys or Aids to Navigation. 3) Something with knees.

LEG OF MUTTON Original term for Marconi, Bermudian and jib headed sail. AKA Leg O' Mutton.

LEMURIA Mythical lost island said to be near Madagascar.

LEND A HAND Request for assistance by one seaman to another. See Bear A Hand.

LENGTH Distance from Bow to Stern or measurement of Vessel on longitudinal Axis. Can be measured via several methods: Length Overall (LOA), Length at Waterline (LWL), etc.

LENGTH BETWEEN PERPENDICULARS (LBP) Horizontal distance measured between perpendiculars taken at forwardmost and aftermost points on Waterline corresponding to Vessel's deepest operating Draft, distance between tow lines drawn perpendicularly from waterline to inner faces of Stem Post and Stern Post.

LENGTH ON THE WATERLINE (LWL) 1) Planned waterline to which it is expected to Float when fully loaded and equipped. 2) Length of Vessel including Rudder Post when measured at Line of Flotation or distance between most Forward and most Aft points touching water when boat is at rest. AKA load waterline or waterline length.

LENGTH OVERALL (LOA) Maximum or extreme length of Vessel's Hull excluding projecting Spars, Bow Sprits, Bumpkins, Rigging Fittings, outboard motor brackets, handles, attachments, extensions or Rudder or the distance between the tip of the Bow and the end of the Stern.

LESTE Hot, dry, south or easterly wind of the Madeira and Canary Islands.

LET CAT OUT OF THE BAG See Don't Let Cat Out Of The Bag.

LET FLY 1) Let the sheets go quickly whereupon they would shake uncontrollably. Order was given to stop a ship smartly. Junior ship was also required to do this in salute to the flagship. 2) Lose one's temper or become very angry and possibly shake uncontrollably.

LET HER RIDE Part of an official order to discharge the crew at the end of the voyage and let the Vessel ride at anchor.

LET (TING) THE CAT OUT OF THE BAG

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1) Refers to the grim ceremony of removing the rawhide 'cat-o'-nine-tails from its red carrying bag in preparation for a punishment flogging. 2) To disclose a secret. See Don't Let Cat Out Of The Bag.

LEVANTER Strong easterly wind of Mediterranean, especially in Strait of Gibraltar, attended by cloudy, foggy, and sometimes rainy weather especially in winter.

LEVEANTERA Persistent east wind of Adriatic, usually accompanied by cloudy weather.

LEVANTO Hot southeasterly wind which blows over Canary Islands.

LEVECHE One of many hot and dry winds which originate in the hot deserts of North Africa and Arabia affecting middle and south Mediterranean. See Sirocco.

LEUNG Cold wind from north which blows over China coast.

LF Low Frequency.

LHA Local Hour Angle. Angular Distance West (Only) of the Local Celestial (Observer's) Meridian to Celestial Body. [Can Often Use Cos (LHA) Instead Of Cos (t)]. See Local Hour Angle.

LIBERTY Going ashore or into town when off duty.

LIBERTY SHIPS Most common and quickly built ships of all time. Once launched 7,200 gross ton freighter 4 days and 15.5 hours after Keel Laying.

LICK Thick, dark syrup used in cooking and for spreading on pancakes instead of butter.

LIDO 1) Famous resort near Venice. 2) Any spit of land enclosing a lagoon. From Italian, 'lido', beach.

LIE TO 1) Remain without motion when under Sail.
2) 'But honey, I haven't been working on or spending money on the boat again . . .'

LIFE BELT Smaller and earlier version of Life Jacket.

LIFEBOAT All Ships, passenger liners, freighters, etc. are required by law to carry enough of these for all people on board.

LIFE JACKET Buoyant material or inflatable device designed to keep wearer's head above water. See PFD.

LIFELINE (S) 1) Lines, usually wire rope or wire safety line, often coated with plastic, rigged fore and aft at sides

of boat's deck. Supported by posts called Stanchions that are rigged to encompass or encircle Deck. Provides semi-secure, partly safe and convenient hand hold and hopefully restrain crew and reduce possibility of crew falling overboard. 2) Anything or anyone upon which life depends. 3) AKA rarely as Harness, Jack Line or Tether.

LIFE PRESERVER Floatation coat, vest, ring or cushion more properly termed a Personal Flotation Device (PFD).

LIFE RAFT 1) Originally and now legally rigid life raft, not inflatable but made of any buoyant material. 2) Now informally and incorrectly referred to as small survival craft, now usually an inflatable boat for use in emergencies. Rule of Thumb is to always 'step up' into one from your Vessel.

LIFE RING See Life Saver.

LIFE SAVER 1) Round, Type IV PFD. AKA Life Ring. 2) Small, round hard candy with a hole in the middle.

LIFT (S) Shift in the Apparent Wind direction towards the Stern allowing the Helmsperson to alter course to Windward (Head Up) and / or the crew to Ease Sheets (Ease Off). AKA Freeing Wind.

LIGHT (S) 1) Sail that is Luffing. 2) Illuminated, fixed Aid(s) to Navigation on a fixed structure such as Lighthouses or beacons equipped with light sources having prescribed characteristics. 3) Piece of illuminating apparatus or Boat's navigation light. 4) Signal emitted by a lighted Aid to Navigation.

LIGHT AIR Wind of Force 1 on Beaufort wind scale or Wind 1 - 3 knots. Sometimes listed as less than 8 knots.

LIGHT DISPLACEMENT Weight of the Vessel itself. See Light Ship.

LIGHTER Flat bottomed, powered steel barge used for Harbor duties and carriage of Cargo, fuel oil, water or refuse.

LIGHT FLOAT Unmanned Light Vessel.

LIGHTHOUSES Salt and pepper shakers on mess table.

LIGHT LINE Line smaller than 1/4 inch in diameter.

LIGHT LIST Printed listing of U.S. Aids to Navigation in geographical order, used to supplement information printed on a chart. Shows more complete information concerning aids to navigation than can be conveniently shown on charts. Coast Guard prints the seven volumes. See List of Lights

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- LIGHTNING** Electrical flash that neutralizes a strong build-up of positive and negative charges in clouds or between clouds and ground surfaces. Romans believed that eagle, sea calf and laurel warded off lightning. Medieval mariners grew houselled on ships and invoked St. Barbara to protect them against lightning.
- LIGHTNING NEVER STRIKES TWICE** Yes, it does, especially on places like tall Masts.
- LIGHTNING PILOT** River pilot on Mississippi who was Lightning quick and who got all possible speed from ship.
- LIGHT SAILS** Sails made of lightweight material for use in light winds.
- LIGHT SECTOR OR SECTOR** Arc over which a light is visible described in degrees true as observed from the Vessel toward the light.
- LIGHT SHIP (S)** 1) Ship carrying no Dead Weight. 2) Floating Lighthouses that warn other ships of danger and serve as Aids in Navigation, usually in places too distant from shore to erect a permanent structure. Today mostly replaced by lighted Buoys, which provide same service. See Dumb Ships and Light Vessel.
- LIGHT STUFF or SMALL STUFF** Small Line aboard Ship, such as 12-thread stuff, Marline, seizing stuff, or spun Yarn.
- LIGHTENING HOLE** On of the large openings punched or cut in floor Plates, side girders, or tanck bracket plates of steel or aluminum Vessels. Principal purpose is to reduce the weight of the Vessel's main structure. In double bottom Vessels, Lightening Holes provide an access to the different cells for inspection and maintenance. Term refers to any hole cut in a plate which forms part of the Vessel's structure to reduce weight without impairing strength.
- LIGHT VESSEL** Now used to refer to what has traditionally been called a lightship, a Vessel displaying a light for navigational purposes.
- LIKE A FISH OUT OF WATER** Anyone helplessly floundering in element or environment to which they are unaccustomed.
- LIKE LEMMINGS** People who follow others blindly, often to their own destruction. Compared to lemmings, fabled 'rats of Norway', who supposedly and falsely are supposed to destroy themselves periodically by marching into the Sea.
- LIMBER HOLE (S)** Drainage holes in the Vessel's structure near a deck, in the bilges, in the lower edge of a floor plate, floor timber, other structural member or elsewhere to facilitate drainage where desired or in Bilge timbers of a Vessel allowing water to run to a low point for pumping out. AKA drain hole, Limbers or watercourse.
- LIME JUICERS** English ships or sailors. AKA Limey.
- LIMEY (S)** 1) Englishmen, Sailors or English Ships so called because of their habit of serving lime juice periodically on board ship to prevent scurvy. 2) British cousin. AKA Lime Juicer.
- LIMITED COASTWISE** Route that is not more than 20 Nautical miles from Harbor of Safe Refuge.
- LINE (S)** 1) Any length of Rope or cordage used aboard vessel, usually small, that has specified purpose or is in use Aboard Vessel. Cut section or given length of rope. See Laid Line. 2) Indicates shape of Vessel's Hull. 3) Pipe, wire or conduit such as a water line, sewage line or electric line.
- LINER** Large, powered passenger ship.
- LINE ABREAST** Line Of Battle where ships fought side by side with flagship.
- LINE AHEAD** Line Of Battle where ships fought in front of flagship.
- LINE ASTERN** Line Of Battle where ships fought behind flagship.
- LINE OF APSIDES** Line connecting two Apsides. See Apsis, which is singular of Apsides.
- LINE OF BATTLE** Fighting formation of Ships in naval engagement in which most or all ships steered on same Course and in same alignment. See Line Abreast, Line Ahead, Line Astern.
- LINE OF BATTLE SHIP** Capital ship fit to take part in major battle as opposed to other vessels such as Frigates.
- LINE OF POSITION (LOP)** Line through some point and usually plotted on Chart. You presume boat is located on this LOP or it indicates probable position of Vessel, as determined by or as result of single navigational observation or measurement. Vessel may be located at any point along that line.
- LINES PLANS** Shape of boat's hull shown in three planes or views: profile; profile; plan (looking down on craft); and sectional (body plan). Normally only half sections are drawn; sections on one side of centerline.
- LINE STOPPERS** Designed to use more than one line with a Winch. They keep the tension on the Line while stopped or jammed. AKA Jamcleats.

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- LINGO** Term brought home by mariners in the Mediterranean where 'lingua franca', a mixture of many tongues is used.
- LINK** Consistent of Chain.
- LINK, CLOSED** Oval ring type of Link.
- LINK, OPEN** Elongated ring type of Link.
- LINK, STUD** Oval ring type of chain with supporting crossbar.
- LIST (ING)** Continuous condition of leaning to one side or sideways often caused by excess weight on one side due to an imbalance in stowage or leak into one compartment. See Heel.
- LISTLESS** Describes person or something that is indifferent, indolent, without ambition or devoid of pep. From sailing days when ship would list to Leeward by reason of wind pressure on Weather side. When there was no breeze, Vessel would straighten up with no List. Thus she was like this with no motion or progress.
- LIST OF LIGHTS** Printed by Defense Mapping Agency, covers foreign waters and is similar to Light List.
- LITTLENECK CLAMS** Don't have little necks, but come originally from either Little Neck Bay, Long Island, NY or Ipswich, MA.
- LIZARD** Wire or rope pennant fitted with an Eye.
- LLOYD'S** Short for Lloyd's of London which began as maritime insurance group and named after Edward Lloyd. AKA Lloyd's Register of Shipping. See A-1.
- Lm** Mid-latitude = Mean of L1 and L2 = $(L1 + L2) / 2$
- Lo** Longitude (East or West) = Long., Measured East or West From Greenwich to Observer,
Longitude Lines are Great Circles
- Lo1** Longitude of Departure (Longitude Begin)
- Lo2** Longitude of Destination (Longitude End)
- LOA** See Length Overall.
- LOADED**
- LOADED TO THE GILLS** Someone who has drunk alcohol like a fish drinks water and who Drinks Like A Fish and who is drunk. See Loaded To The Guards.
- LOADED TO THE GUARDS** Intoxicated or condition of an individual who has taken aboard a full cargo of alcohol or all they can carry. 'Guards' referring to Plimsoll Lines on vessels, marks beyond which it is dangerous to load Ship. AKA Loaded to the Gunn's. AKA incorrectly as Loaded To The Gills.
- LOADED WEIGHT** Weight in tons of freight, passengers, baggage and provision and of provisions as well as crew and its gear on merchant weight.
- LOAD LINE (S)** Linear mark inscribed on certain Vessels sides or amidships on both Port and Starboard sides which must not be submerged when Vessel is fully loaded. Indicate depths to which ship may be loaded in different waters at different seasons.
- LOAD WATERLINE** Waterline to which Vessel is immersed or settles when she is loaded and on an even Keel.
- LOBLOLLY BOY** Surgeon's assistant aboard ship. Loblolly, another form of Burgoo, was name for gruel or porridge usually served to surgeon's patient in sickbay.
- LOBSCOUSE** AKA Scouse.
- LOBSTER** From Latin, 'locasta', locust and Anglo Saxon, 'lappe', spider.
- LOBSTER NEWBERG** Originally named Lobster Wenberg after Benjamin Wenberg, shipping magnate, but he got drunk and started a fight in Delmonico's restaurant and they changed the name to honor a city on the Hudson.
- LOCAL HOUR ANGLE (LHA)** Angular distance measured west (only) of the local celestial (observer's) meridian to celestial body.
- LOCAL NOTICE TO MARINERS (LMN)** Locally distributed and weekly published by the local U.S. Coast Guard District Commander. Gives marine information of interest to mariners regarding the condition, all known changes and deficiencies in aids to navigation within the Coast Guard district.
- LOCKER** Storage compartment, space or place on boat. Closet.
- LOCKER, CHAIN** Hold in Bows of ship in wick Anchor Cable is stored.
- LOG** 1) Nautical written record or journal, usually in book, of Vessel's voyage and operations such as course, Speed, Weather encountered, radio transmissions and receptions, as well as other details of Navigation and maintenance. Contraction of Logbook. By tradition 0000-0400 log entry on New Year's Day is entered in rhyming verse. See Official Log. Also have engine room Log, scrap Log, deck Log, radio Log and chief officer's Log. 2) Device or navigation instrument for measuring ship's speed or distance run through water. Flat wooden board called 'flag' was tossed overboard with line tied to it. Knots were periodically tied in line and number of Knots

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that paid out in given time period was Ship's Speed. See Log Line. 3) Floating object that you don't want to hit.

LOGBOOK (S) 1) Records were kept on sailing ship by inscribing information onto shingles cut from logs. They were hinged so they opened like books. When paper became more readily available, Log Books were manufactured from paper and bound. Shingles were relegated to naval museums but the slang term stuck. It also takes its name for recording readings from Log Line. 2) Any bound record kept on a daily basis aboard ship is called a Log.

LOGGERHEAD (S) 1) Post near the Stem of whale boat around which harpoon line is turned to keep it from running out too fast. 2) Whale boat fishermen who had just made fast to a whale. 3) Snapping, big knobby headed marine turtles. 4) Long, massive, solid iron ball fixed to long handle, heated up red-hot in Galley. It was plunged into buckets of tar and used to heat Pitch or tar in a bucket so that it might be melted with no risk of flame. It was used to Pay Seams or could be flung at enemy. 5) Item used to heat up and warm alcoholic drinks. 6) Handy, lethal and popular weapon to use in an argument after boiling pitch was used up. 7) Head to head conflict. 8) One who is slow to reason, stubborn, ignorant blockhead or knucklehead. AKA At Loggerheads or Being At Loggerheads.

LOGGERHEADS, AT Be at odds with, engaged in a violent quarrel or a dispute; headstrong and unwilling to compromise. From naval battles where sailors bashed each other with Loggerheads.

LOG LINE Length of twine marked at 47.33-foot intervals by colored Knots. At one end a log chip was fastened. It was shaped like sector of circle and weighted at rounded end with lead. When thrown over Stern, it would float pointing upward and would remain relatively stationary. It was allowed to run free over side for 28 seconds and then hauled on board. Knots which had passed over side were counted. In this way, ship's Speed was measured. See Chip Log, Dutchman's Log.

LOMBARD SHOT Medieval Cannon ball.

LONGBOAT Largest boats carried by sailing ships, used to hold great weights.

LONGITUDE (Lo, λ, LONG.) Great Circle lines running North and South, pointing to True North and South measuring angular geographic distance East or West 0^o - 180^o from Prime Meridian (0^o) which runs through Greenwich, England to Observer.

LONGITUDE OF DEPARTURE (Lo1) Longitude at Begin.

LONGITUDE OF DESTINATION (Lo2) Longitude at End.

LONGITUDE OF VERTEX (Lov) Longitude of Maximum Latitude.

LONGITUDINAL CENTER OF FLOTATION (LCF) Point around which a Vessel Trims. AKA Tipping Center.

LONGITUDINAL CENTER OF GRAVITY (LCG) 1) Longitudinal distance of a point within tank or compartment from the Vessels' Tipping Center. 2) Longitudinal position of the Center of Gravity or the location of the Vessel's Center of Gravity in relation to the Bow and Stern.

LONG RANGE FORECASTS Predictions of weather for periods greater than 24 hours in advance thereby giving the wather gesser a longer time to be incorrect.

LONGSHOREMAN One who helps load and unload ships. From contraction of 'along-shore-man'. See Shenango and Stevedore.

LONG SHOT From days of old, smooth bore cannon on ships which were very inaccurate except at close rante. If target were hit at long range, it was simply a matter of luck. AKA Playing a long shot.

LONG SPLICE Splice joining two rope ends, made by untwisting Strands, thinning and removing the ends, so that the final splice is no thicker or not much greater diameter than the original Line. It will thus go through a block without jamming but is not a strong as a short splice. From the relatively lengthy space it occupies.

LONG TON 2,240 Pounds.

LOOF Both sides of Vessel's Freeboard curving in toward prow.

LOOK ONE WAY AND ROW ANOTHER 1) Rower who sits facing one way while moving boat in opposite direction. 2) Hidden agenda.

LOOPHOLE 1) Small aperture in Bulkheads and other parts of merchant ship through which small arms could be fired at enemy trying to board. 2) Ambiguity in law that creates way out or opportunity for escaping true legal intent.

LOP Line of Position.

LOOK ONE WAY AND ROW ANOTHER Aimed at one thing, but in reality to be seeking something quite different, like an oarsman rowing a boat.

LOOM 1) To appear menacing and important, often larger than life. 2) Loom of land can sometimes be projected above the horizon by refraction of the light, making it visible bar beyond normal range. Loom of shore lights or lighthouses is reflected in the sky. 3) Indistinct vision

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of something seen through a mist. 4) Part of Oar between handle or grip and blade.

LOOPHOLES 1) Holes cut in Close Quarters to allow musket fire. From the French 'louvre' or window. See Close Quarters. 2) Gaps in the law.

LOOSE To let go.

LOOSE CANNON Ship's cannon are mounted on wheeled platforms so they may be pulled back easily for re-loading. Platforms are secured to Ship's side by ropes tied to eyebolts on either side of Gun Port. Sea-water often corrodes ropes. If rope breaks, cannon will move backward with same force as cannonball is fired forward due to Newton's law of action and re-action, possibly knocking down and breaking legs of anyone behind it and posing serious threat to life and limb. 2) Recklessly and dangerously out of control.

LOOSE END 1) Line or rope ends which have become unraveled. An idle sailor would be ordered to go around looking for these to tie up. Problem is solved by Whipping (as with some things in life). 2) Being bored with nothing to do.

LOOSE FISH Person of loose or dissolute habits.

LOOSE LIPS SINK SHIPS World War II security poster urging sailors not to talk about war related matters.

LOOSE WATER Liquid that has Free Surface.

LOP 1) Abbreviation for Line of Position.
2) Sea condition when waves are short and choppy.

LOPSIDED 1) Ship which is built in such a way as to have one side heavier than other, retaining constant Heel or inclination toward heavier side. AKA lap sided. 2) Unbalance or anything considered to be disproportionate or lacking in balance and symmetry.

LORAN, LORAN-C Long Range Navigation Aid to Navigation. Electronic navigational system using several timed, synchronized pulse LF signals from different transmitter stations to create hyperbolic or curved lines of position.

LORELEI Rock cliff on German Rhine river noted for its strange echo. She was a young maiden who leapt into river and drowned, then transformed into siren whose song lured sailors to death in dangerous Rhine narrows.

LoV Longitude of Vertex (Longitude of Maximum Latitude)

LOW CUT 1) With Clew near the Deck.
2) Fashionable dress.

LOW EBB 1) Last of the receding tide which can uncover a vast expanse of mud. 2) Emotional emptiness after something has left.

LOW PASS Landing attempt on aircraft carrier when landing gear does not contact flight deck at all. See Bolter.

LOW PRESSURE Depression in atmosphere. Region usually associated with stormy weather. Area of low pressure identified with counterclockwise circulation in northern hemisphere and clockwise in southern hemisphere. See Cyclone.

LOW TIDE Low water, the lowest level reached

LOW WATER Height of the low Tide.

LOWER BRANCH In Celestial Navigation. Meridian half from pole to pole which passes through Nadir. Opposite of Upper Branch.

LOWER HOLD Lowest cargo compartment in a merchant Vessel next to the ship's bottom.

LOWER THE BOOM 1) Secure freighter's Cargo Booms before she puts out to Sea; i.e., lower them so they rest in cradle parallel to Deck. See Derrick. 2) Deliver a knock out punch or hit someone hard. 3) To chastise, punish, to attack with criticism. Reprimand harshly or to stop someone from doing something. 4) Ask someone for loan.

LOWEST ASTRONOMICAL TIDE Lowest level to which tide can predictably fall.

LPG Liquefied Petroleum Gas, a fuel.

LUBBER'S HOLE Aperture in Futtock Plate by which access may be gained to Topmast from Shrouds. Vacant space between Head of lower Mast and edge of top (platform which rests upon crossrees at Head of lower Mast), through which those not wanting to use Futtock Shrouds could go further Aloft.

LUBBER ('S) LINE (S) Index mark, short vertical post or permanent line usually fixed inside or on Compass' inner forward side, aligned with Centerline of Boat, and used to determine, represent or indicate boat's Course, direction forward or Heading on Compass, parallel to Keel when properly installed. Also used as reference point when Steering or taking Bearings.

LUCKY BAG 1) Lost and found department. Huge locker in which articles lost aboard ship were deposited. Once a month these articles were produced and handed back to their respective owners. But there was a catch to it...each lucky recipient of a lost article was then given three strokes from Cat-O'-Nine tails to teach them not to lose anything again. 2) Annual yearbook at the U.S. Naval Academy.

LUCKY HORSESHOE Symbol of luck (?) for British Admiral Lord Nelson who had one nailed to mast of his flagship at battle or Trafalgar where he lost his life.

LUFF 1) Front, Forward vertical, Weather or leading edge of Mainsail, Jib or Mizzen and Windward edge of a Spinnaker from the Head to the Tack. It varies with square sail and spinnaker. 2) Alter course toward the wind until the boat is Head to Wind. See Head Up or Come Up.

LUFF CURVE Convex (in a Mainsail) or concave (in a Jib) curve in a Ssail's Luff to account for Mast bend or Headstay sag.

LUFFING 1) Bubbling or flapping motion of a Sail when it is undertrimmed or not trimmed far enough or is being Backwinded by another Sail or when the Course is too close to the Wind or caused by the boat being Head to Wind. Also, a Vessel whose Bow or Head is pointing straight into the wind thereby causing her Sails to flap and her speed to fall. She will also be a pig to steer.

LUFF TACKLE Tackle with one, upper double Sheave Block and one, lower single Sheave Block.

LUFF, TO Bring Vessel's Head closer to wind. Bring Vessel's Head nearer to wind, so sails start to spill wind. Performed by putting Helm down or increasing sail area toward Stern.

LUFF UP Order to throw Ship's Head into wind in order to tack. AKA 'luff round'.

LUG OR LUG SAIL Quadrilateral or four sided Sail in shape with its head stretched on Yard sloping upward from the Mast. Sail is not bent to Mast but to Yard which hangs from Mast. It may or may not be fitted with a Boom.

LULL Relatively calm period between Wind gusts or drop in wind and waves, even for brief period.

LUMINOUS RANGE Greatest distance a light can be seen considering both its Nominal Range and the existing state of Meteorological Visibility.

LUNAR TIDE That part of the tide caused solely by the tide producing force of the moon. See Solar Tide.

LWL See Length on the Waterline.

Lx Latitude at Any Point on Great Circle Track from Known Longitude.

LYING AHULL See A-Hull, Lying.

LYONESSE Mythical country 'forty Fathoms down' stretching off England from Lands End to Scilly Isles.