

## Chapter 1 : Glossary of Astronomy Terms - Astronomy Reference Guide on Sea and Sky

*This is a partial glossary of nautical terms; some remain current, while many date from the 17th to 19th century. Sources include racedaydvl.com also Wiktionary's nautical terms, Category:Nautical terms, and Nautical metaphors in English.*

**Fly by night** A large sail used only for sailing downwind, requiring little attention. **Following sea** Wave or tidal movement going in the same direction as a ship. **Foot** The bottom of a sail. **Footloose** If the foot of a sail is not secured properly, it is footloose, blowing around in the wind. **Footrope** Each yard on a square rigged sailing ship is equipped with a footrope for sailors to stand on while setting or stowing the sails. **Forecastle** A partial deck, above the upper deck and at the head of the vessel; traditionally the sailors living quarters. The name is derived from the castle fitted to bear archers in time of war. **Fore** Towards the bow of the vessel. **Forefoot** The lower part of the stem of a ship. **Foremast jack** An enlisted sailor, one who is housed before the foremast. **Forestays** Long lines or cables, reaching from the front of the vessel to the mast heads, used to support the mast. The vertical distance from the current waterline to the lowest point on the highest continuous watertight deck. This usually varies from one part to another. **Full and by** Sailing into the wind by , but not as close-hauled as might be possible, so as to make sure the sails are kept full. This provides a margin for error to avoid being taken aback a serious risk for square-rigged vessels in a tricky sea. Figuratively it implies getting on with the job but in a steady, relaxed way, without undue urgency or strain. **Furl** G - [Back to top] **Gaff** The spar that holds the upper edge of a fore-and-aft or gaff sail. Also a long hook with a sharp point to haul fish in. **Galley** The kitchen of the ship. **Gangplank** A movable bridge used in boarding or leaving a ship at a pier; also known as a "brow". **Garbled** Garbling was the illegal practice of mixing cargo with garbage. **Garboard** The strake closest to the keel from Dutch gaarboard. It provides navigation, position, and timing information to air, marine, and land users. **Grapeshot** Small balls of lead fired from a cannon, similar to shotgun shot on a larger scale. Used to hurt people, rather than cause structural damage. The RN discontinued the practice of issuing rum in A sailor might repay a colleague for a favour by giving him part or all of his grog ration, ranging from "sippers" a small amount via "gulpers" a larger quantity to "grounders" the entire tot. **Groggy** Drunk from having consumed a lot of grog. **Gunwhale** H - [Back to top] **Halyard** or **Halliard** Originally, ropes used for hoisting a spar with a sail attached; today, a line used to raise the head of any sail. **Hammock** Canvas sheets, slung from the deckhead in messdecks, in which seamen slept. **Hand Bomber** A ship using coal-fired boilers shoveled in by hand. **Hand over fist** To climb steadily upwards, from the motion of a sailor climbing shrouds on a sailing ship originally "hand over hand". **Handsomely** With a slow even motion, as when hauling on a line "handsomely. Typical designs include a bronze or plastic hook with a spring-operated gate, or a strip of cloth webbing with a snap fastener. **Harbor** A harbor or harbour, or haven, is a place where ships may shelter from the weather or are stored. Harbours can be man-made or natural. **Haul wind** To point the ship so as to be heading in the same direction as the wind, generally not the fastest point of travel on a sailing vessel. **Head** The toilet or latrine of a vessel, which for sailing ships projected from the bows. **Head of navigation** A term used to describe the farthest point above the mouth of a river that can be navigated by ships. **Headsail** Any sail flown in front of the most forward mast. **Heaving to** To stop a sailing vessel by lashing the helm in opposition to the sails. **Heave down** Turn a ship on its side for cleaning. **Helmsman** A person who steers a ship. **Hogging** or **hog** The distortion of the hull where the ends of the keel are lower than the center. In later merchant vessels it extended up through the decks to the underside of the weather deck. **Holiday** A gap in the coverage of newly applied paint, slush, tar or other preservative. **Holystone** A chunk of sandstone used to scrub the decks. The name comes from both the kneeling position sailors adopt to scrub the deck reminiscent of genuflection for prayer , and the stone itself which resembled a Bible in shape and size. **Horn** A sound signal which uses electricity or compressed air to vibrate a disc diaphragm. **Horse** Attachment of sheets to deck of vessel **Main-sheet horse**. **Hounds** Attachments of stays to masts. **Hull** The shell and framework of the basic flotation-oriented part of a ship. These were in general specialist tradesmen such as the carpenter and the sailmaker. **In Irons** When the bow of a sailboat is headed into the wind and the boat has stalled and is unable to maneuver. **In the offing** In the water visible from on board a ship, now used to mean something imminent.

Typically the flag was talked about as if it were a member of the crew. Strictly speaking, a flag is only a "jack" if it is worn at the jackstaff at the bow of a ship. Jacklines or Jack Stays Lines, often steel wire with a plastic jacket, from the bow to the stern on both port and starboard. The Jack Lines are used to clip on the safety harness to secure the crew to the vessel while giving them the freedom to walk on the deck. Formerly with a tarred pigtail. Jib A triangular staysail at the front of a ship. Jigger-mast The fourth mast, although ships with four or more masts were uncommon, or the aft most mast where it is smallest on vessels of less than four masts. Junk Old cordage past its useful service life as lines aboard ship. The strands of old junk were teased apart in the process called picking oakum. K - [Back to top] Killick A small anchor. A fouled killick is the substantive badge of non-commissioned officers in the RN. Seamen promoted to the first step in the promotion ladder are called "Killick". The badge signifies that here is an Able Seaman skilled to cope with the awkward job of dealing with a fouled anchor. Keel The central structural basis of the hull. Kelson The timber immediately above the keel of a wooden ship. L - [Back to top] Ladder On board a ship, all "stairs" are called ladders, except for literal staircases aboard passenger ships. Most "stairs" on a ship are narrow and nearly vertical, hence the name. Believed to be from the Anglo-Saxon word hiaeder, meaning ladder. Laker Great Lakes slang for a vessel who spends all its time on the 5 Great Lakes. Land lubber A person unfamiliar with being on the sea. Lanyard A rope that ties something off. Larboard The left side of the ship archaic, see port. Large See By and large. Lateral System A system of aids to navigation in which characteristics of buoys and beacons indicate the sides of the channel or route relative to a conventional direction of buoyage usually upstream. Lay To come and go, used in giving orders to the crew, such as "lay forward" or "lay aloft". To direct the course of vessel. Also, to twist the strands of a rope together. Lay down To lay a ship down is to begin construction in a shipyard. League A unit of length, normally equal to three nautical miles. Leech The aft or trailing edge of a fore-and-aft sail; the leeward edge of a spinnaker; a vertical edge of a square sail. The leech is susceptible to twist, which is controlled by the boom vang and mainsheet. Leehelm If the helm was centered, the boat would turn away from the wind to the lee. Consequently, the tiller must be pushed to the lee side of the boat in order to make the boat sail in a straight line. Lee side The side of a ship sheltered from the wind opposite the weather side or windward side. Lee shore A shore downwind of a ship. A ship which cannot sail well to windward risks being blown onto a lee shore and grounded. Leeway The angle that a ship is blown leeward by the wind. Leeward In the direction that the wind is blowing towards. Let go and haul An order indicating that the ship is in line with the wind. Letter of marque and reprisal A warrant granted to a privateer condoning specific acts of piracy against a target as a redress for grievances. Lifeboat A small steel or wood boat located near the stern of a vessel. Used to get the crew to safety if something happens to the mothership. Line The correct nautical term for the majority of the cordage or "ropes" used on a vessel. A line will always have a more specific name, such as mizzen topsail halyard, which describes its use.

### Chapter 2 : Glossary of Terms | Seaside Funeral Home | Corpus Christi, TX

*A Dictionary of Sea-Terms. From Darcy Lever's "the Young Sea Officer's Sheet Anchor; or a Key to the Leading of Rigging, and to Practical Seamanship" with additions by George W. Blunt, New-York, E & G.W. Blunt,*

Back to Contents This Glossary contains specialized terms for both scroll scholarship and Eastern Mediterranean archaeology. Its technical contents are based on at least four specific sources I have rewritten and reinterpreted the information in these sources as I deemed necessary. Any errors I have introduced into these definitions are my own and the authors listed here bear no responsibility for my errors. Melissa Leventon, the Curator of the Exhibit, and Mr. His Glossary is very comprehensive in its coverage of numerous terms relevant to broad aspects of Judaism and the specialized language of scroll scholarship, in general, as well as to Dead Sea Scroll scholarship, in particular. Harold Mare, "The Archaeology of the Jerusalem Area" Grand Rapids, , which contains a good sampling of the specialized archaeological terminology applicable to sites in the Eastern Mediterranean dating to the Old Testament and intertestamental periods. Mary Smallwood revised with a new introduction, notes and appendixes London; Penguin, In addition I have liberally interpreted information from a variety of sources to create new entries for this glossary. These are simply my own first attempts to catalog an evolving understanding of the underlying topic. All of it is subject to change without notice, of course. None of these authors are in any way responsible for my own additions, omissions, and errors or for my inability to understand their meaning or the contents of their works. Constructing this Glossary was one of the simpler exercises which I felt was necessary in order to make any headway along the steep learning curve for this topic. I still refer to it often and continue to find it useful on a regular basis. There is another interesting glossary on the University of Notre Dame web site constructed by Notre Dame undergraduates. While I have not consulted this glossary very often, and many of its entries are not strictly within the limits set for this site, it may well be of interest to those interested in biblical history from a christian perspective. It also harbors the beginnings of the development of Christian philosophy, culture and beliefs. For these reasons events of that period still exerts considerable influence on large segments of Western philosophy and culture today. That is what makes it such an interesting period to study. The relative dearth of original documents from Palestine during that period is what gives the Dead Sea Scrolls, in particular, their special allure. They are also fascinating and important documents from a period that offers too few original documents to satisfy the curiosity of a growing audience of scholars and non-specialists interested in pre-Christian and pre-Rabbinic religion and religious practice of Palestine. The Dead Sea Scrolls deserve a careful and dispassionate preservation, reconstruction and analysis. Nothing less will satisfy the demands of the diverse interests that seek to examine and understand their contents. This Glossary includes a wide assortment of terms, references to locations, documents, and books to enable everyone interested in probing the messages and meanings of the Dead Sea Scrolls. One clear message from the Dead Sea Scrolls is that we have not had a sufficient understanding of the diversity of the currents in religious philosophy that were influencing the daily lives of the citizenry at that time. About one-third of the scrolls seem to have left no other trace of themselves in the historical record and except for this amazing find would still not be known to this day. The mythic simplicity of most biblical stories has disconnected the Old and New Testaments from the historical events that were known to have taken place in Jerusalem and elsewhere in the region during that time. This makes the Bible an unreliable historical document if one is looking for the roots of Rabbinic Judaism or early Christianity in previously known histories of the period. It remains to be seen if any of the Dead Sea Scrolls will shed new light of those historical roots. It is already certain that they shed new light on the evolution of Jewish thought and religious practices that preceded the Christian era. In that sense they already provide some insight into the turmoil the eventually produced the early Christian Church. For the same reasons, they should also provide fresh insights into the evolution of Rabbinic Judaism which emerged alongside the Christian Church over several centuries. In order to use the Dead Sea Scrolls as fruitfully as possible it is first necessary to recognize what they are and what they are not. The sheer number of separate scrolls, the diversity of their handwriting, the variety of their philosophies, the complete lack of original

autographs deeds of ownership, correspondence, first hand commentaries by the original author, etc. Not impossible, just unlikely. On the other hand, there are many reasons to reasonably suppose that these are not part of the collected works of the Temple. Individual priests and citizens of Jerusalem could possibly have contributed various parts of this library. Manuscripts could have to have been removed from the city and stored in the desert prior to the sack of the city by the Roman Army in 70 CE. This presupposes that Qumran was not taken by the Roman Army until after the fall of Jerusalem, of course. Hiding scrolls in caves in the desert has a long and distinguished history. Origen puts one find "with other Hebrew and Greek books in a jar near Jericho. Clearly, scrolls have been found in caves since at least the third century CE and others have even been discovered since the Dead Sea Scrolls were themselves first announced. There is no reason to assume that this one group of caves holds all the scrolls that were saved from the Roman army during the first Jewish revolt against Rome. The Dead Sea Scrolls are to be seen as a subset of the collective library of Jewish religious, cultural and philosophical writings extant at the time of the First Jewish Revolt in and around Jerusalem. Only after that is finally understood will we be able to make any worthwhile progress toward sorting out what, if anything, they can tell us about the division of first century Judaism into its Christian and Rabbinic successors. That is a story that many people are waiting to hear. This Glossary of Terms has been assembled to assist me, and anyone who is interested, in tracing two of the Worlds most influential modern religions to their Biblical roots. Because many of the Dead Sea Scrolls, especially the so-called non-biblical manuscripts, have avoided the intermediate redactors, they are as direct a communication from the intertestamental period as we are likely to get. As such, their importance is difficult to overstate. On the other hand, it is important to consider both the words and the source before attempting to read too much into their messages. This is the point of contention that has developed over what to make of the Dead Sea Scrolls. Who wrote them, why and when are questions that need to be definitively answered before their impact can be fully gauged or appreciated.

## Chapter 3 : Glossary of underwater diving terminology - Wikipedia

*This glossary of ocean terms defines words and phrases you may have heard but don't quite understand. Accretion May be either natural or artificial.*

A glossary of pirate terms. A loiterer that could work but will not. The direction at right angles to the hull. Putrid water in the water barrels. Floating about out of control. An enterprise in which something is risked or left to chance. A common way of saying afraid. The direction towards the stern of the ship. The top part of the masts and rigging. A well known sea game. A reference to hanging. The faint light seen before sunrise. Stop, hold, cease or desist. A long way from anywhere. A tool the navigator uses to work out how high the sun is in the sky. Heavy stuff in the hold of the ship to keep her steady. Means cover the hatches to the lower decks with canvas during a storm to stop water from getting belowdecks. Slapping of hands around your arms to warm your self up on a cold watch. Not able to sail because there is no wind. The station of a sailor that is not an officer. A wooden rod sitting in a hole on the rail that a rope can be tied to temporarily. A method of securing captives by means of a metal bar to which shackles be fixed. The lowest part of the ship. Wet, musty and full of rats. Another name for a pirate flag. A short fire arm with a wide mouth that scatters musket balls over a wide area. A long spar extending from the mast to extend the foot of a sail. Also the sound a cannon makes when fired at the enemy. That be treasure to you or me. A name for the North wind. The front of the ship or boat. A pair of guns mounted in the bow to fire directly ahead. The slanted spar that sticks out over the bow of the ship and is used to support the fore-mast and spread the fore stay sail. A two-masted ship, square-rigged on both masts. The British royal mark for government stores. Side by side with another ship, a good place to be if you have more guns than them, a very bad place to be if they have more than you. A pirate, especially one that preyed on Spanish shipping in the West Indies during the 17th century. Insulting in a noisy threatening way. A dish made of boiled oat-meal seasoned with salt, butter and sugar. Careless, clumsy and likely to drop things. A heavy rope or chain often used for mooring or anchoring a ship. A measure of about fathoms and used to estimate the distances of ships in a fleet. The tip given by a recruiting sergeant. Taking this money meant you had received your first payment and therefor were recruited into service and could not refuse. A dish of fish and vegetables. A package of small iron balls loaded into a gun to be used against sailors without causing too much damage to the ship. A cloth made from hemp and used for the sails. The master of the ship. A pirate captain was voted into command by the crew and had absolute authority in battle and ruled by consent at other times, assisted by the Quartermaster. A winch used for hauling heavy weights like the anchor. A vertical cylinder with handles that is rotated manually by several of the crew and around which a cable is wound. The general name for the north, east, south and west points on the horizon. Taking the ship into shallow waters or out of the water altogether to scrape off barnacles, weed and all the other pesky stuff that likes to grow on the bottom of the hull. A skilled crew member in charge of repairing all wooden parts of a ship. As most of the ship is made of wood that makes him a very important person to have of board a pirate ship. A barrel for liquid or solid provisions. A whip with nine lashes used for flogging, a punishment much used by the British Navy. Sometime made by untwisting a three strand rope and re-laying it into the nine strands. Oakum or old rope jammed into cracks in the ships hull and treated with pitch to waterproof it. Two cannonballs chained together and aimed high to cut the masts and rigging of a ship. A cannon mounted at the bow of the ship, used when chasing another ship. A stew of codfish, salt pork, biscuit and lots of pepper. A Danish gold coin. A ship sailing as much towards the wind as she can. Also called a Tricorne. An easy going but steady man, one that will not move faster than he pleases. The flags or banners that mark ships of different nations. Pirates often flew false colours to get close to their targets before raising the black jack. An instrument with a magnetic needle that points towards the North. It is marked with the cardinal points, north, east, south and west and then further divided into thirty two points in all. Modern compasses are divided into points or degrees. Cargo forbidden by law to be supplied to an enemy. A profitable trade for pirates. A skilled crew member in charge of making, repairing and taking apart barrels for storage. A general term for the running rigging of a ship and any rope kept in reserve. A pirate operating around the Mediterranean Sea. A

wooden framed bed suspended from the beams of the ship for the officers. Slightly more comfortable than the hammocks used by the crew. A small platform, near the top of a mast. A good place to watch out for other ships or land. A short sword used for fighting on board ships. The dark spirit of the sea. The bottom of the sea where nothing is lost because you know where it is. Where everything thrown overboard ends up, including the bodies of sailors buried at sea. Not as accurate as using astronomical methods. A small duffle bag used by a crewman to store their personal equipment and belongings. Dried peas boiled in a cloth. Gibberish or any unintelligible language. A golden Spanish coin. The depth of water needed to float a vessel. Clothing, and not very good clothing at that. A punishment where the offender is tied hand and foot to the rigging and left there for a while. Electric light seen flickering about the masts, yard arms and rigging during a storm. Where the wind is blowing from. The full reach of a man with arms extended. A measure of six feet used to mark the depth of water using a lead or sounding line. A Spanish word for pirate. Trust them to have a fancy word for it. The direction towards the stem of the ship.

## Chapter 4 : Geography Glossary - racedaydvl.com

*Glossary of Nautical Terms BoatSafe Home Page SEA COCK - A through hull valve, a shut off on a plumbing or drain pipe between the vessel's interior and the sea.*

Auditory association area â€” The place where the memory of sound is stored, words and sounds are both stored here. Auditory cortex â€” Sound is processed here, located right above your ear. Brandable chunks â€” The memorable elements of your advertising. If you can have these elements incorporated throughout the sales process it will boost your profits. Technically located in the area of your brain above your left ear. It rejects the familiar. Buyer Legend â€” A map of all the steps a prospect takes from first point of contact to being your customer. A helpful tool for strengthening your sales and marketing process. Candor marketing â€” Admitting to the downside gives credibility to the upside. You can keep claiming your the best at everything but your listeners know better. Cognitive dissonance â€” The mental stress that occurs when you hold two or more contradictory beliefs, ideas, or values at the same time. It is helpful when coming up with new ideas to hold off on convergence until you have many ideas. Copy â€” A terrible name used to describe the writing in your advertisements. Counterfactual â€” The closer we are to another possibility the more regret we experience. Divergence â€” When things come together that normally repel each other. A surgeon recommending non-surgical means would be considered divergent. Echoic memory â€” The memory of sound. Information taken in through the ears typically lasts 5 times longer than information taken in through the eyes Ego-depletion â€” When we are continually exerting self-control, our ability to resist temptation weakens i. Endowment effect â€” If people have a little skin in the game it makes them more likely to cherish the possession. You like your hand painted artwork a lot better than your neighbor does. If you can include your customer in your process they are more likely to value the deliverable. Equity â€” Your marketing efforts build momentum with your audience over time. After awhile you amass equity. Think equity earned by paying your mortgage one payment at a time over time. Your ads can be enhanced through this as well. Frequency of three â€” The amount of times your salient message needs to be encountered in order to be placed in long-term, procedural memory. Typically 3 times within 7 sleep cycles. A metric of advertising buying. Pay no attention to these. Iconic memory â€” The memory of sight. Information taken in through the eyes only lasts about a second before it is gone Identifiable victim effect â€” A single, specific victim inspires action, whereas general information about the masses of victims does not. Inside champions â€” Instead of going directly to the source, get the attention of the influencers. Intra empathy-gap â€” Trying to predict how you will feel and act when you will be in an emotional stateâ€” while you are in a cold non-emotional state. The left brain is logical and analytical while the right brain is emotional and intuitive. Line extension â€” Creating a sub or spin-off brand from a well-established brand. Miller Lite follows Miller. This weakens your brand. You can have a successful line extension that boosts sales but hurts your overall company by weakening your position in the consumers mind. Often the object to be gained is of greater value than the object being preserved. Lymbic system â€” System of your brain responsible for primal urges like flight, fight, sex drive, etc. The amygdalla is one component of the Limbic system. Seth Godin calls this the Lizard brain, very reactionary. Effective communication in advertising accounts for this without being heavy handed. Magical thinking â€” The components of everyday thought that bypass logic and reason. Assigning greater value to an object when someone famous owned it versus the very same type of object which is assigned little to no value. Motivational Interviewing â€” A form of storytelling that removes the blind spots of your prospect. No one ever changes their mind, they simply see new perspectives and adjust their thinking accordingly. Motivational interviewing helps you do just that. Musical Image â€” A piece of music that invokes strong mental images. A Musical Image is typically used as background supporting music for advertising. Persona â€” Creating a real life example of a potential prospect. By doing this you can make your prospect feel real and be able to identify her pain points, buying style, and objections. A proper persona is key to building a Buyer Legend. In marketing, how do people feel about you before they need you? Do they even know who you are? Pre-frontal Cortex â€” The place where emotion, planning, and judgement occurs. Located just behind your forehead.

You want advertising to influence this area. Pre-mortem â€” All the things that will prevent your prospect from doing business with you. If you can identify these hurdles than you can adjust your marketing and sales process to combat these issues. This is essential in identifying the weak spots in your sales cycle. Present focus bias â€” Tendency to give more weight to our current environment or state. Do you want half a box of chocolate today or a full box in a week? OR Do you want half a box of chocolate in 52 weeks or a full box in 53 weeks? Product purchase cycle â€” The amount of time it takes for someone to go from not caring about your type of product to actually making a purchase decision. Long product purchase cycles cars, mattresses, funerals require a predisposition strategy. Purple Cow â€” Creating something remarkable, something actually worth talking about because it sticks out that much in your mind Qualia â€” The feeling of emotions â€” The emotion will stay with you so you can plan better for the future. Reticular activator â€” A fancy term for frame of reference. A mental trigger in your unconscious that directs your attention and causes you to notice and remember things you never intentionally committed to memory. Reward substitution â€” Using an alternate reward that is immediate and therefore more motivating. Switching costs â€” What does the customer give up to switch to your product or service? Convenience, familiarity, time, etc. Tribe â€” A community tied together to a common cause or theme. A niche community that believes the same things you do. Visual association area â€” Located above the visual cortex, this is where visual memories are stored. Visual cortex â€” Located at the base of the skull, just above your spine. Visual images are stored here. This is the spot where objects are named the land of nouns. World view â€” The way you see the world and those around you based on your own values and assumptions.

**Chapter 5 : A Glossary of Marketing Terms | Of the Sea**

*Glossary of Sea Turtle Terms 1 ADULT. A member of the population that has reached sexual maturity. Sea turtles may reach sexual maturity at different sizes rather than after a certain number of years; hence, the age at sexual.*

The scale describing wind force devised by Admiral Sir Francis Beaufort in , in which winds are graded by the effect of their force originally, the amount of sail that a fully rigged frigate could carry. Becalm To cut off the wind from a sailing vessel, either by the proximity of land or by another vessel. Becalmed Unable to move due to lack of wind; said of a sailing vessel. Before the mast Literally, the area of a ship before the foremast the forecastle. Most often used to refer to men whose living quarters are located here, officers being quartered in the stern-most areas of the ship near the quarterdeck. Officer-trainees lived between the two ends of the ship and become known as "midshipmen". Crew members who started out as seamen, then became midshipmen, and later, officers, were said to have gone from "one end of the ship to the other". To make fast a line around a fitting, usually a cleat or belaying pin. To secure a climbing person in a similar manner. An order to halt a current activity or countermand an order prior to execution. Short movable bars of iron or hard wood to which running rigging may be secured, or belayed. Bell A type of buoy with a large bell and hanging hammers that sound by wave action. Below On or into a lower deck, e. Below decks Belt armor A layer of heavy metal armor plated onto or within the outer hulls of warships, typically on battleships, battlecruisers, cruisers, and aircraft carriers, usually covering the warship from her main deck down to some distance below the waterline. A knot used to join two ropes or lines. To attach a rope to an object [1] 3. Fastening a sail to a yard [11] Bermuda rig or Bermudan rig A triangular mainsail, without any upper spar, which is hoisted up the mast by a single halyard attached to the head of the sail. This configuration, introduced to Europe about , allows the use of a tall mast, enabling sails to be set higher where wind speed is greater. Bermuda sloop A fore-and-aft rigged sailing vessel with Bermuda rig developed in Bermuda in the 17th century. In its purest form, it is single-masted, although Bermuda sloops can have up to three masts, three-masted ships being referred to as schooners. Originally gaff rigged , but evolved to use Bermuda rig. The Bermuda sloop is the basis of nearly all modern sailing yachts. A location in a port or harbour used specifically for mooring vessels while not at sea. Berth navigation Safety margin of distance to be kept by a vessel from another vessel or from an obstruction, hence the phrase, "to give a wide berth.

### Chapter 6 : Glossary of Sea Freight Terms - Business Trade Forum

*We get it. We're marketing nerds and sometimes we think we're talking in common terms and phrases but we're really not. That is why we have put together a list of terms/phrases with their definition.*

Cape; a piece of land that projects out into a large body of water. Cardinal Marks; buoyage marks indicating the direction of safe water with reference to the cardinal points. Cartography; the study and the construction of maps. Cartographer; a map maker. CC or Compass Course; the course to steer which has been corrected for current, variation, and deviation. Celestial navigation; a method of navigating by referring to the stars or other objects in the sky. Celestial sphere; an imaginary sphere with the earth at its center, on whose surface the stars, planets and other heavenly bodies appear to be situated. Characteristics; the distinctive pattern of flashes used to identify a light. Chart datum; the reference level on charts to which tidal heights are referred. Charted depth; the depth shown on the chart for a particular point on the sea bed. Civil twilight; times given in the almanac, for listed latitudes for approximately the best time to take a morning or evening sight, when both the horizon and the heavenly bodies are visible. Cocked hat; a triangle formed by a series of three LOPs which do not meet at an exact point. Compass; a device that always points towards magnetic north, used for navigation. Compass Rose; is a design on a chart that shows direction. It points which way is north, south, east, west, and some intermediate directions. Conversion tables; used to convert units of one system to units in another. Copernicus; , Polish astronomer credited with disproving the Ptolemaic System. Course; the direction in which a vessel is heading or is intended to be steered, the direction through the water. Course made good; the direction in which the vessel is actually traveling as opposed to the direction in which it is pointing. Corrections; alterations made to charts to update navigational information. Cross bearing; using LOPs from several navigational aids or marks to obtain a position fix. Crux; the Southern Cross a constellation seen in the southern hemisphere. Buy Boat Books on-line Dead reckoning; determining a position by plotting courses and speeds from a known position. Declination; the angular distance to a point on the celestial sphere measured north and south from the celestial equator along the hour circle. Deviation; the compass errors caused by metallic or magnetic objects on board the vessel. Dip; a correction to be applied to sextant attitudes to compensate for height of eye above sea level. Doldrums; the Inter-tropical Convergence Zone or ITCZ a belt of very still air between 5 degrees north and 5 degrees south of the equator. Drying height; the height above chart datum, on a chart, of any areas which are uncovered at low water. Duration of tide; the time between high and low water, normally just over 6 hours. Electronic logs or E log books; a method of standardising the keeping of logs digitally on commercial vessels. Electronic charts; there are two different types see Vector charts and Raster marine charts. Ephemerals; a published collection of tables giving coordinates for astronomical bodies for specific times. ETA; estimated time of arrival. Equator; an imaginary circle around the earth, halfway between the north and south poles. Fathom; an old fashioned unit of measurement to measure depth, approximately equal to 6 feet or 1.83 meters. Fix; a position verified by reference to bearings taken off a known point such as a conspicuous land mark. Flotsam; the floating debris resulting from a shipwreck. Forecasting Terms; used to convey specific, concise, information on weather conditions. GPS, Global Positioning System ; a system which uses information broadcast from orbiting satellites to calculate the longitude and latitude of a receiving device. Gyrocompass; a non magnetic type of compass.

**Chapter 7 : Pirate Glossary**

*Following is a glossary of sailing and nautical terms using US English. We hope you find it useful. sea breeze. A breeze that comes from the water to the land; as.*

A compass rose is a design on a map that shows direction. It points which way is north, south, east, west, and some intermediate directions on the map. Then, the cone is unwrapped into a flat surface. The land mass on Earth is divided into continents. Then, the cylinder is unwrapped into a flat surface, yielding a rectangular-shaped map. Cylindrical maps have a lot of distortion in the polar regions that is, the size of the polar regions is greatly exaggerated on these maps. There are degrees in a circle. It is formed from the silt, sand and small rocks that flow downstream in the river and are deposited in the delta. A delta is often but not always shaped like a triangle hence its name, delta, a Greek letter that is shaped like a triangle. A desert is a very dry area. Dunes are shaped by the wind, and change all the time. GPS devices tell you your exact longitude and latitude it gets the information from orbiting satellites. The east side of the IDL is a calendar day earlier than the west side. The actual IDL used is not a straight line, but zigzags around certain populated areas. An isthmus has water on two sides. Really huge lakes are often called seas. The equator has a latitude of zero degrees. Greenwich, England has a longitude of zero degrees. The farther east or west of Greenwich you are, the greater your longitude. The Midway Islands in the Pacific Ocean have a longitude of degrees they are on the opposite side of the globe from Greenwich. There are many different types of maps that have different uses. Since a map is 2-dimensional representation of a 3-dimensional world, compromises must be made. Different maps differ in the relative accuracy of the depiction of the area, the shapes of objects, actual distances, and compass direction. Maps that accurately relect area are often called equal-area maps an example is the Albers equal-area conic map. Maps that maintain the shape of objects are called conformal. Maps that correctly show the distance between areas are often called equi-distant maps note that the shortest distance between two points on a map is generally not a straight line. Navigational maps need accurate compass directions maintained on the map like the Mercator map. Since a map is a 2-dimensional representation of a curved surface a globe , the map cannot be perfectly accurate. These map-making methods are called projections because cartographers have to project a 3-D surface onto a 2-D map. There are many different types of projections that have different uses. Some projections preserve compass directions but distort areas like Mercator projections , while others preserve area but distort distances and compass directions like Robinson projections. A marsh is a type of freshwater, brackish water or saltwater wetland that is found along rivers, pond, lakes and coasts. Marsh plants grow up out of the water. Mercator projection A Mercator projection is a type of rectangular map a cylindrical projection in which the true compass directions are kept intact lines of latitude and longitude intersect at right angles , but areas are distorted for example, polar areas look much larger than they really are. Mercator projections are useful for nautical navigation. Gerardus Mercator devised this cylindrical projection for use in navigation in The prime meridian 0 degrees longitude passes through Greenwich, England. Mollweide projection A Mollweide projection is a type of sinusoidal projection map in which the entire surface of the Earth is shown within an ellipse. Lines of latitude are parallel to the equator, but lines of longitude are curved in such a way that area distortion is minimal. The distortion is greatest at the edges of the ellipse. This type of projection was created by Carl B. The tallest mountain on Earth is Mt. It is now located near in northern Canada and its location changes over time.

**Chapter 8 : A glossary of sea terms, (Book, ) [racedaydvl.com]**

*Glossary of Sea Freight Terms* If you are interested in knowing about the different terminologies that are related to transport of freight by sea, then this is the ideal website for you. The names of different documents, the charges that are levied, along-with the rules and regulations are defined below, with their specific names to make.

Accretion May be either natural or artificial. Natural accretion is the buildup of land, solely by the action of the forces of nature, on a beach by deposition of water-borne or airborne material. Artificial accretion is a similar buildup of land by reason of an act of man, such as the accretion formed by a groin, breakwater, or beach fill deposited by mechanical means. Alongshore Parallel to and near the shoreline. A-Zone Flood zone subject to still-water flooding during storms that have a year recurrence interval. Backbarrier Flats Low-lying sandy regions on the landward side of the sand dunes. Often covered with salt-tolerant grasses and shrubs. Backbarrier Marsh Marsh formed behind a coastal barrier, often containing significant coarse sediment that has washed in from the seaward side. Backrush The seaward return of water following the uprush of the waves. For any given tide stage, the point of farthest return seaward of the backrush is known as the limit of backrush. Backshore That zone of shore or beach lying between the foreshore and the dunes and acted upon by waves only during severe storms, especially when combined with exceptionally high water. It includes the berm or groins. Bar A submerged or emerged mound of sand, gravel or shell material built on the ocean floor in shallow water by waves and currents. Barrier Beach A sedimentary land-form essentially parallel to the shore, the crest of which is above normal high water level. Also called a barrier island. Barrier Island A barrier beach that is unconnected to the mainland. Barrier Lagoon A bay roughly parallel to the coast and separated from the open ocean by barrier islands or spits. Barrier Spit A barrier beach that is connected to land at one end with the other end extending into a body of water such as a bay, lagoon or ocean. Bay A recess in the shore or an inlet of a sea between two capes or headlands, not as large as a gulf but larger than a cove. Beach A zone of unconsolidated material that extends landward from the low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation usually the effective limit of storm waves. Beach Erosion The carrying away of beach materials by wave action, tidal currents, littoral currents or wind. Beach Face The section of the beach normally exposed to the action of wave uprush. The foreshore of a beach. Berm In a barrier beach system, the relatively flat, sandy area between the berm crest and the dunes formed by the deposit of material by wave action. Some beaches have no berm, others have one or several. Berm Crest The seaward limit of a berm. Breakwater A linear, floating or mound-like coastal engineering structure constructed offshore parallel to the shoreline to protect a shoreline, harbor or anchorage from storm waves. Bypassing Sand Hydraulic or mechanical movement of sand, from an area of accretion to a downdrift area of erosion, across a barrier to natural sand transport such as an inlet or harbor entrance. The hydraulic movement may include natural movement as well as movement caused by man. Current, Littoral Any current in the littoral zone caused primarily by wave action, i. Current, Longshore The littoral current in the breaker zone that moves essentially parallel to the shore, usually generated by waves breaking at an angle to the shoreline. Cusp Scallop-like ridges and depressions in the sand spaced at regular intervals along the beach. Downdrift In the direction of the predominant movement of sediment along the shore. The side of a groin, jetty or other structure which is deprived of sand. Dredging The removal of sediment or the excavation of tidal or subtidal bottom to provide sufficient depths for navigation or anchorage, or to obtain material for construction or for beach nourishment. Any natural hill, mound or ridge of sediment landward of a coastal berm deposited by the wind or by storm overwash. Sediment deposited by artificial means and serving the purpose of storm-damage prevention and flood control. Ebb Tide The period of tide between high water and low water. Erosion The wearing away of land by the action of natural forces. On a beach, the carrying away of beach material by wave action, tidal currents, littoral currents, or wind. Estuary The part of a river that is affected by tides. The region near a river mouth in which the freshwater of the river mixes with the saltwater of the sea. Estuarine Pertaining to an estuary. Fetch The distance over water in which waves are generated by a wind having a rather constant direction and speed. Flood Tide The period of tide

between low water and high water. Foredune The front dune immediately behind the backshore. Foreshore The steeper part of the beach that extends from the low water mark to the upper limit of high tide. Groin A narrow, elongated coastal-engineering structure built on the beach perpendicular to the trend of the beach. Its purpose is to trap longshore drift to build up a section of beach. Headland An area of high elevation more resistant to erosion than surrounding areas and less susceptible to flooding. Headlands can supply sand and gravel to beaches. High Tide The maximum elevation reached by each rising tide. Hurricane An intense tropical cyclone with winds that move counterclockwise around a low-pressure system. Maximum sustained winds of 74 miles per hour or greater. Jetty A narrow, elongated coastal-engineering structure built perpendicular to the shoreline at inlets. Designed to prevent longshore drift from filling the inlet and to provide protection for navigation. Lagoon A shallow body of water, as a pond or lake, usually connected to the sea. Littoral Drift The sedimentary material moved in the littoral zone under the influence of waves and currents. Littoral Transport The movement of littoral drift in the littoral zone by waves and currents. Littoral Zone In beach terminology, an indefinite zone extending seaward from the shoreline to just beyond the breaker zone. Low Tide The minimum elevation reached by each falling tide. Marsh An area of soft, wet or periodically inundated land, generally treeless and usually characterized by grasses and other low growth. Mean High Water The average height of all of the high waters recorded at a given place over a year period. Mean Low Water The average height of all of the low waters recorded at a given place over a year period. Mean Sea Level The average height of the surface of the sea at a given place for all stages of the tide over a year period. Neap Tide A tide occurring near the time of quadrature of the moon with the sun. The neap tide range is usually to percent less than the mean tidal range. Northeaster On the U. East Coast, a storm low-pressure system whose counterclockwise winds approach the shore from the northeast as the storm passes an area. Its steeper waves approaching from the opposite direction to normal lower waves can cause coastal erosion. Nourishment The placement of sediment on a beach or dunes by mechanical means. Overwash The uprush and overtopping of a coastal dune by storm waters. Sediment is usually carried with the overwashing water and deposited, usually in a fan shape, on the landward side of the dune or barrier. Riprap A layer, facing, or protective mound of stones randomly placed to prevent erosion, scour or sloughing of a structure or embankment. Also the stone so used. Revetment An apron-like, sloped, coastal-engineering structure built on a dune face or fronting a seawall. Designed to dissipate the force of storm waves and prevent undermining of a seawall, dune or placed fill. Salt Marsh A marsh periodically flooded by salt water. Scarp An almost vertical slope along the beach caused by erosion by wave action. It may vary in height from a few inches to several feet, depending on wave action and the nature and composition of the beach. Seawall A vertical, wall-like coastal-engineering structure built parallel to the beach or duneline and usually located at the back of the beach or the seaward edge of the dune. Sediment Solid particles or masses of particles that originate from the weathering of rocks and are transported, suspended in, or deposited by air, water or ice, or by other natural agents such as chemical precipitation and organic secretion. Spring Tide A tide that occurs at or near the time of new or full moon syzygy and that rises highest and falls lowest from the mean sea level. Surf Zone The area between the outermost breaker and the limit of wave uprush. Tide The periodic rising and falling of the water that results from gravitational attraction of the moon, the sun and other astronomical bodies acting upon the rotating earth. Updrift The direction opposite that of the predominant movement of sediment along the shore. The side of a groin, jetty or other structure where sand accumulates. Upland A general term for land or ground that is higher than the floodplain. Uprush The landward flow of water up onto the beach that occurs when a wave breaks. Velocity Zone V-Zone A zone subject to velocity-water flooding during storms that have a year recurrence interval. In coastal areas the V-Zone generally extends inland to the point where the year flood depth is insufficient to support a 3-foot high breaking wave.

### Chapter 9 : Ocean Glossary - glossary of terms & names refering to the Atlantic Ocean

*The terms and conditions of the contract may well be different to the terms and conditions contained on the shipping company's B/L, which can in extraordinary circumstances lead to legal complications should a dispute arise.*

Carnet A document, normally issued by a Chamber of Commerce which is a member of the International Chamber of Commerce ICC to enable the holder to temporarily take merchandise into certain countries, as samples or for display purposes, without the need to pay import duty or pay a bond for the duty. The issuer will require the holder to give them security by way of a bank guarantee. There is normally an intermediary involved, ie a bank or an agent acting on behalf of the seller, to ensure that the transaction takes place smoothly. Certificate A general term for any document issued by the seller or another party, certifying to some action having taken place or some fact about the goods. Certificate of Origin A certificate stating the country of origin of the goods. In most cases however, it is required to be issued by a Chamber of Commerce in the country of origin. The seller is responsible to clear the goods for export. This term very specifically requires the carriage of the goods in a "seagoing vessel". Being based on FCA, this term may be used for any mode of transport. CFS Container Freight Station - place or depot where individual LCL cargo is loaded into, and unloaded from, containers Charterparty A written contract between a shipowner and a charterer who rents use of the ship or part of its freight capacity. A voyage charterparty is a contract covering transport of goods from one or more ports to one or more ports and will detail the costs and responsibilities involved. Commercial Invoice A document issued by the seller, addressed to the buyer, giving details of the individual transaction, including complete description of the goods, prices, currency, delivery and payment terms and so on. This is generally used by the Customs authorities in the importing country to assess customs duties payable. Conference A group of shipping companies who have associated to offer regular services on specific routes at published rates. Sometimes referred to as liner shipping. Non conference shipping lines are sometimes referred to as independent or outsiders. Consignee The party shown on the bill of lading or air waybill to whom the shipment is consigned. Consolidation Where a freight forwarder groups, or consolidates, one or more shipments for one or more shippers to the one destination as one overall shipment. Now required only by a handful of countries. These ships generally rely on infrastructure on the wharf to load and unload the containers. Conventional ship Ship designed with holds which can load almost any type of loose cargo, such as drums, sacks, crates, pallets etc. These ships are designed with their own derricks for loading and unloading. Customs Broker A person or corporation licensed by the Australian Customs Service to handle on behalf of importers the process of clearing goods through customs. Customs Duty A tax, duty or tariff levied at the time of import upon goods entering a country. Usually based on the value of the goods ad valorem, on the physical nature of the goods such as quantity or weight, or on a combination of the value and other factors. CY Container Yard - place or depot where individual containers are held prior to loading on board a ship and after unloading from the ship. Can be inland or at the dock-side. This term is for land transport only. This term may be used for all modes of transport. The seller has to bear the risks and all costs and other charges of delivering the goods thereto, but not including duties and taxes. The buyer is responsible for customs clearance, and if he fails to do this, he is responsible for the consequences. Documentary Credit The officially correct term for Letter of Credit. Typically this term would be used for bulk cargo on a chartered ship.