

Appendix

Glossary of terms

Abeam	At a right angle to the ship, but not on the ship.
Aft	Towards the rear of the ship.
AMSA	Australian Maritime Safety Authority
Astern	Behind the ship, but not on ship.
Beam	The greatest width of the ship.
Belay	To secure a line.
Bilge	The part of the floors of a vessel on either side of the keel which approaches closer to a horizontal rather than vertical direction. The very lowest part of a vessel's interior where water is likely to collect.
Bits	Two solid posts, usually at or near the bows and stern of the ship, to which lines are secured. They differ from bollards in that they are not a fitting, but part of the structure of the ship.
Bollard	A solid post on the deck of a ship, or on a wharf or pier, designed for securing mooring lines. They are usually in pairs.
Bow	Generally, the most forward part of the ship, including the deck and hull.
Bridge/wheelhouse	The deckhouse of a vessel where the helm is located.
Bulkhead	A vertical partition separating compartments.
Bulwark	A railing around the deck of a vessel to keep things from going overboard and the seas from coming onboard; the strake of a shell plating above a weather or shelter deck; the part of a vessel's side that extends above the main deck to protect it against heavy weather.
Cast off	To untie the mooring lines and depart a wharf or pier.
Chine	The part of the hull where the sides and bottom meet in a flat or v-bottomed ship.
Cleat	A device for securing a small diameter line.
Coaming	A low barrier built around a hatch in the deck to prevent down flooding of water.
Davit	A spar used to hoist a small vessel, such as a life boat or tender, clear of the water for stowage.
Deadrise	The angle the bottom of a vessel forms with the horizontal plane.
Deck	Permanent covering of any ships compartment, or any part of a ship serving as a floor.
Deck head	In a house, this would be called the ceiling.
Derrick	A spar used for lifting weights or load bearing, such as handling or hoisting nets.
DGPS	Differential global positioning system
Draft	The distance between the waterline and the deepest part of the keel.

DSC	Digital selective calling
Eddy	Circular movement of water, usually due to tidal stream.
EPIRB	Emergency position indicating radio beacon
Fairlead	A device to guide lines, such as mooring lines, to minimise friction and reduce chafing.
Fore peak	The forward most compartment of the ship, often it is the chain locker in smaller vessels.
Freeboard	The distance between the lowest point of the main deck (usually near midships) and the waterline.
Freeing port	An opening in the bulwark or rail for allowing water to run off the deck.
GPS	Global positioning system
Gunwale (Pronounced 'gunnel')	Where the deck joins the hull, around the upper edge of a ships side.
HAT	Highest astronomical tide
Hatch	An opening in the deck fitted with a watertight cover.
Helm	The wheel or tiller controlling the rudder.
Hp	Horsepower
Hydrostatic release	A mechanism designed to release emergency equipment, such as a life raft, at a predetermined depth by way of water pressure.
Isobars	Lines drawn on a weather map indicating regions of equal pressure. When the lines are close together, this indicates a rapid change in air pressure, accompanied by strong winds.
Keel	The backbone of a boat, running fore and aft. The bottom of the keel is the deepest part of the vessel.
LAT	Lowest astronomical tide
Lifeboat	A small rigid vessel for use in emergencies on larger ships.
Liferaft	An inflatable raft for use in the event of abandoning ship.
Line	Rope and cordage used on ships.
List	The movement of a vessel away from upright because of uneven transverse distribution of weight.
Making way	A vessel making way is moving through the water. Not to be confused with under way.
Master	The captain of a vessel. The highest ranking officer aboard.
MHWS	Mean high water springs
Midships	The middle portion of the vessel, roughly halfway between a ship's stern and where the beam is usually the widest.
MLWS	Mean low water springs
Mooring	An arrangement for securing the vessel in open water or a pier.

MROCP	Marine Radio Operator's Certificate of Proficiency (for VHF and MF/HF radio operations)
MROVCP	Marine Radio Operator's VHF Certificate of Proficiency (for VHF radio operations)
MSQ	Maritime Safety Queensland
Muster	To assemble passengers and crew.
NMSC	National Marine Safety Committee
NSCV	National Standard for Commercial Vessels
Painter	A line secured to the bow of a small boat for use in towing, or tying up to a pier.
PFD	Personal flotation device — technical term for a life jacket.
Port	To the left hand side looking forward.
PPE	Personal protective equipment
PWC	Personal watercraft
Right of way	The right to maintain course and speed according to the rules of navigation. When two vessels are on intersecting courses, one vessel should stand on and the other should give way.
RMDL	Recreational marine driver licence
RTO	Registered training organisation
Scupper	Similar to freeing port. Drain holes in the bulwarks, toe rails or the deck itself.
Seaworthiness	The overall ability of a vessel to deal with its operating conditions, including aspects of construction, equipment, supplies and number of crew.
SMS	Safety management system
Starboard	To the right hand side of the vessel looking forward.
Stem	The very front edge of a ship's hull, where the port and starboard sides of the hull meet at the bow.
Stern	The back, or aft, part of a ship.
Tender	A small vessel used to transport crew and equipment from shore to a larger vessel.
TOMSA	Transport Operations (Marine Safety) Act 1994
TOMPA	Transport Operations (Marine Pollution) Act 1995
Transom	The athwartship portion of a hull at the stern. The flat, vertical aft end of a vessel.
Underway	A ship not attached to the shore or the ground in any manner. Usually, but not necessarily, moving through or making way through the water.
USL Code	Uniform Shipping Laws Code
Wash	Waves created by a vessel making way as it displaces water.