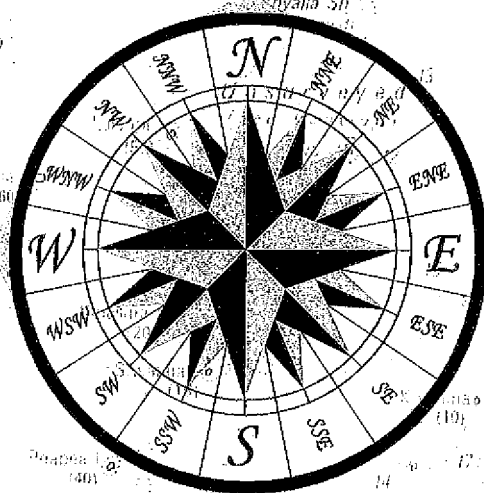
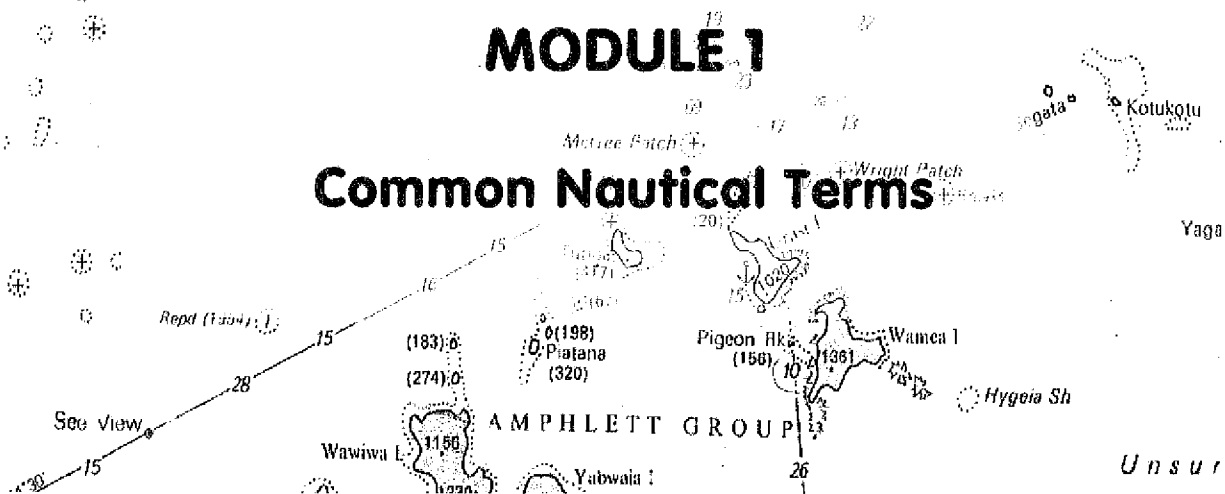


Pacific Island Qualified Fishing Deckhand



MODULE 1

Common Nautical Terms



Coastal Fisheries Program
Training Section



South Pacific Commission

These resource materials were produced
with financial assistance from the United
Nations Development Project.



MODULE 1:

The Meaning of Common Nautical Terms which would Apply to the Work and Basic Navigation of a Fishing Vessel

LEARNING OUTCOMES:

On completion of this module the students should be able to identify the range of terms commonly used aboard fishing vessels to identify parts and areas of vessels commonly used by a deckhand.

CONTENT OUTLINE:

Introduction

Main Parts of a Vessel

Terms for defining Movement, Position and Direction outside a Vessel

Terms Relating to Water-Tight Integrity

General Nautical Terms

Introduction

This module is designed to familiarise students with vessel parts and areas and appropriate terminology. The importance of standard terminology for parts and areas of vessels and for general nautical terms relates primarily to the safe operation of vessels. The practice of using standard terminology avoids confusion in the directing and carrying out of orders and commands at sea and in communication between vessels.

Main Parts of a Ship

Figure 1.1 indicates the areas designated by the terms bow and stern, fore and aft and port and starboard.

Bow:	The front of a vessel
Stern:	The back of a vessel
Port:	Facing the bow, the port side of the vessel is the left side
Starboard:	Facing the bow, the starboard side of the vessel is the right side
Fore and Aft:	Any line running lengthways along the vessel is said to run 'fore and aft' or longitudinal.
Amidships:	The centre area of a vessel
Stem:	The forward most part of the hull
Athwartships:	Referring to a line across the ship from one side to the other

Figure 1.1

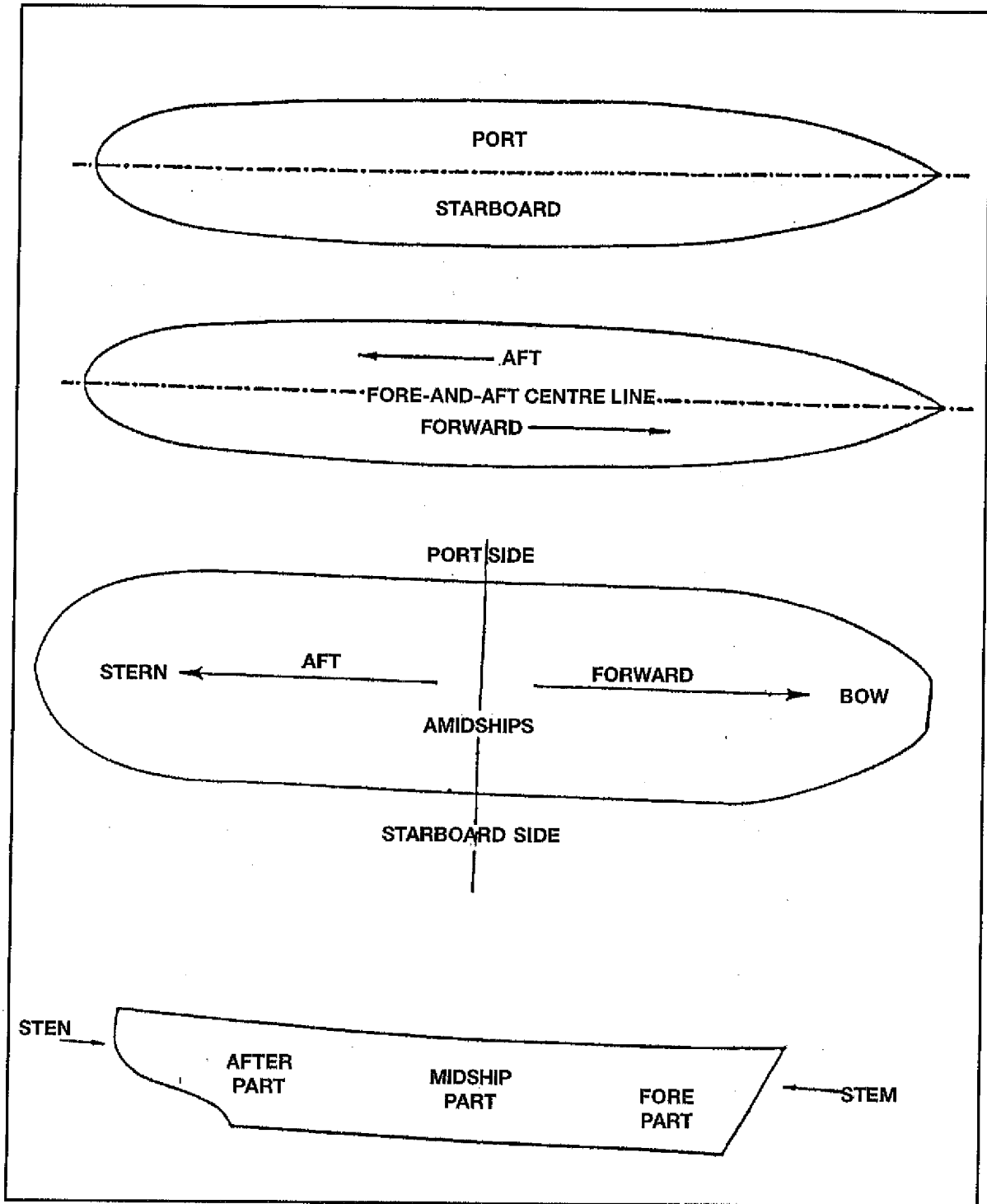


Figure 1.2 summarises additional terms relating to the design and shape of a vessel.

- Freeboard: The vertical distance between the waterline and the deck level

- Sheer: The upward sweep of the deck at the bow or the stern of a vessel

- Bulwark: The sides of a vessel above deck level which prevent direct sea entry to the deck area

- Flare: The upward and outward sweep of a vessel's bow which assists in lifting the vessel over waves and deflects water

- Forefoot: The lower end of the stem where the stem joins the keel

- Bilge Keel: A projecting fin secured at the turn or curve in the vessels hull designed to reduce vessel rolling

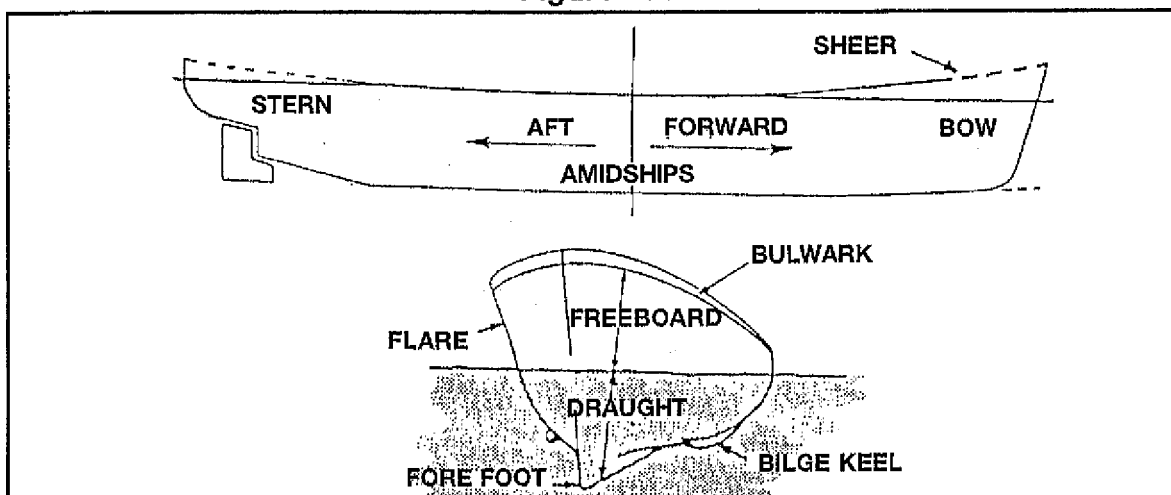
- Bilge: The rounded part of a vessel where the bottom turns upwards towards the sides

- Keel: The main longitudinal beam of a vessel between the stem and the stern which runs fore and aft along the centre line of the ships bottom

- Decks: Continuous horizontal surface of a ship covering the hull

- Draught: Depth of the keel at its deepest point below the waterline

Figure 1.2



Terms for Defining Movement, Position and Direction Outside of a Vessel

The movement of a vessel in a particular direction is defined by the following terminology:

Underway: When neither anchored, tied to a wharf or aground, a vessel is said to be **underway**

Making way: When moving through the water, a vessel has **way on** and is **making way**

Ahead: When moving forward, a vessel is going **ahead** or making **headway**

Astern: When moving backwards, a vessel is going **astern** or making **sternway**

Steerage way: A vessel has **steerage way** when she has enough way on to steer

Leeway: A vessel moving ahead and at the same time being blown sideways or subject to a tidal stream from an abeam direction is making **leeway**

Adrift: A vessel which is not anchored or berthed and is not using a means of propulsion is said to be **adrift**

Weather side: The side of the vessel that is facing the wind is known as the **weather side**

Lee side: The sheltered side of the vessel is known as the **lee side**

Ships head: Vessels are steered in a direction determined by a compass and known as a **course** or **heading** - the question '**how is the ships head?**' means in what direction or course is she pointing

When moving around a vessel, direction parts and areas are described as follows:

- On board: When you come over the side of a vessel, you are **on board**

- Along side: If the vessel is berthed at a wharf, it is **along side**

- Below: When you are on board and you go down into the inside of the ship, you go **below**

- Aloft: If you climb into the ship's rigging, you go **aloft**

- Galley: If you go to the area where food is cooked or prepared, you go to the **galley**

- Mess: When you are in the area where food is eaten, you are in the **mess**

- Berth: Your cabin is your **berth**

- Space: A room or walled area of a vessel is known as a **space**

- Bulkheads: The walls of a space are called **bulkheads**

- Deckhead: The ceiling of a space is known as a **deckhead** and its floor is a **deck**.

The terms relating to defining position outside of a vessel are used in the context of a bearing of another vessel or object in relation to the vessel. The terminology is recognised as defining a 45 degree area relative to the bow of the vessel and is illustrated in figure 1.3.

- Bearing: The position of an object outside of the vessel relative to the direction or heading of the vessel taking the bearing

- Fine: An object within 45 degrees of the vessel's head or course, either ahead or astern, is said to be fine on the bow (for ahead) or quarter (for astern) of the vessel

- Abeam: An object directly across from a vessel at 90 degrees to the ships head is said to be abeam

- Broad: An object which is beyond 45 degrees from the bow or stern and within 45 degrees of either side of abeam is said to be broad

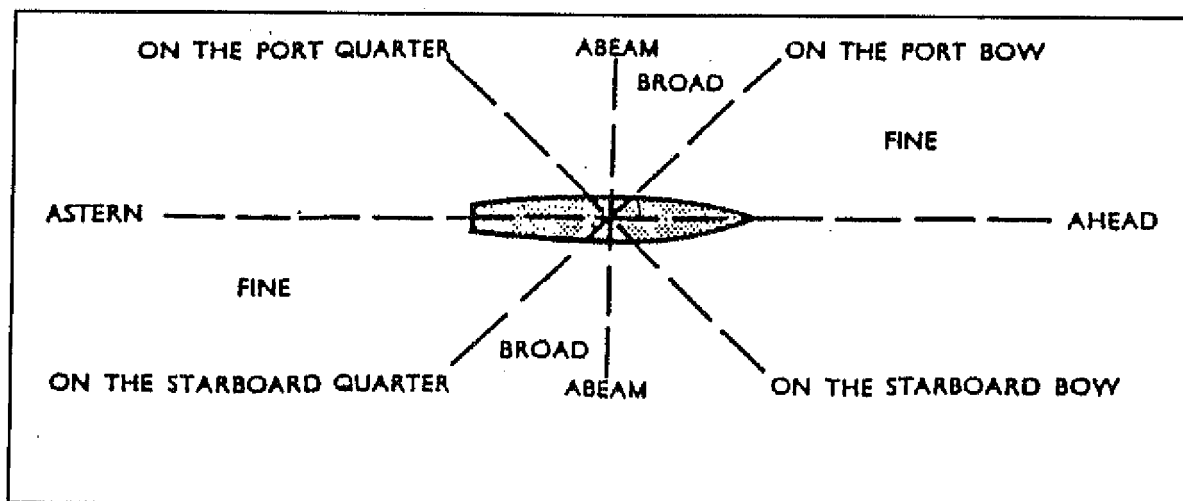
The previous terms are used in association with either side of the vessel as follows:

- Fine on the Port Bow: within 45 degrees of the vessel's head on the port side
- Broad on the Port Bow: between 45 and 90 degrees from the vessel's head on the port side
- Broad on the Port Quarter: between 90 degrees and 135 degrees from the vessel's head on the port side
- Fine on the Port Quarter: within 45 degrees of directly astern on the port side

The same system and terminology applies to the starboard side of a vessel.

- Fine on the Starboard Bow: within 45 degrees of the vessel's head on the starboard side
- Broad on the Starboard Bow: between 45 and 90 degrees from the vessel's head on the starboard side
- Broad on the Starboard Quarter: between 90 degrees and 135 degrees from the vessel's head on the starboard side
- Fine on the Starboard Quarter: within 45 degrees of directly astern on the starboard side

Figure 1.3



Terms relating to a position outside the vessel

Terms Relating to Water-Tight Integrity

The water-tight integrity of any vessel is a very important consideration in determining whether a vessel is seaworthy. Sudden or unintended entry of water into a vessel can easily result in capsize so the areas where water can access the vessel are very important and are subject to standard design requirements.

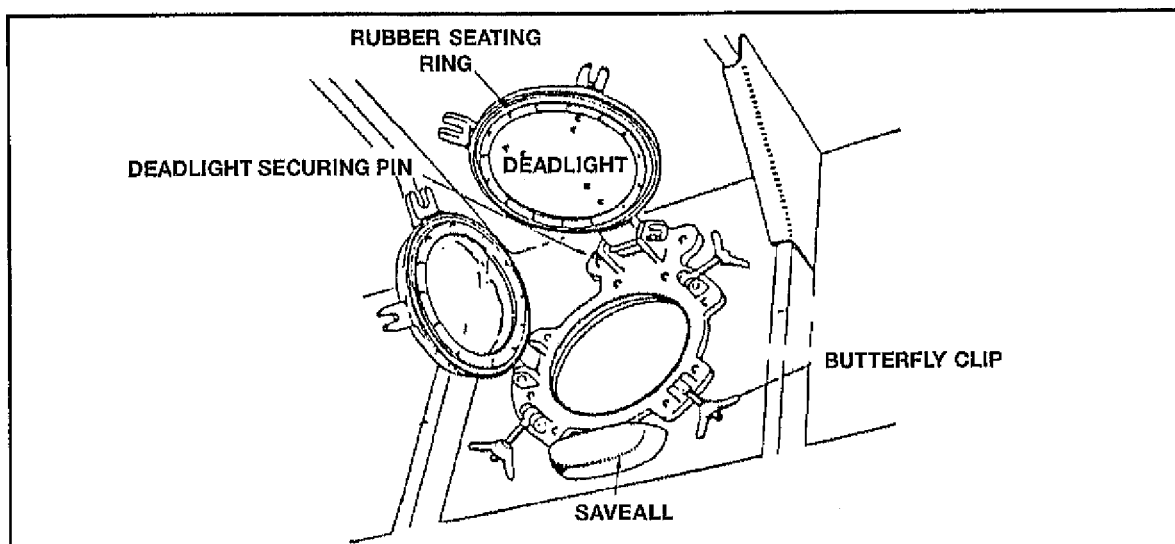
The main items to consider include portholes, hatches, weathertight doors, ventilators and tank breathers, watertight and collision bulkheads and freeing ports or skippers.

PORTHOLES

Portholes are designed to provide natural light and ventilation through the bulkheads of the ship's side or the bridge or wheelhouse superstructure. As illustrated in figure 1.4, portholes are a steel-frame construction comprising a framed deadlight of steel plate hinged from the top of the main frame and a window of glass which is hinged off the side of the main frame. The porthole is sealed by closing screwed butterfly clips against a rubber seating ring on the deadlight.

Portholes must be closed during heavy weather and it is important that the rubber seals and hinges are regularly checked and the threads of the butterfly clips are kept greased and not painted. Portholes may be fitted with a saveall which is an internal water trap fitted to the bulkhead below the porthole.

Figure 1.4



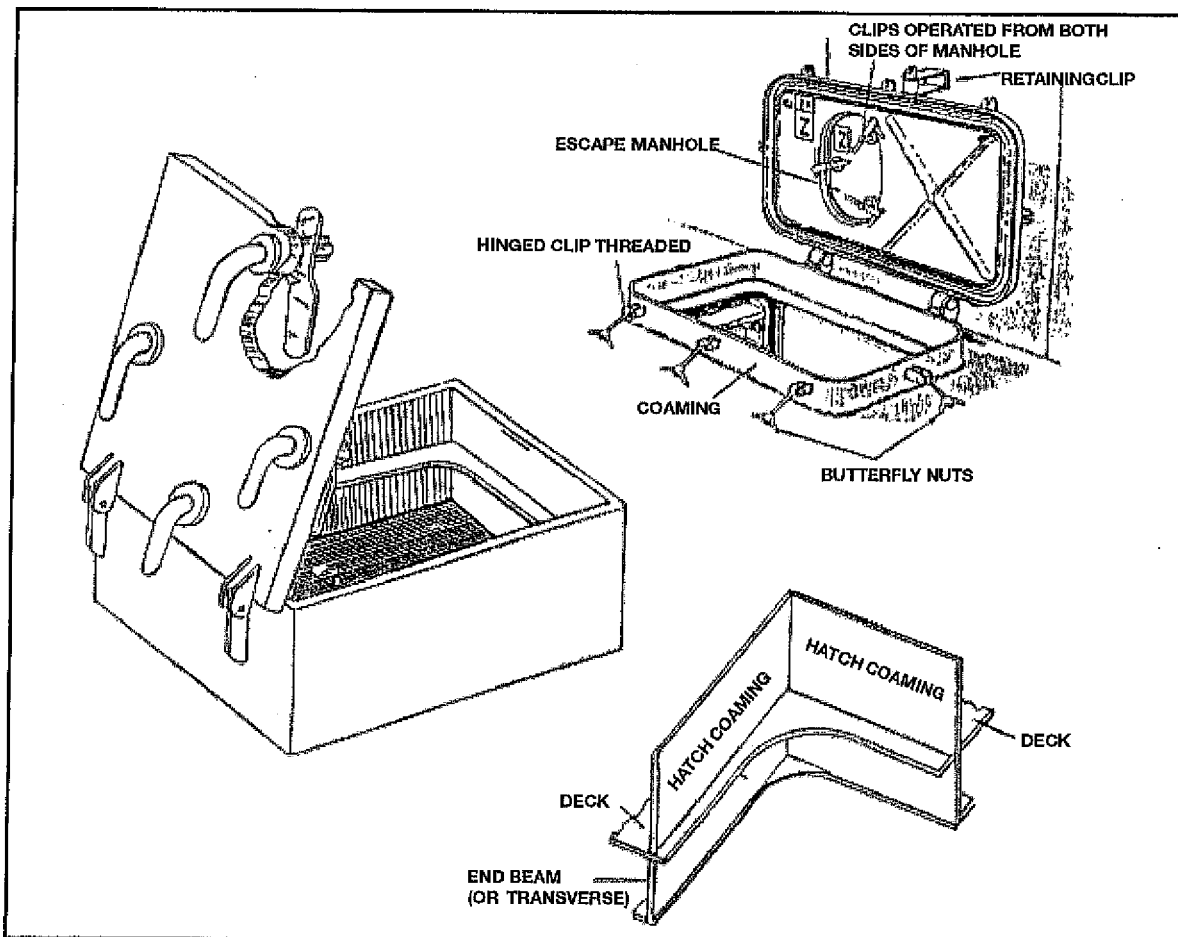
HATCHES

Hatches are illustrated in figure 1.5 and are used throughout vessels as a means of gaining access to spaces below or between decks. A hatch through the deck must be able to be made watertight and will be fitted to a raised coaming above the deck to minimise the amount of water that can get below if a wave sweeps the deck. Hatches are commonly sealed by the same means as portholes with butterfly nuts on threaded hinges. Hatches can also be closed with a system of clips which close tightly when turned.

On vessels less than 30 metres in length, the hatch coaming will be at least 450mm high and on larger vessels it will be 600mm high.

Hatch seals are rubber strips fitted to the inside of the hatch cover where it sits on the hatch coaming and these can be damaged if a hatch cover is dropped to the closed position. Hatch covers are quite heavy and when opened it is important to ensure the cover is secured from falling closed, particularly in heavy weather.

Figure 1.5



When a hatch is constructed, it is important that the hole through the deck has rounded corners and that the coaming is supported by beams under the deck as illustrated in figure 1.5.

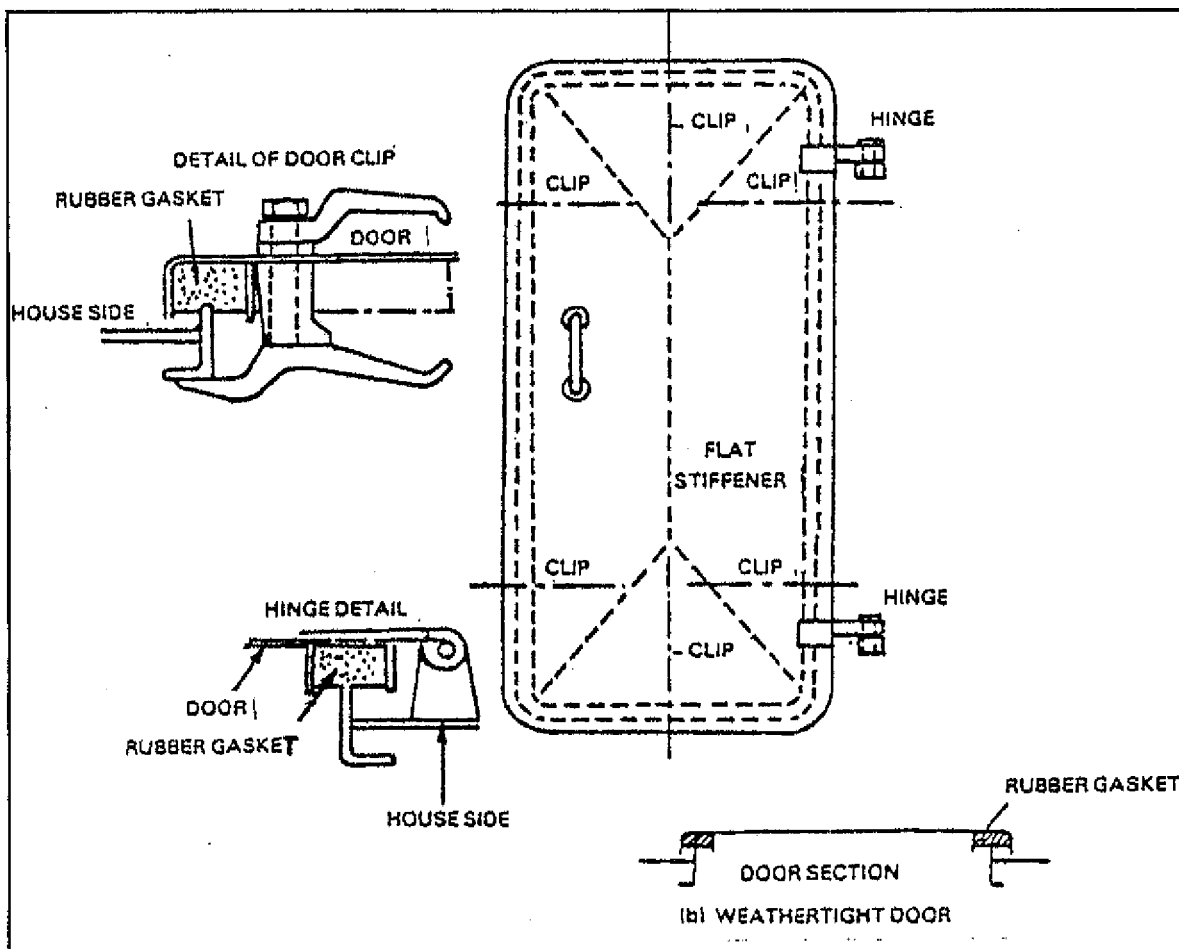
WEATHERTIGHT DOORS AND WATERTIGHT DOORS

Weathertight doors and Watertight doors are illustrated in figure 1.6 and are fitted for access from the deck to the vessel's interior or between bulkheads.

These doors are similar in design although a watertight door will be built of stronger material and may have a wheel-type fastening system. Doors are similar to hatches in that they have a coaming off the deck, a rubber seal which closes on the coaming and they are closed with clips known as dog clips. A standard door will have 6 clips, 2 each side top and bottom and 2 in the middle top and bottom with the clips being closed from the top down.

Doors should be maintained with the same care as portholes and hatches. Keep hinges and clips greased, clean and dry and do not paint the rubber seal or the coaming edge. Secure the door firmly when it is open and always close all clips when closing the door. Below the vessels waterline, the doors should be watertight. Watertight doors can use automatic closing systems operated from the engine room or the bridge.

Figure 1.6

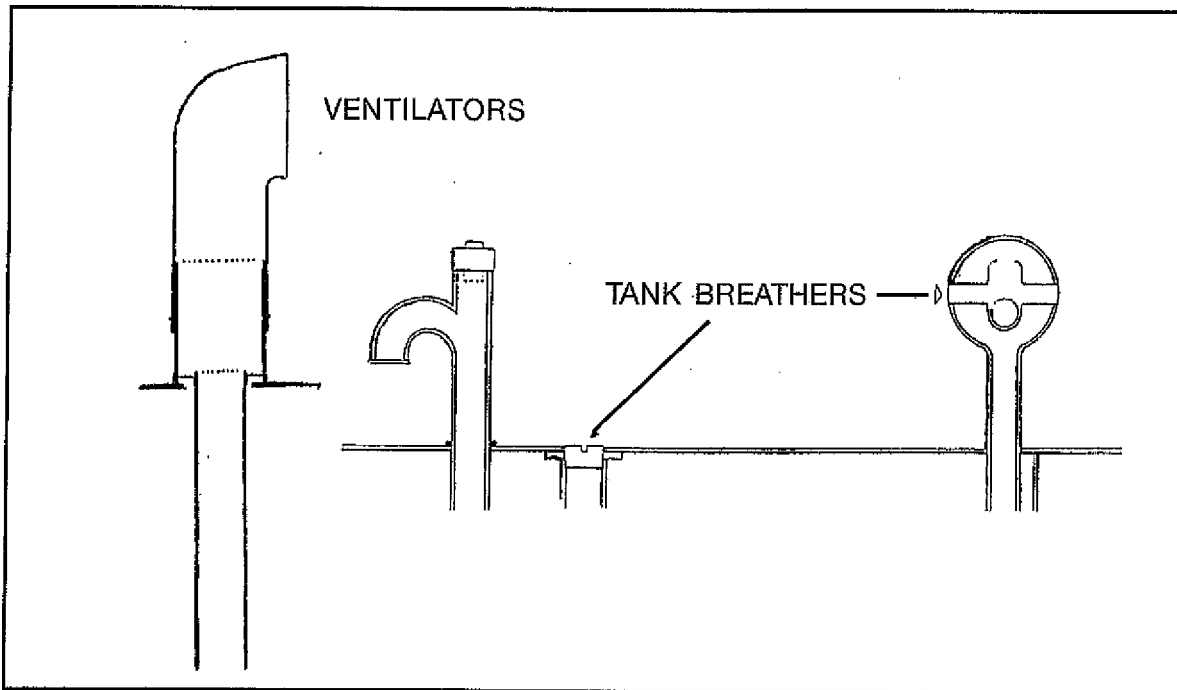


Weather tight door

VENTILATORS AND TANK BREATHERS

Ventilators and Tank Breathers, illustrated in figure 1.7 provide air to spaces such as the engine room, fuel tanks and accommodation areas. There are a number of designs for ventilation systems but the common features are that they must be designed to avoid taking water and they must be capable of being closed in the event of heavy weather or fire. The closing mechanism common for larger vents is a metal plate fastened with butterfly nuts while smaller vents use a wooden bung with a canvas cover.

Figure 1.7



Ventilators and tank breathers

WATERTIGHT AND COLLISION BULKHEADS

Watertight and Collision Bulkheads are very important in the construction of any vessel and are especially strengthened to withstand collision or a sudden rush of water caused through grounding or piercing of the hull. The first watertight bulkhead at the bow of a vessel is the collision bulkhead and it is standard to have watertight bulkheads forward and aft of the engine room, regardless of the size of the vessel.

Where it is necessary to have pipes or vents pass through such bulkheads, the pipes should be flanged to the bulkhead and not pass through it and the vents must have a watertight closing system.

General Nautical Terms

Knowledge of the complete terminology relating to the more detailed aspects of vessel construction and operation is beyond the requirements of a deckhand and additional terminology and definitions relating to names and functions of gear and equipment are covered in module 2.

The following alphabetical list of general nautical terms (including some which have already been explained) covers the range of terminology a deckhand should be familiar with.

ABAFT THE BEAM:	The sector on both sides of a vessel from abeam to astern.
ABEAM:	The directions at right angles to the fore-and-aft line.
AFT:	Near or towards the stern.
AHEAD:	The direction of an object beyond the stem of the vessel.
ALOFT:	Above the deck.
AMIDSHIPS:	The centre part of the boat.
ANCHOR CABLE:	Chain or rope connection between a vessel and her anchor.
ANCHOR WATCH:	Watch kept when a vessel is at anchor to check whether the anchor is dragging.
ANSWER THE HELM:	A vessel answers the helm when she alters course in response to the helmsman's deflection of the rudder.
ASTERN:	Direction beyond the stern or a movement through the water in that direction.
ATHWARTSHIPS:	At right angles to the centreline of the vessel inside the vessel.
AWASH:	Level with the surface of the water which just washes over an object.

BAIL:	To remove water from the bilges or interior of a vessel.
BALLAST:	Additional weight placed low inside the hull of a vessel in order to improve stability.
BAR:	A shoal close by a river mouth or harbour entrance.
BEACH:	To run a vessel ashore deliberately.
BEACON:	A mark erected on land or on the bottom in shallow water to guide or warn shipping.
BEAM:	The breadth of a vessel.
BEAUFORT SCALE:	A scale for measurement of the force of the wind.
BELOW DECK:	Beneath the deck.
BEND:	A type of knot. To connect two ropes with a knot.
BERTH:	A place where a vessel can lie for a period. Also a sleeping place on a vessel.
BIGHT:	A loop or a curve in a rope or line.
BILGE:	The rounded part of a vessel where the bottom curves upwards towards the sides.
BILGES:	The lowest part inside a compartment where bilge water collects.
BILGE KEEL:	One of two keels fitted on either side of a vessel's hull to resist rolling and provide lateral resistance.
BINNACLE:	Strong housing to protect the steering compass.
BLOCK:	A pulley made of wood, metal or plastic.
BOLLARD:	A strong fitting on quays, piers, wharves, etc... to which mooring lines are made fast.
BOW:	The forward part of a vessel. A direction 45° either side of right ahead.
BREAST ROPE:	A mooring line run at right angles to the centreline used to hold a vessel close alongside.
BROACH:	With heavy following seas a vessel can slew round uncontrollably and heel dangerously.

EYE:	A loop or eye splice in rope or wire.
EYES:	The eyes of a vessel. Right forward.
EYE SPLICE:	A permanent eye spliced in the end of rope or wire.
FAIR:	Advantageous or favourable, as of wind or tide.
FAIRLEAD:	The lead through which a working line is passed in order to change the direction of pull.
FAIRWAY:	The main channel in a body of water such as an estuary, river, or harbour.
FENDER:	Any device hung outboard to absorb the shock when coming alongside and to protect the hull when moored alongside.
FETCH:	The distance travelled by the wind when crossing open water. The height of the waves is proportional to the fetch and the strength of wind.
FLAKE DOWN:	Rope laid down on deck in a figure of eight pattern so that it will run out easily.
FLOOD:	The period when the tide level is rising.
FLUKE:	The shovel-shaped part of an anchor that digs into the sea bed.
FOCSLE:	The part of the accommodation below the foredeck and forward of the mast.
FOLLOWING SEA:	Seas that are moving in the same direction that the vessel is heading.
FOUL:	The opposite of clear. Adverse wind, tide or weather.
FOUL ANCHOR:	An anchor whose flukes are caught on an obstruction on the seabed or tangled with the anchor cable.
FREEBOARD:	The vertical distance between the waterline and the top of the deck.
FRONT (AIR MASS):	Boundary between air masses of differing temperatures.
FULL RUDDER:	The maximum angle to which the rudder can be turned.
GOOSENECK:	Fitting which attaches boom to mast.

GROUND:	To run aground or touch bottom either accidentally or deliberately.
GROUND TACKLE:	A general term for the anchors, cables and all the gear required for anchoring.
GRP:	Glass Reinforced Plastic.
GUNWALE:	The upper edge of the side of the boat above the deck level.
HAIL:	To shout loudly to the crew of another vessel.
HARD AND FAST:	Said of a vessel which has run aground and is unable to get off immediately.
HATCH:	An opening in the deck of a vessel which allows access below.
HAUL IN:	To pull in.
HAWSE PIPE:	A hole in the bow of a vessel through which the anchor cable passes.
HEAD TO WIND:	To point the bow of a vessel into the wind.
HEAD:	The toilet on a vessel.
HEADWAY:	Movement through the water stem first.
HEAT SEAL:	To fuse the ends of strands of synthetic rope by applying heat.
HEAVING LINE:	A light messenger line thrown to another vessel or ashore in order to pass a heavier line across.
HEEL:	To lean a vessel over to one side.
HELMSMAN:	The crew member who steers the vessel.
HALYARD:	A line or rope used to hoist an object (usually flag) up the mast.
HOLDING GROUND:	The composition of the seabed which determines whether the anchor will hold well or not.
HULL:	The body of a vessel excluding masts, rigging, superstructure, rudder and propeller.
HULL DOWN:	Said of a distant vessel when only the masts or superstructures are visible above the horizon.

HYDROGRAPHY:	The science of surveying the waters of the earth and adjacent land areas and publishing the results in charts, pilots, etc...
INSHORE:	Near to or towards or in the direction of the shore.
ISOBAR:	A line joining points of equal atmospheric pressure on a weather map.
ISOPHASE:	A light where the duration of light and darkness shown is equal.
JURY RIG:	Any temporary but effective device used to replace lost or damaged gear.
KEDGE ANCHOR:	A lightweight anchor used to move a vessel or anchor temporarily in fine weather.
KEEL:	The main longitudinal beam on a vessel between the stem and stern.
KHZ:	A measurement of frequency of radio waves equivalent to 1000 cycles per second.
KINK:	A sharp twist in wire or rope.
KNOT:	A unit of speed at sea - one nautical mile per hour.
LANDFALL:	Land first sighted after a voyage at sea.
LASH DOWN:	To secure firmly with rope or line.
LAY:	Strands twisted together to form a rope.
LEE:	The direction towards which the wind blows. Downwind. Shelter on the downwind side of an object, land formation or vessel.
LEE HELM:	The tendency of a vessel to turn her bow downwind to leeward.
LINE:	Alternative name for a small size of rope or rope used for mooring.
LIST:	A permanent lean to one side or another.
LIVELY:	Said of a vessel that responds rapidly to the movement of the seas.
LOA:	Length overall. A method of measurement of a vessel.

LOCKER:	An enclosed area used for stowage anywhere on board.
LOCKING TURN:	A reversed turn on a cleat to make a rope more secure.
LOG:	A device used to measure a vessel's speed or distance travelled through the water.
LOOKOUT:	Visual watch or the crew member responsible for keeping that watch.
LOOM:	The glow from a light below the horizon usually seen as a reflection on the clouds.
LUBBER LINE:	The marker in a compass which is aligned with the fore-and-aft line of the vessel and against which the vessel's course can be read off the compass card.
MAKE FAST:	To secure a line or rope to something.
MAKE WATER:	To leak but not by taking water over the side of the vessel.
MAYDAY:	The internationally recognised radio telephone distress signal.
MOLE:	A breakwater made of stone or concrete.
MOORING RING:	A ring on a mooring pile to which mooring lines may be attached.
OCCULTING LIGHT:	A rhythmic light which eclipses at regular intervals so that the duration of light in each period is greater than the duration of darkness.
ON THE BOW:	A direction of 45deg. from right ahead on either side of the vessel.
ON THE QUARTER:	A direction of 45deg. from right astern on either side.
PAINTER:	The line at the bow of a dinghy.
PAY OFF:	A vessel's bow pays off when it turns to leeward away from the wind.
PAY OUT:	To let out a line or rope gradually.
PERIOD:	Of a light. The time it takes a rhythmic light to complete one sequence.

PILE:	A stout timber or metal post driven into a river or seabed.
PILOT:	An expert in local waters who assists vessels in entering or leaving harbours.
PITCH:	The up-and-down motion of the bow and stern of a vessel. The angle of attack of a propeller blade.
PITCHPOLE:	A capsizing in a following sea when the stern is lifted and thrown over the bow.
POOPED:	A condition of a vessel where a following sea has broken over the stern.
PORT HAND:	A direction on the port or left hand side of a vessel.
PORT SIDE:	The left hand side of a vessel when facing towards the bow.
POUND:	A vessel pounds in heavy seas when the bows drop heavily after being lifted by a wave.
PREVAILING WIND:	The wind direction that occurs most frequently at a place over a given period.
QUARTER:	The side of a vessel between amidships and astern.
RACE:	A strong tidal stream.
RAFT OF BOATS:	Two or more vessels tied alongside each other.
RATE:	The speed of a tidal stream.
RECIPROCAL:	Course (or bearing) 180deg. opposite.
RESTRICTED VISIBILITY:	Visibility restricted by rain, drizzle, fog, etc. during which vessels are required to proceed at a safe speed and to navigate with extreme caution.
RIDE:	To lie at anchor free to swing to the wind and tide.
RIDGE:	A narrow area of relatively high pressure between two areas of low pressure on a weather map.
RIDING TURN:	A situation where an earlier turn rides over a later turn on a winch or surge drum.
ROADS:	An anchorage where holding ground is known to be good and there is some protection from wind and sea. Usually the approaches to a harbour.

- ROLL:** The periodic rotating movement of a vessel as it leans alternatively to port and starboard.
- RUDDER:** A control surface at or near the stern used to steer the vessel.
- SACRIFICIAL ANODE:** A zinc plate fastened to the hull to prevent electrolytic corrosion of the hull.
- SALVAGE:** The act of saving a vessel from danger at sea.
- SAMSON POST:** Strong deck fitting to which anchor cables, mooring lines and towing ropes are made fast.
- SCOPE:** The ratio of the length of anchor cable let out to the depth of water.
- SCUPPER:** Drain hole from an upper deck.
- SEA ANCHOR:** A device streamed from the bow or the stern of a vessel in order to hold the vessel to the wind or sea.
- SEA BREEZE:** A daytime breeze blowing from sea to shore caused by the rising warm air due to daytime heating of the land.
- SEA LEGS:** The ability to keep one's feet despite the motion of the sea.
- SEACOCK:** A stop valve next to the hull designed to prevent accidental entry of water.
- SEAROOM:** An area where a vessel can navigate without difficulty or danger of hitting an obstruction.
- SEAWAY:** An area of open water where there are waves.
- SET:** The direction in which a tidal stream flows.
- SHAPE:** A ball, cone or diamond-shaped object, normally black, hoisted by day on a vessel to indicate a special state or occupation.
- SHIPSHAPE:** Neat and efficient.
- SHOAL:** An area offshore where the water is so shallow that a ship might run aground. To shoal is to become shallow.
- SKEG:** A false keel near the stern which supports the leading edge of the rudder.

SKYLIGHT:	A framework fitted on the deck of a vessel with glazed windows to illuminate the space below.
SLACK WATER:	The period of time at the turn of the tide where the tidal stream is negligible or non-existent.
SLIP:	To let go quickly.
SLIPLINES:	Mooring lines doubled back so that they can be let go quickly from onboard.
SNATCH:	Jerk caused by too short an anchor cable in a seaway. To take a turn quickly around a cleat, bitts, or a samson post.
SNUG DOWN:	To prepare for heavy weather by securing all loose gear.
SOUNDING:	The depth of water below chart datum.
SPINDRIFT:	Fine spray blown off wave crests by strong winds.
SPIT:	A projecting shoal or strip of land connected to the shore.
SPRINGS:	Mooring lines fastened to prevent a vessel moving forwards or backwards relative to the wharf or vessels alongside.
SQUALL:	A sudden increase in wind speed often associated with a line of low dark clouds representing an approaching cold front.
STANCHIONS:	Metal posts supporting the guard rails at the side of the vessel.
STAND IN:	To head the vessel towards land.
STAND OFF:	To head the vessel away from the shore.
STEERAGE WAY:	A vessel has steerage way when she is moving fast enough to respond to the rudder.
STEERING COMPASS:	The compass permanently mounted adjacent to the helmsman and used as a reference to keep the vessel on a given course.
STEM:	The forwardmost part of the hull.
STEMHEAD:	The top of the stem.

STERN:	The afterpart of the vessel.
STERN GLAND:	Watertight packing around the propeller shaft where it passes through the hull.
STERN LINE:	The mooring line leading aft from the stern to the shore.
STIFF:	A vessel that does not heel easily. The opposite to tender.
STOW:	Put away in its proper place. Stowed for sea implies that all gear and equipment has in addition been lashed down
STRAND:	To run a vessel aground accidentally or intentionally.
STRUM BOX:	A strainer fitted around the suction end of a bilge pump hose to prevent the pump being choked by debris.
SURGE:	To ease a rope out around a surge drum, cleat or bitt.
SWINGING ROOM:	The area encompassed by a vessel swinging at anchor that excludes any risk of collision or stranding.
TACKLE:	A combination of rope and blocks designed to increase pulling or hoisting power of a rope or line.
TAKE THE HELM:	Steer the vessel.
TAKE WAY OFF:	Reduce the speed of the vessel.
TENDER:	A vessel that heels easily is said to be tender. The opposite of stiff.
TIDAL STREAM:	The horizontal movement of water caused by the tides.
TIDE:	The vertical rise and fall of water in the oceans in response to the gravitational pull of the sun and moon.
TOPPING LIFT:	A line or tackle from the base of the mast passing around a block at the tip and thence to the end of the boom used to raise and lower the boom.
TRANSIT:	Two fixed objects are said to be in transit when they

TRANSIT:	Two fixed objects are said to be in transit when they are in line.
TRICK:	A spell on duty, especially on the helm.
UNDERWAY:	A vessel is said to be underway if it is not at anchor, made fast to the shore or aground.
UP AND DOWN:	Said of an anchor cable when it is vertical.
UPWIND:	The direction from which the wind is blowing.
VEER:	Of a cable or line - to pay out gradually. Of the wind - to change direction in a clockwise direction.
VISIBILITY:	The greatest distance at which an object can be seen against its background.
WAKE:	Disturbed water left by a moving vessel.
WARP:	Heavy lines used for mooring, kedging or towing. To move a vessel by hauling on warps secured to a bollard or buoy.
WATCH:	One of the periods into which 24 hours is divided aboard a vessel.
WATERLINE:	The line along the hull at the surface of the water in which the vessel is floating.
WEATHER HELM:	The tendency of a vessel to turn her bow to windward.
WEIGH ANCHOR:	To raise the anchor.
WHITE HORSES:	Breaking waves with a foamy crest. Not surf breaking on the shore.
WINDLASS:	The winch used for working the anchor cable.
WINDWARD:	The direction from which the wind blows.
YAWING:	Swinging from side-to-side of the course set.

TEACHING NOTES

Lesson Planning

The delivery of lessons for this module should come in the early stages of the course to form a platform of standard terminology for the other modules in the course. It is logical that familiarity with this module will provide a stepping stone for students to undertake module 2 which is more specific gear-and-equipment terminology.

Classroom sessions for this module should be kept to short periods of no more than an hour and a summary of the terminology should be possible in 3 - 5 hours. This will not equate to all students knowing the terminology required and additional time will be required for revision, assignments and practical exercises.

Delivery Methods

Recognition of parts and areas can only be partly covered in a classroom environment and there is a need to incorporate practical sessions such as ship visits or use of models for a fuller understanding of common nautical terms.

If possible, arrange a visit to a vessel and reinforce the classroom sessions with demonstrations of definitions by pointing out the features of the vessel and associated areas as you tour the vessel.

Once the terms outlined in the module have been covered, the students' memory can be tested through oral questions or through the use of short-answer assignments or tests.

Exercises

Oral Questions

Have the students cover their notes and work around the class asking students to explain terms covered in the module.

Short-Answer Questions

Use either the term or the explanation of the term listed on question sheets and have the student fill in the appropriate answer. Another option is to provide the student with a graphic image and have the student name the appropriate parts or areas.

A possible example of a short-answer question exercise is provided as Exercise 1.1 on the following pages.

ASSIGNMENT 1.1 PARTS OF A VESSEL

Write the word which fits the statement or fill in the appropriate words ie;

- _____ : the front of a vessel
- _____ : the back of a vessel
- _____ : facing the bow, the _____ side of the vessel is the left side
- _____ : facing the bow, the _____ side of the vessel is the right side
- Fore and Aft: _____

- _____ : the centre area of a vessel
- _____ : the forward-most part of the hull
- _____ : referring to a line across the ship from one side to the other
- Freeboard: _____

- Sheer: the _____ of the deck at the bow or the stern of a vessel
- _____ : the sides of a vessel above deck level which prevent direct sea entry to the deck area
- Flare: the _____ and _____ sweep of a vessels bow which assists in lifting the vessel over waves and deflects water

Forefoot: the _____ of the stem where the stem joins the keel

_____ : a projecting fin secured at the turn or curve in the vessels hull designed to reduce vessel rolling

Bilge: the rounded part of a vessel where the bottom _____ towards the sides

_____ : the main longitudinal beam of a vessel between the stem and the stern which runs fore and aft along the centre line of the ships bottom

_____ : continuous horizontal surface of a ship covering the hull

Draught: _____ of the _____ at its deepest point below the waterline

_____ : when neither _____, tied to a wharf or aground, a vessel is said to be _____

Making way: _____

_____ : when moving forward, a vessel is going _____ or making _____.

Astern: when moving _____, a vessel is going **astern** or making **sternway**

Leeway: _____

Adrift: a vessel which is _____ or _____ and is not using a means of propulsion is said to be **adrift**

Ships head: vessels are steered in a direction determined by a _____ and known as a _____ or _____

Bearing: _____

_____: an object within 45 degrees of the vessels head or course, either ahead or astern, is said to be _____ on the bow (for ahead) or quarter (for astern) of the vessel

_____: an object directly across from a vessel at 90 degrees to the ships head is said to be _____

_____: an object which is beyond 45 degrees from the bow or stern and within 45 degrees of either side of abeam is said to be _____

Useful Materials and Teaching Aids

The most useful aid to teaching this module will be an actual vessel and time aboard with your students. If a vessel is not available, students should work with models where possible.

For the classroom sessions, an OHP projector should be used to illustrate lessons with the appropriate OHP. Access to a whiteboard and an ability to draw appropriate diagrams will also be required to illustrate terms.

List of Overheads

- OHP 1.1 Main areas of a vessel

- OHP 1.2 Terms relating to design and shape

- OHP 1.3 Terms defining positions outside the vessel

- OHP 1.4 Portholes

- OHP 1.5 Hatches

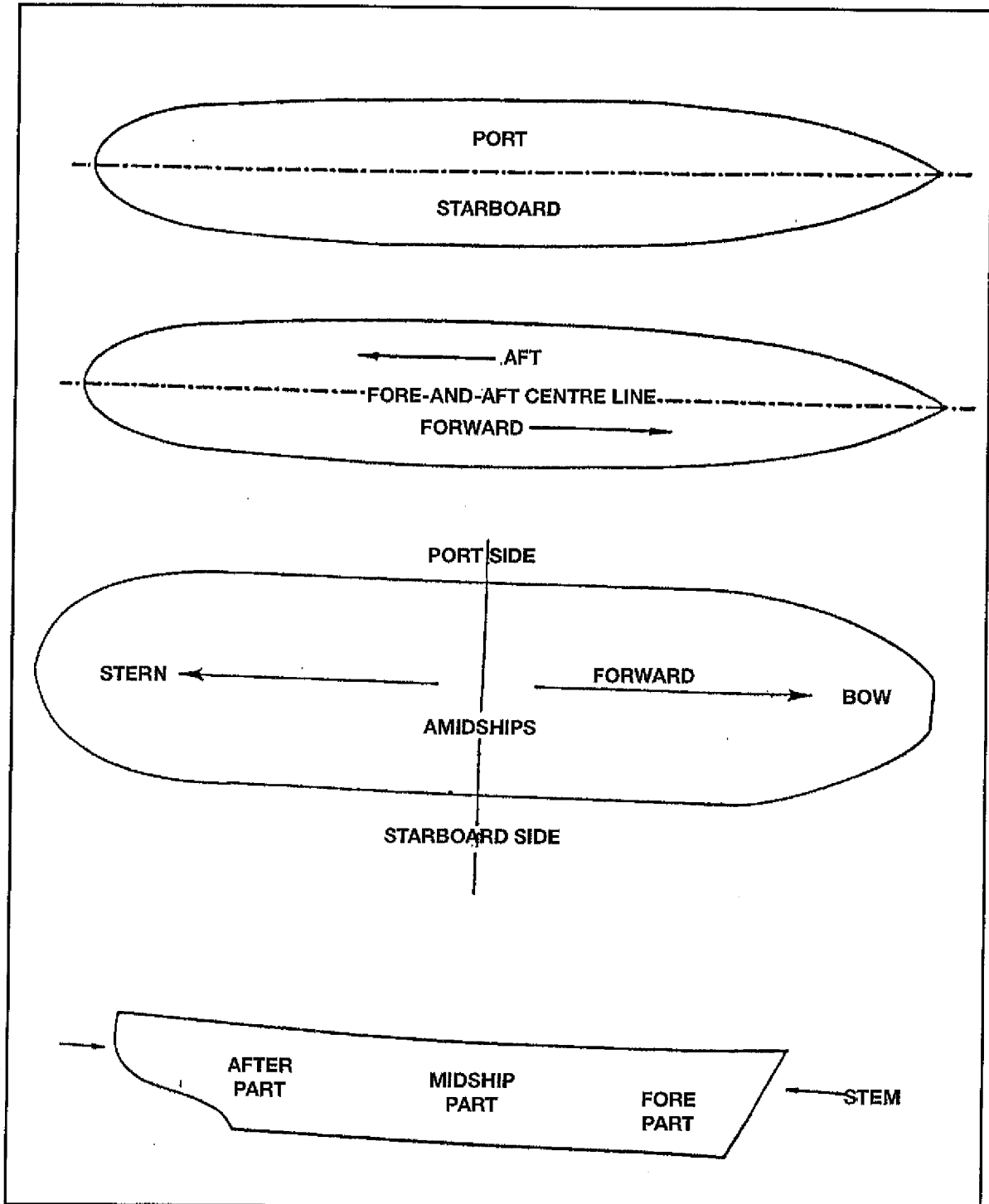
- OHP 1.6 Doors

- OHP 1.7 Vents

COMPETENCY SUMMARY

OHP 1.1

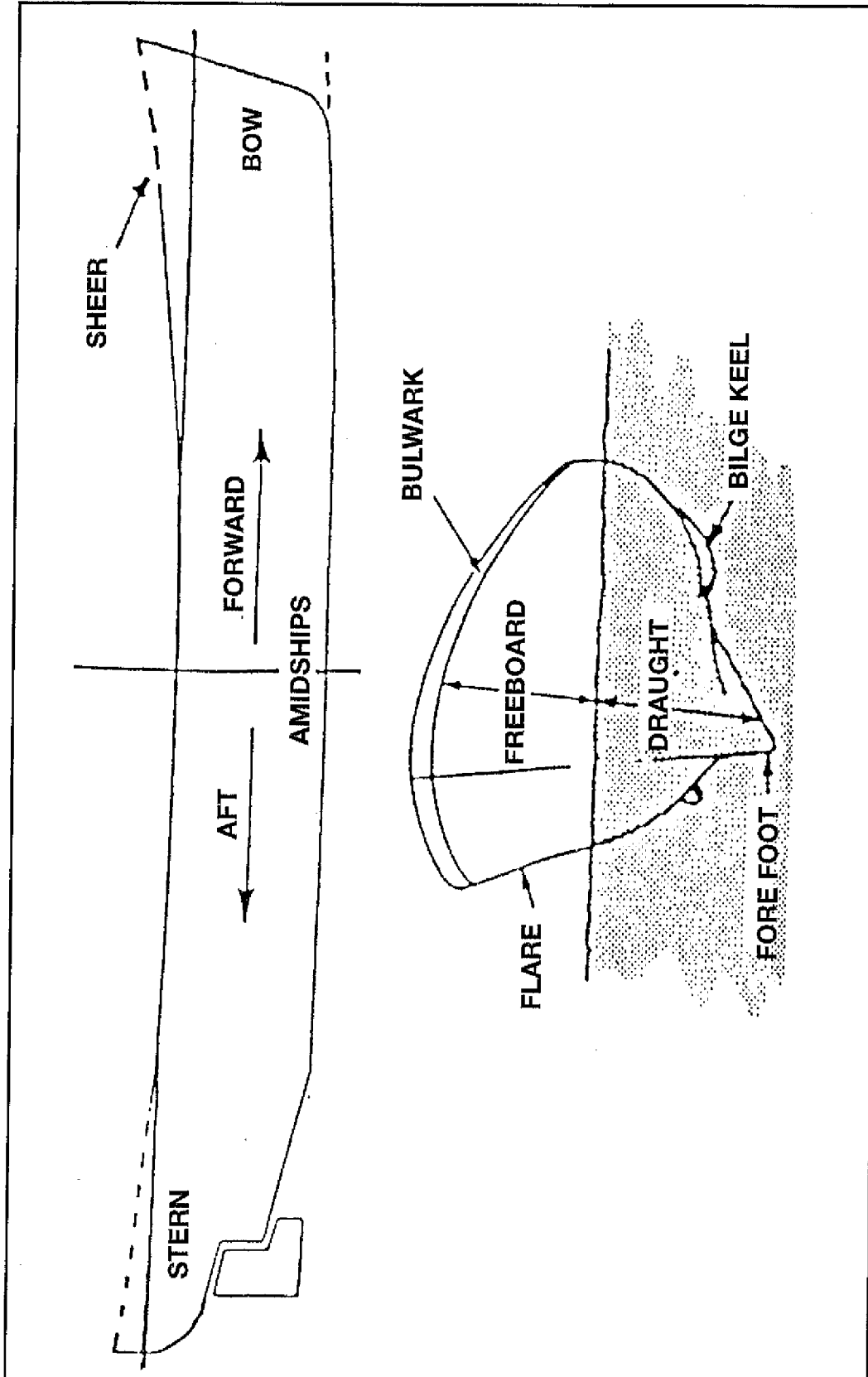
MAIN AREAS OF A VESSEL





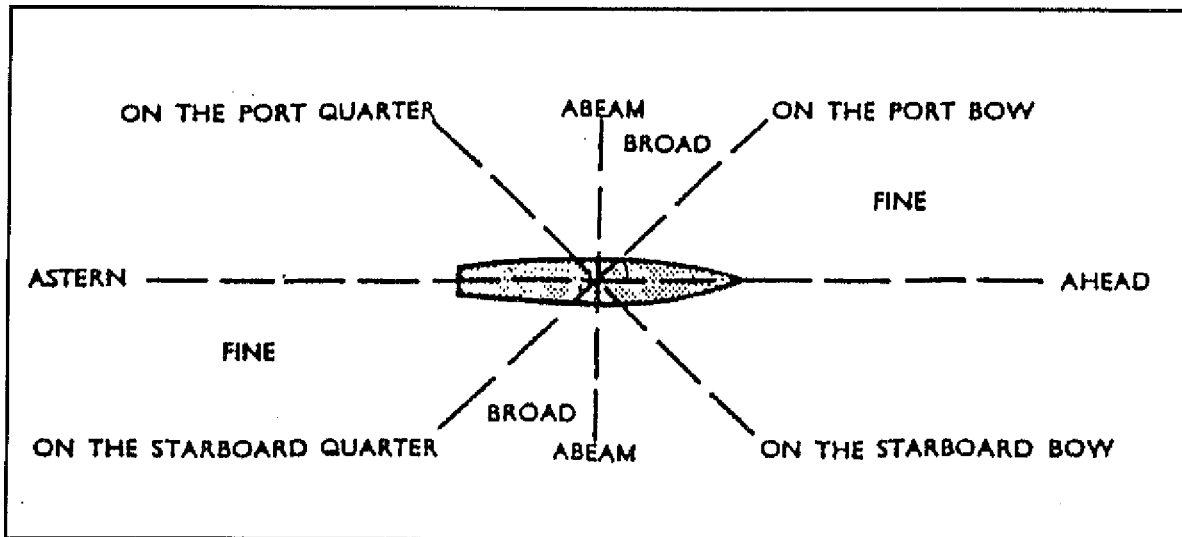
OHP 1.2

TERMS RELATING TO DESIGN AND SHAPE



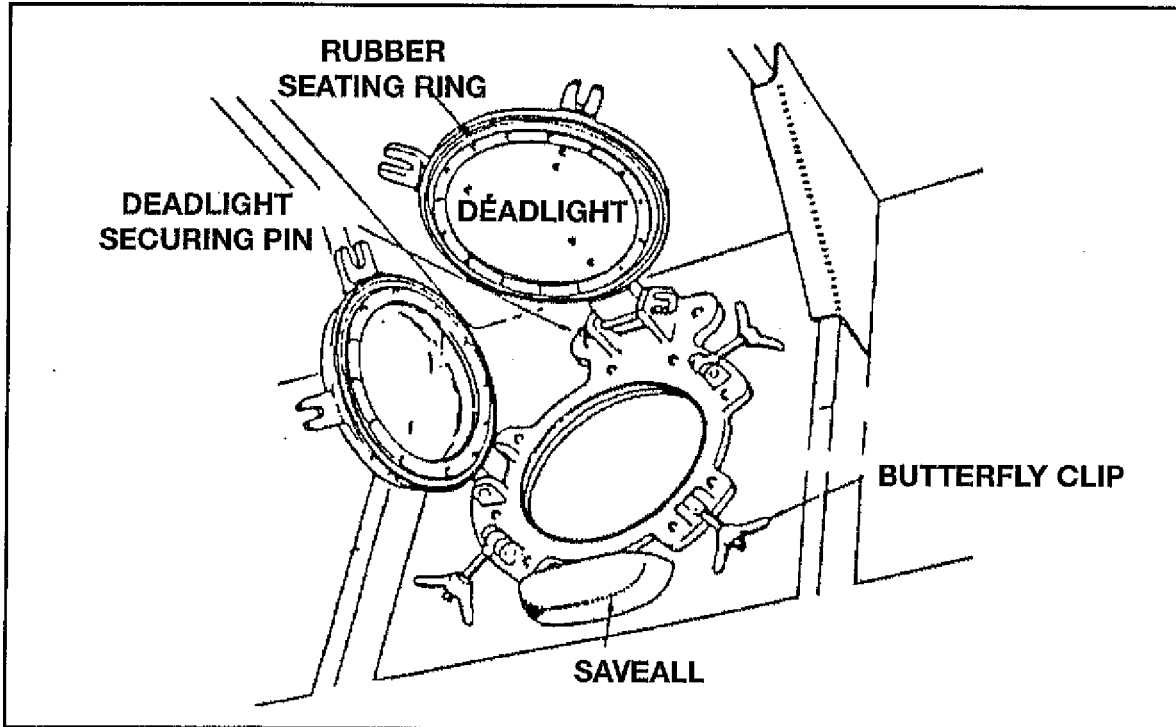
OHP 1.3

TERMS DEFINING POSITIONS OUTSIDE THE VESSEL

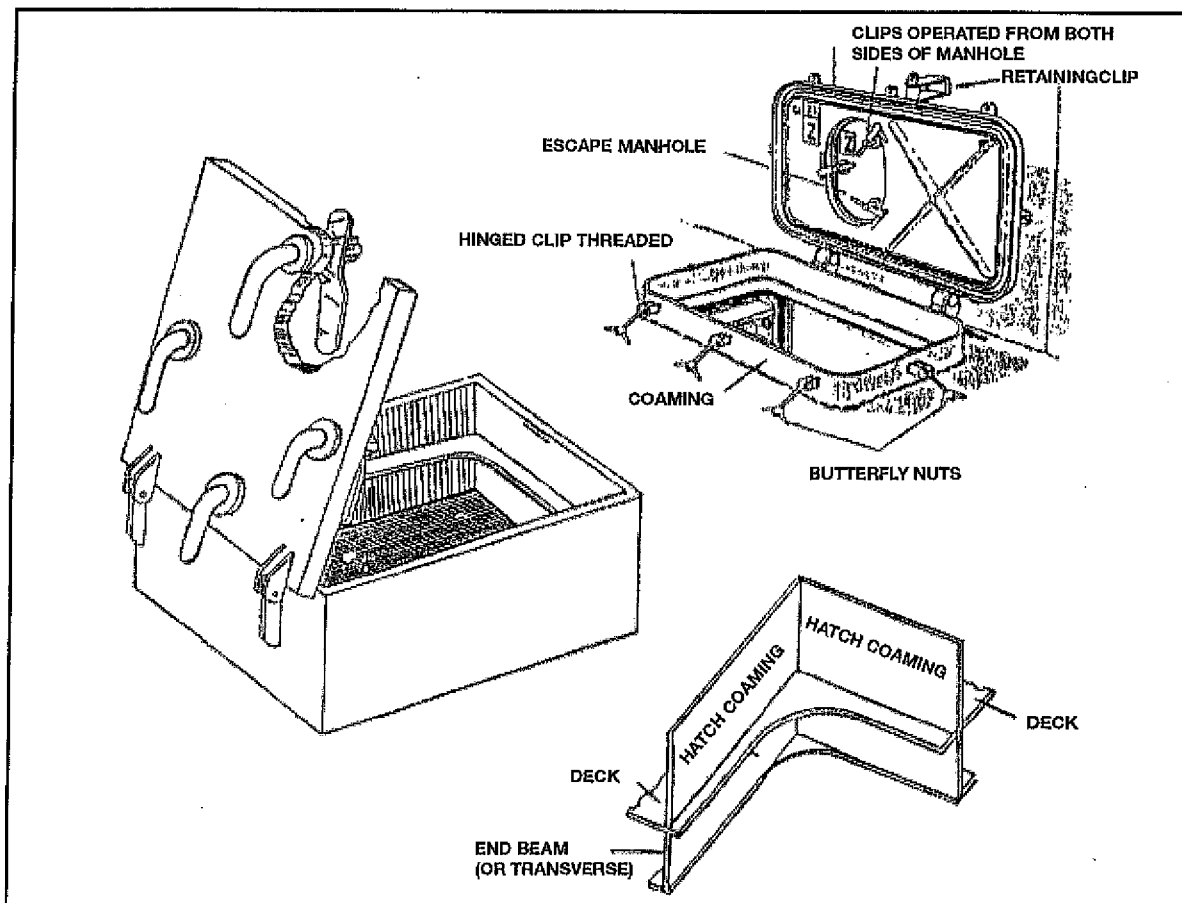


OHP 1.4/5

PORTHOLES

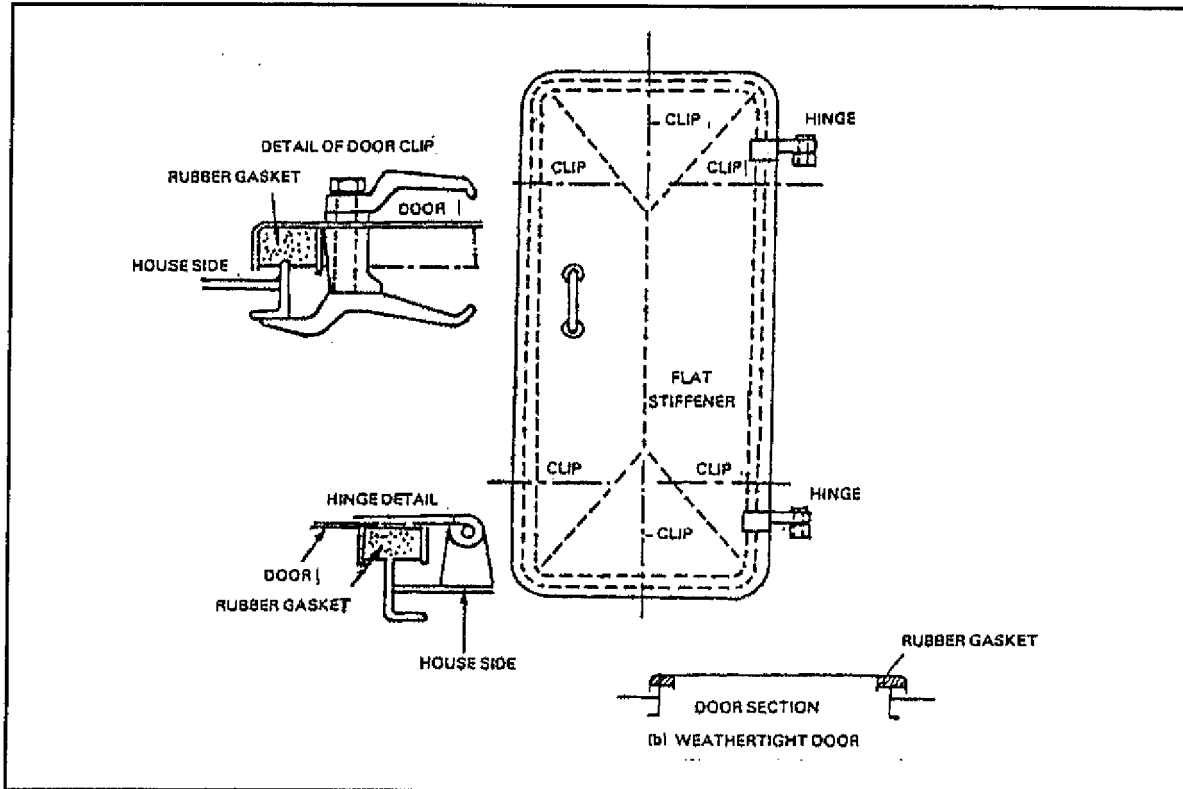


HATCHES



OHP 1.6

DOORS



OHP 1.6

VENTS

