

Glossary and Terms Commonly used aboard Virginia V

General Terms:

Advancement: Promotion of deck crew members to next highest position using established qualification procedures.

Certification: Completing all procedures and Sign-off by approved Officer or Port Captain to authenticate new/or Current Position.

Command: Task given by Officer or by Authority, to be completed by Crew to the best of their ability. Example: Bosun is given Authority to Command and see Tasks completed as Trained. Deck 1 has the same Authority when Bosun not Crew of Record. All commands are confirmed (Confirmation) as echo of Command (usually via portable crew radio).

Confirmation, the verbatim repeat-back response (echo) given by all Crew receiving a command, to the Crew Member who issued the command. If receiving Crew Member does not hear the complete command or is uncertain, he or she should say, "Command?" or "Say again!" This practice serves to confirm that commands have been understood as given, or to promptly reveal that there is misunderstanding. Crew Member must promptly report accomplishment of the command.

Crew of Record: Crew member entered in the Ships Log Book for **Current Position:** The highest position a Crew member is qualified to perform.

Eligible: Permission to Advance by following approved process; Crew member can receive Training, Observe position, or receive Instructions from rank or approved Instructor.

Instructor: Assigned position to provide Training to other Crew Members. Shown on Schedule as (I)

Line-Handler, Crew Member who's handling a line, directly or as a helper. To handle a line, a Crew member must be satisfactorily participating in the Foundation's drug testing program.

Observer: Crew member assigned to observe another Crew Member in a designated position. Observing is a helpful and normal step in understanding of other Positions; and often leads to becoming Eligible for future advancement. A Crew Member can observe any position with approval of the Port Captain and/or the Captain of Record. Note: particular Cruises may not allow Observer Positions due to nature of Cruise. Shown on Schedule as (O)

Position of Record (also referred to as **Crew of Record**), the Crew position, or billet, to which the Captain or Mate assigns an individual Crew Member for a specific cruise, as recorded in the ship's log (e.g. Deck 1, Deck 2 Trainee, Deck 3 Observer, etc.). Crew member to perform duties assigned to that position including Station Bill, and be issued a portable radio for communications while aboard during entirety of Cruise.

Recency: A component of certification or qualification along with ability to perform Position of Record with competency. Based on time period between last performing at that Position (or higher) and/or recent Training. Physical limitations are considered in ability to perform and are determined by the Port Captain or Captain of Record.

Station Bill: Emergency Procedures, instructions for all Crew of Record and the required appropriate response. The Station Bills are displayed in Crew Quarters, Engineering, and Wheelhouse, also the Station Bill is shown in the Volunteer Handbook. All Crew are to be capable and aware of their duties. Any Crew Member who feels they cannot perform per the Station Bill shall inform the Bosun, Mate or Captain prior to accepting Position of Record.

Task, means performing Command in the trained manner with appropriate action and timing. Important to inform Command if “not able” or need additional information.

Trainee: Crew member who has been approved and actively engaged in Advancement. Crew member can only be approved for training one position up. Example: Deck 2 can train for Deck 1, but not train as Bosun; they can be Observer of Bosun if Cruise allows (See Schedule for Crew Positions and additional Instructions). Shown on Schedule as (T).

Line Handling and Docking:

Able: means capable to complete task as commanded. When Crew member knows, they can make the throw, or complete task, then respond with “*Sending Stern Line*” (Line or Task).

Check a line, review tension and relieve if needed to “not to part line”. Wave action, or ship movement can cause high loads; before adjusting line inform Bosun or ranking Officer.

Drop or Cast-off: Command to remove a mooring line by disconnecting it from the dock and bringing it aboard the ship, or disconnecting it from the ship and leaving it on the dock. Also compare: Release.

Ease: let out controlled amount of line for the situation. Primary use: Arrival Spring. Also compare: Check, or Slack.

Fender, to place fender into position, usually at point of impact. If Fender to stay in position start placement slightly forward of impact when ahead motion. If Fender to be temporary (to cushion impact) place slightly aft of impact when ahead motion for quicker removal of Fender.

Hold: Prevent line from paying out. Can only be accomplished by placing appropriate wraps on the cleat and keeping the bitter end taut enough to prevent any slippage.

Haul-away: means pulling the line completely to tight, or all the way aboard if dropped. Lines under pressure usually look straight (little or no Catenary); additional Crew member may be required. Also: Take-up.

Make Fast or **Fast:** means to secure the line called or Commanded. Example: respond when completed with “Bowline Fast”. Also: Secure

Not Able, means preparing to, or waiting to complete task as commanded when capable. If they are not able, then they should respond in: “*Not Able*”.

Release, means allowing Commanded line to run free and clear with control of line. Example: “Release the Departure Spring”: complete slacking of the Departure Spring and allowing the line to freely run out Hawse while maintaining the ability to Hold if Commanded till the end of line is paid-out. Also compare to: Drop, Cast-off, or Slack.

Sending lines. When Deck Crew are sending the line, the Sending line-handler should call out “Sending Bowline” or Stern Spring, etc. Also: Put-over. The command might be: “Send Stern Line when Able”.

Ship ready for Arrival: All Crew and Lines are properly ready and set for arriving at dock. This is passed via radio from Bosun (or Deck 1) to Mate, Mate confirms hearing call and notifies the Captain.

Ship Secure for Sailing or **Sea:** means all Hawse Plugs Secured, Cargo Hatch in place, Lines properly Faked. This is passed via radio from Bosun (or Deck 1) to Mate, Mate confirms hearing call and notifies the Captain.

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Slack: add catenary so that line exerts no force on the ship. Also compare: Check, Ease, Hold, or Surge.

Take up, means remove all slack out of line and keep taking all slack out as available. Lines under pressure usually look straight (little or no Catenary). When need additional Take-up, or slack needs to be removed; additional Crew Member or coordination with ship positioning may be required. Also: Tighten. Compare with: Haul-away.

When Able, means to perform tasks commanded when capable. If they are not able, then they should respond in like: "Not Able". When Deck Crew know, they are Able, can make the throw, or complete task, then respond with "Sending Stern Line" or Deploying MOB vest to MOB (call out Line or Task).

Additional Information:

SS VIRGINIA V

Official No. **222170**

Radio Call Sign **WB 4238**

Length: 125'
Beam: 24'
Draft FORE: 6'
Aft: 8'3"

Black Anchor: 225# 65' chain 300' 3 strand 7/8" shackles

White Anchor: 65# (125' chain 3/8" 3/4" shackles) not on ship

Tonnage Gross 99
Net: 67
Horsepower: 400

Mast Height: 39'-10"

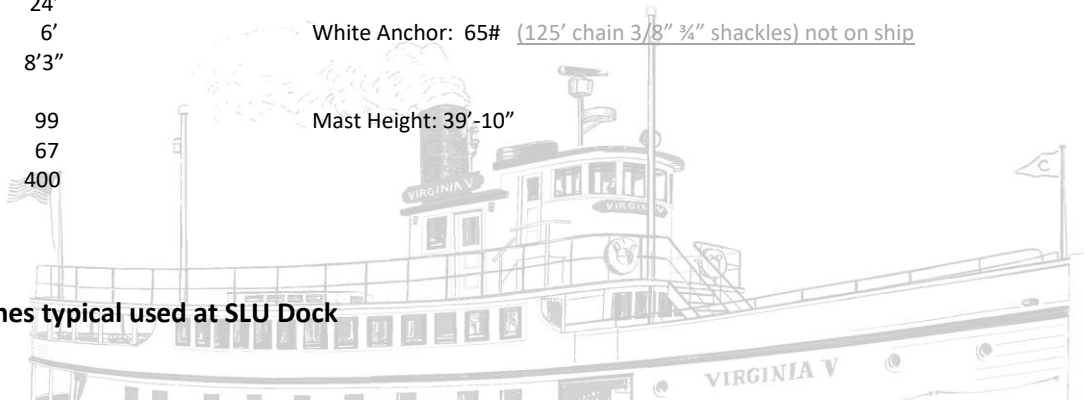


Diagram of Lines typical used at SLU Dock

