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Chase port (Figs. 5-56 and 5-61). A gunport placed in the bow or stern to accommodate fore-and-aft mounted guns.
Check. See Shake.

galley hearth or stove.

Cheek [Cheek knee] (Figs. G-3 and 3-48). On later vessels, a knee or brace between the side of the bow and the knee of the head; on ancient warships, a protuberance at the side of the stem against which the side planking was stopped.
Chine (Fig. 3-62). The angular junction of the bottom

and side of a vessel; usually found on flat-bottomed hulls, or those with little deadrise. Can also refer to a longitudinal timber located just inside the junction, to which athwartships bottom planks are fastened.

Chock (Figs. G-3 and G-13). An angular block or wedge used to fill out areas between timbers or to separate

them; chocks were used to fill out deadwoods and head knees, separate frames and futtocks, etc.

Cistern. A term applied variously to pump wells or to collecting basins at the discharge ends of pumps.

Clamp (Fig. G–5, nos. 18 and 25). A thick ceiling strake used to provide longitudinal strength or support deck

yachts, the well from which the vessel is directed.

Common ceiling (Fig. G-5, no. 12). The ordinary ceiling used to prevent cargo and ballast from falling between the frames; common ceiling was usually made from relatively thin planking and seldom contributed longitudinal strength to the hull structure.

Companion. A covering over a cabin hatchway.

Cockpit. The surgeon's compartment; the sick day. On

deck to another.

Compass timber [Compassing]. Naturally curved timbers used for frames and construction in the ends of a hull.

Copper-bottomed [Coppered]. A vessel whose bottom

Companion way. A stairway or ladder leading from one

was sheathed in copper to prevent fouling and worm infestation.

Copper fastened. A vessel whose fastenings were made of copper.

Cordage. A general term for ropes and cables.

Counter (Fig. G-14). Technically, the transverse section

between the bottom of the stern and the wing transom. However, many documents and drawings refer to the counter as the entire transverse area between the top of the sternpost and the rail or taffrail.

Counter timbers (Figs. G-14a-G-14c). Vertical tim-















