

DUTCH BARGE TERMS

It's all Dutch to me!

Traditional.

By Jeffrey Casciani-Wood

<i>Achtersteven</i>	The sternpost.
<i>Aak</i>	Literally Oak. Plural <i>Aken</i> . A general name for a barge without a <i>Voorsteven</i> (<i>q.v.</i>) and generally having a rounded bow joined by a <i>Heveplaat</i> (<i>q.v.</i>). The (rare) exception is called a <i>Stevenaak</i> . Other types include the <i>Hasselteraak</i> , <i>Ijsselaak</i> , <i>Rietaak</i> and the <i>Hevelaak</i> .
<i>Berghout</i>	Literally 'Mountain Wood.' The forward harpin or eyebrow.
<i>Beutmotor</i>	Very similar to a <i>Luxemotor</i> (<i>q.v.</i>) with vertical bar stem and counter stern but with the middle third of the sides vertical but tumbling home elsewhere.
<i>Boeier</i>	Literally 'Farmer.' When applied to a barge such as a <i>Praam</i> (<i>q.v.</i>) means a farmpraam.
<i>Bol</i>	Means plump or well rounded.
<i>(den) Boeisel</i>	The bulwark at each end of the vessel.
<i>Bolwerk</i>	Bulwark.
<i>Breedte</i>	Breadth.
<i>(het) Buikdenning</i>	The wooden hold ceiling.
<i>Boltespoor</i>	A transverse floor plate.
<i>Dek af Gangboord</i>	The deck either side of the main hatch.
<i>Dekschip</i>	A barge (of various types) with the after cabin fitted under the after deck forward of the tiller. The cabin may be fitted with a raised skylight to enable a person to stand upright.
<i>Diepte</i>	Depth.
<i>Doorsteven</i>	A box stem.
<i>Gegoten</i>	Moulded.
<i>Globaal</i>	Overall.
<i>Hagenaar</i>	An <i>Aak</i> (<i>q.v.</i>) built between 1890 and 1915 to operate in Den Haag region of South Holland and generally of maximum dimensions 26 m x 4.14 m x 1.45 m draught.
<i>Hek</i>	The part of the stern that sweeps upward. The buttock area.
<i>Heveplaat</i>	The flat plate at the bow and often shortened to <i>Heve</i> and fitted instead of a stem or <i>Voorsteven</i> (<i>q.v.</i>).

<i>Holte</i>	The depth in the hold. Literally ‘Cavity.’
<i>Kielplaat</i>	The (flat) keel plate.
<i>(het) Kim</i>	The bilge.
<i>Klik</i>	The decorated wooden carving fitted on the top of the rudder.
<i>Klipper</i>	A family of barges with a vertically rounded stem designed to look like the contemporary square rigged sailing ships. Generally one of three types the <i>Klipper</i> , <i>Klipperaak</i> and <i>Zeeklipper</i> which latter is generally of from 6.0 to 6.3 m wide. . They are usually roefschippen with wheel steering.
<i>Kraak</i>	This barge of which there are only a few looks like a cross between a <i>Tjalk</i> (q.v.) and a <i>Luxemotor</i> (q.v.) with a counter stern and a aft sloping bow. Usually built of iron and up to 30 m long.
<i>Lengte</i>	Length.
<i>Loefbyjter</i>	An extension at the heel of the stem to add lateral plane area to stop the vessel falling off to leeward when sailing on the wind.
<i>Luxemotor</i>	A paviljoen type barge with a vertical bar stem and a counter stern generally about 25 m x 5 m and with a constant cross section between a point about 4 m from the bow and another 5 m from the stern. Built all over Holland between about 1920 and 1955.
<i>Ontwerp</i>	Draught.
<i>Paviljoenschip</i>	A type of barge with a cabin under the raised after deck. The raised deck area is called the <i>paviljeon</i> and may also have a raised skylight like a <i>Dekschip</i> (q.v.).
<i>Poon</i>	A barge very similar to a <i>Tjalk</i> (q.v.), usually built of wood although a number of them were built in iron.
<i>Praam</i>	A flat barge. Plural <i>Pramen</i> .
<i>Riet</i>	Reeds.
<i>Roefschip</i>	A barge with a full after cabin fitted above the after deck forward of the tiller and called the <i>roef</i> . More commonly found in the northern Netherlands – Groningen and Friesland.
<i>Roer</i>	The rudder.
<i>(het) Ruim</i>	The hold.
<i>Scheerboom</i>	The hatchway strongback.
<i>Scheerplaat</i>	The sheer strake.
<i>Schip</i>	Ship – plural <i>schepen</i> .
<i>Schott</i>	Bulkhead.

<i>Schult</i>	Barge. In Friesland it is spelled <i>schute</i> .
<i>Snik</i>	See <i>Westlander</i> .
<i>Sontvaarder</i>	Very similar to the Luxemotor (q.v.) but the most distinguishing mark is that the cabin has side scuttles rather than windows as the vessels were built to go to sea. Fairly large but some were built as small as 31 m x 5.3 m.
<i>Spant</i>	A transverse shell frame.
<i>Spantafstand</i>	Frame spacing.
<i>Spits</i>	Built as early as 1900 these barges are very similar to their Belgian cousins with a rounded bow and stern and a vertical bar stem. Usually built to dimensions of 38.5 m x 5.0 m to enable them to fit into the Freycinet locks they were later built to 55 m x 5.7 m dimensions.
<i>Spitse</i>	Painted.
<i>Stafstevan</i>	A bar stem.
<i>Steil</i>	Upright.
<i>Steven</i>	Post. A <i>Steilstevan</i> is a vessel with an upright stem.
<i>(het) Vlak</i>	The flat of floor.
<i>Tjalk</i>	A tiller steered barge with apple bows and stern, fitted with a <i>Voorstevan</i> (q.v.) and a hawse hole either side of the top of the <i>Voorstevan</i> which is often finished vertically giving the impression of a nose.
<i>Voorstevan</i>	The stem.
<i>Vrijboord</i>	Freeboard.
<i>Waterdicht</i>	Watertight.
<i>Waterlijn</i>	Waterline.
<i>Wellingplaat</i>	A deck edge rubbing strake usually constructed of omega bar.
<i>Westlander</i>	A barge with a distinct pointed bow and maximum dimensions of 17.0 m x 3.2 m.
<i>Zee</i>	Sea.
<i>Zeil</i>	Sail.
<i>Zwaarden</i>	Leeboards.