

# NAUTICAL TERMINOLOGY

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## A

*Aback.* A sail is aback when sheeted to windward, or when the wind comes on what should be its lee side.

*Abaft.* Nearer the stern than some other object mentioned.

*Abeam.* At right angles to the fore-and-aft line amidships.

*Aboard.* On board or in a vessel.

*About.* A vessel is said to go, come, or put about when she stays from one tack to the other.

*Accommodation ladder.* A ladder or flight of steps enabling one to climb up the topside from a dinghy to a vessel's deck.

*Accommodation plan.* A drawing showing the internal arrangements of a vessel.

*Aft.* Towards the stern; behind.

*Aground.* When the keel rests on the bottom.

*Ahead.* In front of, in the direction of the bows.

*A hull.* Lying without any sail set in a gale.

*Aloft.* Up above; up the mast or in the rigging.

*Amidships.* The middle part of a vessel; sometimes refers to the fore-and-aft line, e.g. put the helm amidships, i.e. neither to port nor starboard.

*Anemometer.* An instrument for measuring the

strength of the wind.

*Apron.* A strengthening piece behind the stem.

*Archboard.* That part of a counter stern at the extreme end to which the ends of skin and deck planks are fastened.

*Arming.* Tallow held in the recess of a sounding lead to bring up a sample of the sea bed.

*Ashore.* The same as aground.

*Astern.* Behind; in the direction of the stern.

*Athwart.* Across; the opposite to fore-and-aft.

*A-try.* Lying under the trysail in a gale.

*Awash.* Just washed over by water.

*Aweather.* To windward; towards the weather side.

*Awning.* Canvas spread above the deck as a protection against sun or rain.

## B

*Back, to.* To sheet the clew of a sail to windward. The wind is said to back when it changes its direction in a counter-clockwise fashion.

*Backstay.* A wire-rope support leading aft from a mast to prevent it from bending forward.

*Back water to.* To stop the progress of a dinghy by pushing on the handles of the oars.

*Back-wind, to.* One sail is said to back-wind another when it throws wind on to the other's lee side.

*Baggy-wrinkle.* Chafing gear made from old rope.

*Ballast.* Weight carried low down in a vessel's bilge or on her keel to give her stability.

*Balloon jib.* A large, light-weather headsail set in place of the working jib; generally used for reaching, but rarely seen today.

*Bar.* A shoal at the mouth of a river or harbour.

*Batten.* A flexible strip of wood or metal inserted in a pocket on the leech of a sail to extend the roach and prevent curling and flapping.

*Beacon.* A landmark built on a shoal or ashore as a warning, steering, or recognition mark.

*Beam.* The extreme breadth of a vessel. Also a transverse timber supporting the deck. A vessel is said to be on her beam ends when she is heeled excessively so that her masts are horizontal. Anything which lies outside a vessel on an imaginary line drawn from amidships at right angles to the fore-and-aft line is said to be on the beam.

*Bear away, to.* To put up the helm to windward so that the vessel turns further away from the wind.

*Bearers.* Supports for an engine, cabin sole, etc.

*Bearing.* The direction of an object expressed as an angle in degrees or compass points from the vessel's meridian, or, sometimes, from the direction of the bow, stern, or beam.

*Beat, to.* To tack, that is, to make progress to windward by zigzag course with the wind first on one bow and then on the other.

*Becalmed.* A vessel is said to be becalmed when there is no wind and the sails hang limp and lifeless .

*Becket.* A eye or loop made with a wire or fibre rope.

*Bee-block.* A wooden chock on the side of a boom near its after end, to take the standing part of a reef pendant.

*Belay, to.* To make fast or secure a rope on a cleat, pin, etc.

*Belly.* The fullness or draught of a sail.

*Bend, to.* To fasten, e.g. one rope to another, or to some other object, a sail to its spars, etc.

*Beneaped.* See *Neaped*

*Bermudan sail.* A triangular fore-and-aft sail without a gaff or yard, set on a boom on the aft side of a mast.

*Berth.* A sleeping-place on board. Also the place ashore, a dock, or at an anchorage, occupied by a vessel. To berth a vessel is to put her into such a place.

*Bight.* A bend or loop in a rope. Also a bay.

*Bilge.* The curve of a vessel's bottom where it merges into the side. Also the space in a vessel beneath the sole.

*Bilge keel.* A wood or metal plate fastened to the bilge of a shoal-draught vessel to reduce leeway and to enable her stand upright on the shore. Also a rubbing piece to prevent chafe on a dinghy's bottom.

*Binnacle.* The case in which a compass is fixed.

*Bitter end.* The last (inboard) link of the anchor cable.

*Bitts.* Posts fitted in the foredeck to take the heel of the bowsprit and to which the anchor cable is made fast.

*Blade.* The flat part of an oar or propeller.

*Block.* A device for changing the lead of a rope with the minimum of friction, a landlubber's pulley.

*Board.* A tack or leg to windward when beating.

*Boathook.* A pole with a hook at one end used for picking up a mooring buoy, holding on to a dinghy etc.

*Boatswain's (bosun's) stores.* Spare rigging materials carried on board.

*Bobstay.* A chain, wire, or rod, supporting a bowsprit or bumkin against upward pull.

*Body plan.* A drawing which shows the shape of the athwartships sections of a vessel.

*Bollard.* A post, usually on a pier or quay, to which mooring or warping lines are made fast. Also a metal fitting, often with two heads, on a vessel's deck at the bow or quarter to which mooring lines are secured.

*Boltrope.* A rope sewn along the edge of a sail to

strengthen it and take the strain off the cloth.

*Boom.* A horizontal spar for extending the foot of a sail.

*Boot-top line.* The line just above the load waterline where the bottom paint joins the topside paint.

*Bosun's chair.* A wood or canvas seat in which a man is hoisted aloft.

*Bow-and-bullock line.* A line showing the shape of a fore-and-aft vertical section of a vessel. Seen as a curve on the sheer plan.

*Bower.* The principal anchor, which is generally used with a chain cable, as opposed to a kedge, which is lighter, and may be used with a rope cable.

*Bows.* The sides of the fore part of a vessel, from the stem to the midship section. Also used for the whole fore part of a vessel.

*Bowse down, to.* To haul down taut.

*Bowsprit.* A spar on which the jib is set, projecting horizontally from the bow.

*Brace.* A rope by means of which the yard of a square-sail is controlled in a horizontal plane.

*Brail.* A rope which encircles a sail for the purpose of gathering it in to the mast.

*Breaker.* A sea which is breaking, i.e. the water of which is in forward motion. Also a small barrel for holding fresh water.

*Breasthook.* A wood or iron knee binding a pair of shelves, stringers, or gunwales to one another and to the stem.

*Breast rope.* A rope from bow or stern made fast to the nearest point of a quay, pier, or another vessel, when lying alongside.

*Bridge deck.* The deck, often lower than the main deck, between cockpit and companionway.

*Brightwork.* Woodwork which is kept varnished.

*Bring up, to.* To anchor.

*Broach-to, to.* To slew round in spite of the helm when running before a heavy sea so that the wind is brought abeam.

*Bulkhead.* A partition below deck separating one part of a vessel from another.

*Bulldog grip.* A screw-fitting for temporarily clamping two parts of wire rope side by side.

*Bull rope.* A rope leading from the bowsprit end to a mooring buoy which is too large to be taken aboard, to keep the buoy from bumping the stem when wind and tide are opposed.

*Bull's eye.* A round, hardwood thimble used for altering the lead of a rope.

*Bulwarks.* A solid protection built round the edges of a deck to prevent people or gear from being washed overboard.

*Bumkin.* A spar to which the mizzen sheet or permanent backstay is attached, projecting horizontally from the stern.

*Bunk.* A sleeping-berth.

*Bunkboard.* A bulwark of wood or canvas to prevent a sleeper from being thrown out of his bunk by the motion of a vessel.

*Bunt.* The middle part of a sail.

*Buoy.* A float.

*Buoyancy bags or tanks.* Air containers fitted in a dinghy to give additional buoyancy should she become water-logged.

*Burden boards.* The floor boards in the bottom of a dinghy which distribute the weight of the load in her over the timbers.

*Burgee.* A triangular flag flown at a yacht's main masthead to show to which yacht club her owner belongs.

*Burton.* A tackle used for lifting the anchor aboard.

*Butt.* Where two planks or other members touch one another end to end.

*By the lee.* Running with the wind on the same side as the boom.

## C

*Cable.* A chain, or fibre or wire rope, by means of which a vessel rides to her anchor. Also a measure of distance, one tenth of a nautical mile (200 yards).

*Cable-laid rope.* Rope made by laying up three complete ropes with a left-handed twist.

*Camber.* The athwartships curve of the deck.

*Canoe stern.* A stern with a pointed end projecting beyond the rudder stock.

*Capstan.* A mechanical appliance with a vertical barrel to give increased power when hauling on a rope or chain.

*Carlina.* A fore-and-aft member at the side of a coach-roof hatch, or skylight, to which the ends of the half-beams and the coaming are secured.

*Carry away, to.* To break or lose any spar or part of the rigging.

*Carvel.* A method of building in which the skin-planks lie flush with one another and present a smooth surface.

*Cast, to.* To turn a vessel's head on to the chosen tack when getting under way. Also to take a sounding with the lead.

*Cast off, to.* To let go; undo.

*Catamaran.* A vessel with two hulls parallel to one another.

*Catenary.* The curve or sag of the cable between a

vessel and her anchor.

*Cat rig.* A fore-and-aft rig with one mast right forward and only one sail.

*Cat the anchor, to.* To bring it to the cathead.

*Caulk, to.* To drive strands of cotton into a seam to make it watertight.

*Ceiling.* The lining inside a vessel which prevents anything from coming in contact with her skin-planking.

*Centreboard.* A hinged or sliding vertical plate or board which can be lowered through a slot in the keel of a shoal-draught yacht, or dinghy, to provide lateral resistance.

*Centre of effort.* The centre of gravity of a sail or sail plan regarded as a plane figure.

*Centre of lateral resistance.* The centre of gravity of a plane figure, the outline of which corresponds to a vessel's underwater profile.

*Chafe, to.* To rub, or damage by rubbing.

*Chafing gear.* Anything which is used to prevent chafe.

*Chain plate.* A metal strap on the side of a vessel to which the lower end of a shroud or runner is secured.

*Channels.* Ledges sometimes built out from the sides of a vessel to increase the spread of the shrouds.

*Chine.* The angle where the topside joins the bottom in a flat- or V-bottomed vessel.

*Chronometer.* An accurate clock used in navigation.

*Claw off, to.* To beat away from a lee shore.

*Cleat.* A fitting to which a rope may be secured without making a hitch.

*Clew.* The lower after corner of a fore-and-aft sail.

*Clinker.* A method of building in which the edges of the skin-planks overlap one another.

*Clipper bow.* A bow in which the stem has a forward curve and the sides much flare. Also known as schooner bow or fiddle head.

*Close-hauled.* A vessel is said to be close-hauled when she is sailing as close to the wind as she can with advantage, and her sails are trimmed more nearly fore-and-aft than on any other point of sailing.

*Closing.* A pair of leading or clearing marks are said to be closing when a vessel approaches their line, so that they draw closer together. A vessel is said to close with another or with the shore when she is approaching them.

*Cloth.* A strip of canvas used in sail making.

*Coach-roof.* A part of the deck raised to give increased head-room.

*Coaming.* The side of a coach-roof, hatch, cockpit, etc. extending above deck level.

*Cocked hat.* The triangle formed by three bearings when they are drawn on the chart.

*Cockpit.* The well near the stern in which the helmsman sits.

*Companionway.* The entry from deck or cockpit to the accommodation.

*Compass point.* A division of the compass card; the thirty-second part of a circle, i.e.  $11\frac{1}{4}^{\circ}$ .

*Compass rose.* A circle, similar to a compass card, printed on a chart.

*Composite.* A method of building with iron framing and wooden skin.

*Contlines.* The spiral spaces between the strands of a rope.

*Counter.* A stern which extends beyond the rudder stock and terminates in an archboard or small transom.

*Course.* The direction in which a vessel is sailing,

measured in degrees or compass points from her meridian.

*Courtesy ensign.* The ensign of the country being visited, worn at the starboard cross tree.

*Covering board.* The outermost deck-plank, which covers the heads of the frames or timbers.

*Crank.* Said of a vessel which heels too readily. The same as tender.

*Cranse iron.* The metal cap or band at the bowsprit end to which the shrouds, topmast stay, and bobstay are secured.

*Cringle.* A rope eye formed on the outside of the boltrope of a sail and fitted with a metal thimble.

*Crosstrees.* Wood or metal struts fitted to a mast to spread some of the shrouds so that they make a greater angle with the mast: sometimes known as spreaders.

*Crown.* The part of an anchor where the arms join the shank.

*Cuddy.* A small cabin, usually in a day boat.

*Cutter.* A fore-and-aft rigged vessel with one mast, set well back from the bow (usually 2/5ths or more of her total length) and generally flying two head-sails.

## D

*Davit.* A small crane used for hoisting a boat or large anchor aboard.

*Deadeye.* A disk of wood with three holes through which a lanyard is rove for setting up the rigging.

*Deadlight.* A metal cover which can be clamped over the glass of a port-light.

*Dead reckoning (D.R.).* The account kept of a vessel's

position at sea, having regard to the course made good and the distance run over the ground.

*Deadwood.* A strengthening member binding the keel to the sternpost.

*Deckhead.* The under surface of the deck.

*Deck light.* A piece of glass let flush into a deck.

*Declination.* The angle between a celestial body and the equinoctial, as measured from the centre of the earth.

*Derrick.* A spar rigged with a tackle for lifting anything.

*Deviation.* An error of the compass caused by the proximity of iron; it varies with the direction in which the vessel is heading.

*Dip.* The difference between the sensible horizon and the visible horizon. A light is said to dip when it drops below the horizon.

*Dip, to.* To dip an ensign is to lower and rehoist it as a salute.

*Displacement.* The weight of a vessel.

*Doghouse.* An erection, usually provided with windows, built on deck over the companionway.

*Downhaul.* A rope used for pulling down a sail.

*Down helm, to.* To put the tiller to leeward so as to bring the vessel's head towards the wind.

*Drag, to.* An anchor is said to drag when it fails to hold the vessel in position.

*Draught.* The depth of water required to float a vessel.

*Draw, to.* A sail is said to draw when the wind fills it. To let draw is to let go the weather sheet of a sail and haul in the lee one, so that the sail may drive the vessel ahead.

*Dress, to.* To dress a mast is to put on its standing and running rigging. To dress a vessel is to run a string of code flags from stem to stern over the mast-heads.

*Drift.* The distance between the blocks of a tackle. Also the distance a vessel is moved by a tidal stream or a current.

*Drift, to.* To move with the tide, or current.

## **E**

*Ease, to.* To slacken.

*Ebb.* The withdrawal of a tide .

*Echo-sounder.* An electronic instrument for measuring depth of water by the time taken for a sound wave to echo from the sea bed.

*Eddy.* A circular movement of water, or a stream running in the opposite direction to the main tidal stream.

*Ensign.* A maritime flag worn by a vessel to show her nationality.

*Eye.* A closed loop in a rope.

## **F**

*Fairlead.* A fitting through which a rope is passed to alter the direction of its lead or to keep it clear of other gear.

*Fall.* The hauling part of a rope.

*Fall off, to.* A vessel is said to fall off when she shows a tendency to bear away from the wind.

*False keel.* An addition to the main keel, usually to fill in the space at the after end of the ballast keel.

*Fathom.* A nautical measure; 6 feet.

*Feather, to.* To turn the blade of an oar horizontal above the water or the blades of a propeller so that they offer

no resistance to a vessel's movement through the water.

*Fender.* A pneumatic, or rubber, or other cushion used to prevent damage when one vessel lies alongside another or a quay.

*Fetch, to.* When a vessel is able to reach her objective without tacking she is said to fetch it.

*Fid.* A large spike, usually of wood. Also a short metal bar passing through a hole in a spar or other object to hold it in position.

*Fiddle block.* A block having two sheaves in the same plane, one of them larger than the other.

*Fiddle head.* Another name for a clipper bow.

*Fiddles.* Strips of wood or metal fitted to a table, stove, etc. to prevent the contents from sliding off.

*Fife-rail.* A rail in which belaying pins are inserted. Also called a pinrail.

*Fit out, to.* To overhaul a vessel after she has been laid up.

*Fix, to.* To find a vessel's position by observations of celestial or terrestrial objects, or by radio bearings.

*Flake down, to.* To arrange a rope on deck so that it will run out freely without kinking.

*Flare.* The outward curve of a vessel's side.

*Flattie.* A dinghy with a flat bottom and chines.

*Floor.* A transverse member of wood or metal binding a pair of frames or timbers to one another and to the keel.

*Fluke.* The pointed part of an anchor which bites into the ground.

*Fly.* The horizontal length of a flag.

## G

*Gimbals.* An arrangement of concentric rings and pivots for keeping a compass, lamp, etc., level against the movements of a vessel at sea.

*Gipsy.* A wheel on a windlass with recesses to hold the links of the anchor chain.

*Girt, to.* A rope leading across the lee side of a sail and making a hard ridge in it is said to girt the sail.

*Gooseneck.* The universal joint which holds the boom to the mast.

*Grapnel.* A small anchor with four or more arms.

*Gripe, to.* A vessel is said to gripe when she carries excessive weather helm and shows a strong inclination to round up into the wind.

*Gripes.* The lashings which hold a dinghy on deck or to the vessel's side when lifted in davits.

*Grommet.* A ring made of rope. Also an eye made in the edge or corner of a sail inside the boltrope.

*Guardrail.* A railing, usually of wire or metal pipe, supported by stanchions, to prevent a person from falling overboard.

*Gudgeon.* A metal eye on the after side of a sternpost into which the rudder pintle ships.

*Gunter.* A fore-and-aft rig used for small craft. Instead of a gaff the mainsail has a yard which continues the line of the mast.

*Gunwale.* The upper edge of a boat's side.

*Guy.* A steadying rope attached to a spar.

*Gybe, to.* When running, to bring the wind from one quarter to the other so that the boom swings across.

## H

*Half-beam.* A deck beam which does not extend right across a vessel but stops short at a carline.

*Half-breadth plan.* A drawing which shows the shape of the waterlines and level lines.

*Halyard.* A rope used for hoisting a sail or flag.

*Hambro line.* Small three-strand rope used for lashings and lacings.

*Hand, to.* To lower, take in, or stow a sail.

*Handsomely.* The opposite of hasty; gradually or moderately but not necessarily slowly.

*Handy billy.* A tackle used temporarily to give extra power on a rope.

*Hang off to.* To hold one rope temporarily with another while something is done with the end or bight of the first rope.

*Hank.* A clip used to hold the luff of a sail to a stay. A sail which is held to a stay by hanks is said to be hanked on.

*Hard.* A landing-place, usually artificial, where the fore-shore is hard.

*Harden in, to.* To haul in a sheet so as to flatten a sail.

*Hard up, hard down.* Putting the helm as far as possible to windward or to lee-ward, respectively.

*Hatch.* An opening in the deck provided with a cover.

*Haul, to.* To pull.

*Hawse hole.* A hole in the bulwarks or topside through which the anchor cable runs.

*Hawser-laid rope.* A three-strand rope with a right-handed lay.

*Head.* The bow. Also the top edge of a sail.

*Headboard.* A piece of wood or aluminum sewn to the head of a bermudan sail or spinnaker to increase the

area of the sail slightly, to distribute the load on it and prevent it from twisting.

*Head-room.* The distance inside a vessel between the sole and the deckhead.

*Heads.* The toilet.

*Head sail.* A sail, nearly always triangular, set forward of the fore- or mainmast.

*Headway.* The forward movement of a vessel through the water.

*Head wind.* A wind which prevents a vessel from laying the desired course, compelling her to beat.

*Heart.* A strand in the middle of a rope.

*Heave-to.* To trim the sails and helm in such a manner that the vessel lies almost stationary.

*Heaving-line.* A light rope, often with a small weight at one end, used for making connection between a vessel and the shore or some other vessel so that a stronger rope may be hauled across.

*Heel.* The after end of a keel or the lower or inboard end of a spar.

*Heel, to.* To lay over or list.

*Heeling error.* Deviation of the compass caused by nearby iron changing its relative position when a vessel heels.

*Helm.* The tiller or wheel used for steering.

*Highfield lever.* A mechanical appliance used for setting up and letting go a runner or some other part of the rigging.

*Hitch.* A method of making a rope fast to some object. Sometimes a short tack is called a hitch.

*Hog-backed.* Said of a vessel which has been strained so that her sheer is convex instead of concave. Some craft are built like that.

*Hoist.* The vertical edge or measurement of a sail or

flag.

*Hoist, to.* To haul aloft.

*Hold, to.* To stop the progress of a boat by holding the blades of the oars steady in the water. An anchor is said to hold when it gets a good grip of the bottom and does not drag.

*Hood-end.* The end of a plank where it fits into the rabbet cut in stem or sternpost.

*Horn timber.* The fore-and-aft member at the bottom of a counter.

*Horse.* A bar or rope on which the sheet of a sail may travel athwartships.

*Hounds.* The area of a mast where the eyes of the lower rigging are attached.

*Hove down.* A vessel is said to be hove down when heeled excessively.

*Huffler.* A longshoreman whose job it is to take the lines of vessels about to berth.

*Hull.* The body of a vessel exclusive of her masts and gear.

*H.W.F.&C.* High water at full and change of the moon.

*H.W.O.S.* High water ordinary spring tides.

## I

*In.* One is said to be in a vessel, not on her.

*Initial stability.* The resistance a vessel offers to being heeled, due to the shape of her hull and not to the effect of her ballast keel.

*Inwale.* The longitudinal strengthening-piece inside the timber heads at the gunwale of a dinghy.

*Irons.* A vessel is said to be in irons when in attempting to come about she hangs stationary head to wind, and will not pay off on either tack.

## J

*Jackstay.* A rope holding the luff of a sail (usually a topsail) close to the mast.

*Jackyard.* A short yard to extend the foot of a topsail beyond the end of the gaff.

*Jib.* The foremost headsail.

*Jib-headed.* Said of any sail the upper part of which terminates in a point.

*Jib-topsail.* A light-weather jib set hanked to the topmast stay.

*Jumper stay.* A stay which runs over a spreader (jumper strut) at the fore side of a mast; used to keep the upper part of a mast straight.

*Jury rig.* A makeshift or substitute rig, such as may be arranged when masts or gear have carried away. Often used to denote that a vessel does not carry sufficient canvas in her ordinary rig.

## K

*Kedge.* An anchor smaller than the bower, often used with a fibre cable instead of a chain. Used for hauling a vessel off when she has gone aground and to prevent her from fouling her bower.

*Keel.* The fore-and-aft member on which the whole structure of a vessel is built.

*Ketch.* A two-masted, fore-and-aft rigged vessel with the mizzen mast stepped forward of the sternpost.

*Kevel.* A type of cleat made by bolting a piece of wood across two bulwark stanchions.

*King-plank.* The centre-plank of a deck

*Knee.* A piece of timber or iron with two arms. Used for strengthening certain parts of a vessel. A hanging knee is one arranged in a vertical plane, a lodging knee in a

horizontal plane.

*Knot.* A measure of speed: 1 nautical mile (6,080 ft.) per hour.

## L

*Lands.* The overlapping parts of the planks in a clinker-built boat.

*Lanyard.* A short rope, especially one used for setting up a shroud or some other part of the rigging.

*Lash, to.* To bind or secure with rope.

*Latitude.* Distance north or south of the equator expressed in degrees and minutes of arc.

*Lay.* Of a rope, the direction in which the strands are twisted together.

*Lay, to.* A vessel is said to lay her course when she can sail in the desired direction without tacking.

*Lay up, to.* To dismantle a vessel and berth her for the winter.

*Lazy jack.* A rope passing from one topping lift, down beneath the boom, and up to the other topping lift, to gather in the sail as it is lowered.

*L.B.P.* Length between perpendiculars, that is, from the fore side of the stem to the after side of the sternpost, on deck.

*Lead.* A weight on a marked line, used for taking soundings.

*Leader.* A rope with an eye at its upper end which is free to slide on the topmast. It is used to keep the luff of a topsail close to the mast.

*Leading edge.* The forward part or luff of a sail.

*Lee.* The side opposite to that on which the wind is blowing.

*Leeboard.* A board which can be lowered on the lee side

of a shoal-draught vessel to provide lateral resistance.

*Leech*. The aftermost part of a sail.

*Lee helm*. A vessel is said to carry lee helm when she has a tendency to turn her bow away from the wind and the helm has to be kept to leeward to prevent her from doing so.

*Lee shore*. A shore under a vessel's lee: one towards which the wind tends to drive her.

*Leeway*. The amount of sideways movement made through the water by a vessel, that is, the difference between the course steered and the course made good, assuming there to be no tidal stream.

*Leg*. A piece of wood or metal secured to a vessel's side to keep her upright on a hard when the tide leaves her. When beating to windward a tack is sometimes known as a leg.

*Level lines*. The fore-and-aft sections of a vessel above and parallel to the L.W.L., shown as curves on the half-breadth plan.

*Lifeline*. A line secured to a man as a safety precaution when he is working on deck or aloft.

*Lignum vitae*. A hard wood of which fair-leads, bull's-eyes, parrel beads, etc., are often made.

*Limber holes*. Holes in or beneath the floors to enable bilge water to run down to the bilge pump suction.

*Lines*. The shape of a vessel, as shown in the set of drawings comprising body plan, sheer plan, and half-breadth plan.

*L.O.A.* Length over all, i.e. the extreme length of the hull, not including spars.

*Locker*. A stowage place or cupboard.

*Log-book*. A book which contains a record of a voyage or cruise.

*Log-ship*. A marked line and float used for determining

a vessel's speed.

*Long in the jaw.* A rope is said to have become long in the jaw when it has stretched considerably and the spiral of the strands is less steep.

*Longitude.* Distance east or west of the meridian of Greenwich, expressed in degrees and minutes of arc.

*Longshoreman.* A waterman who makes his living near the shore.

*Loom.* That part of an oar which is inboard of the row-lock.

*Lubber line.* The mark on the compass bowl which corresponds with the vessel's head.

*Luff.* The forward part of a sail.

*Luff, to.* To put the helm down and bring the vessel's head closer to or into the wind.

*Luff rope.* The boltrope sewn to the luff of a sail.

*Lug.* A quadrilateral fore-and-aft sail, the head of which is secured to a yard slung on and projecting a short distance forward of the mast.

*L.W.L.* Load waterline. The line on the hull which is reached by the water when a vessel is trimmed to float as the designer intended.

*L.W.O.S.* Low water ordinary spring tides.

*Lying-to.* The same as heaving-to.

## M

*Mainsail.* The fore-and-aft sail set on the aft side of the mainmast.

*Make fast, to.* To secure or belay a rope.

*Man-rope.* A steadying rope, to provide a handhold when climbing up an accommodation ladder.

*Marl, to.* To take turns with small line at frequent

intervals round some object each turn being half-hitched.

*Marlin.* Tarred twine made up of two loosely laid-up strands.

*Marlinespike.* A pointed instrument for opening up the strands of a rope and for tightening up or loosening the pins of shackles.

*Mast step.* The slotted member on the top of the keel or floors, or on the deck, into which the lower end of a mast is shipped.

*Masthead.* The top of a mast

*Meridian.* A true north-and-south line.

*Miss stays, to.* A vessel is said to miss stays when she fails to come about and falls back on the old tack.

*Mitre.* A seam each side of which the cloths of a sail run in different directions.

*Mizzen.* The fore-and-aft sail set on the aft side of the mizzen mast.

*Mizzen mast.* The aftermost mast in a ketch or yawl.

*Mizzen staysail.* A triangular sail set from the mizzen masthead to the deck forward of that mast.

*Moor, to.* To make a vessel fast alongside a quay, or between two posts or buoys, or to anchor her with two anchors so that she lies between them.

*Mold loft.* The place in which a vessel's lines are laid down full size so that the various members of her construction may be measured for and cut to shape.

*Moulding.* The dimension of a piece of wood between its curved surfaces.

*Mouse, to.* To take turns with twine or marline round sister hooks to prevent them from opening, or across the open part of a hook so that it cannot become unhooked.

## N

*Navel pipe.* The fitting in the deck through which the anchor chain passes to the chain locker.

*Neap tide.* A tide which occurs between full and new moon and has a smaller range than a spring tide.

*Neaped , or beneaped.* A vessel is said to be neaped when she has run aground at high water and tides are taking off so that the following tide fails to float her.

*Nip.* A sharp bend in a rope, such as where it passes over a sheave or through a fairlead.

*Null.* The silent part of the arc when taking the bearing of a radio beacon.

## O

*Offing.* Position at a distance from the shore.

*Offsets.* Measurements supplied by a designer in order that builder may lay down a vessel's lines in the mold loft.

*Off the wind.* Not close-hauled.

*On the wind.* Sailing close-hauled.

*Open hawse.* When each anchor cable leads from the bow direct to its anchor without crossing or being twisted up with the other.

*Open up, to.* A vessel is said to open up when her planks shrink and her seams are no longer watertight.

*Opening.* A pair of leading or clearing marks are said to be opening when, as the vessel leaves their line, they appear to draw further apart.

*Outhaul.* The gear used for hauling a sail out along a spar.

*Overhang.* That part of a vessel at bow or stern which extends beyond her L.W.L.

## P

*Painter.* The rope attached to a dinghy's bow by which she is made fast.

*Palm.* A fitting worn on a sailmaker's hand for thrusting the needle through the sailcloth. Also the flat part of the fluke of an anchor.

*Parbuckle*, to. To roll any cylindrical object upwards by passing a rope beneath it, making one end fast, and hauling on the other.

*Parcel*, to. To bind canvas or insulating tape round a rope in a spiral manner to keep water out.

*Parrel.* A fitting to keep the jaws of a gaff to the mast.

*Partners.* A framework or pad which supports the mast where it passes through the deck.

*Patent log.* An instrument for recording distance sailed.

*Patent sheave.* A sheave with roller bearings.

*Pawl.* A stop or catch which holds a moving object against movement in one direction, as in a winch or windlass.

*Pay*, to. To put stopping into a seam after it has been caulked.

*Pay off*, to. When a vessel's head falls to leeward she is said to pay off.

*Pay out*, to. To ease away or slack out.

*Peak.* The upper after corner of a gaff-headed sail. Also the upper end of a gaff.

*Pelorus.* A compass card without magnets, fitted with sighting vanes and used for taking bearings.

*Pendant.* A hanging rope, such as a reef pendant, which hangs from the reef cringle on the leech; by means of the pendant the cringle is hauled down to the boom.

*Pennant.* A pointed flag.

*Permanent backstay.* A backstay which is cleared by the boom end and therefore does not have to be cast

off when tacking or gybing.

*Pinrail.* A rack in which belaying pins are fixed.

*Pintle.* The fitting on a rudder which slips into a gudgeon so as to form a hinge.

*Poop, to.* An overtaking sea is said to poop a vessel when it breaks aboard over her stern.

*Port.* The left-hand side of a vessel when looking forward.

*Portlight.* A small pane of glass, sometimes made to open, fitted in a topside or coaming.

*Port tack.* A vessel is on the port tack when sailing with the wind blowing over her port side.

*Position line.* A line on some point of which a vessel lies.

*Pram.* A dinghy with a transom at bow and stern.

*Preformed rope.* Wire rope of which each strand is set to the linear shape it will assume in the rope before being laid up. Such rope shows no tendency to unlay.

*Preventer.* Another name for backstay. Also, a tackle to limit movement of a boom.

*Profile.* The shape of a vessel as seen from the side.

*Puddle.* Circular ripples made by the blade of an oar as it leaves the water.

*Pump-well.* The lowest part of the bilge from which the bilge-pump sucks.

*Purchase.* A rope and blocks used for increasing power. Also called a tackle.

## Q

*Quarter badge.* A shaped chock of wood protecting the upper corner of a transom.

*Quarters.* The points on each side of a vessel which lie

midway between her midship section and her stern; but the word is frequently used to indicate the whole of each side from amidships to stern, thus corresponding to the bows, which lie forward of amidships.

## R

*Rabbit.* A groove cut in keel, stem, sternpost, etc., to receive the edge or end of a plank.

*Racking seizing.* A seizing made with figure-of-eight turns.

*Radio beacon.* A broadcasting station which sends out a signal so that bearings of it may be obtained with a radio set.

*Rail.* A narrow plank fitted to the edge of a deck or top of the bulwarks.

*Rake.* The fore-and-aft inclination of a mast, sternpost, etc., out of the perpendicular.

*Range.* The difference in level between high and low water of a tide.

*Range, to.* A vessel is said to range about when she does not lie steadily at anchor or hove-to. To range a cable is to lay it on deck before anchoring.

*Ratlines.* Horizontal ropes seized to a pair of shrouds to form a ladder in the rigging.

*Rat Tail.* A reduction of a rope to a fine point, as the termination of a bolt rope.

*Reach.* A point of sailing with the wind abeam or forward of the beam, but not so far forward as to make the vessel close-hauled.

*Reef, to.* To reduce the area of a sail by tying or rolling up a part of it.

*Reeve, to.* To pass a rope through a block, fairlead, or

hole of any kind.

*Render, to.* To run or slide freely; of a rope.

*Ribband.* A flexible piece of wood used in yacht building.

*Riding light.* A lantern hung up in the fore part of a vessel at anchor showing a white light all round.

*Rigging screw.* A fitting with threaded ends screwing into a common body; used for setting up the rigging.

*Rising.* A fore-and-aft member supporting the ends of the thwarts inside a dinghy's timbers.

*Roach.* The outward curve sometimes given to the leech of a sail.

*Round up, to, or round to, to.* To bring a vessel head to wind from a run or a reach.

*Rowlock.* A crutch into which an oar is shipped when rowing.

*Rudder stock.* The part of a rudder which is closest to the sternpost.

*Rudder trunk.* A housing in the counter through which the rudder stock passes.

*Run.* The upward sweep of a vessel's bottom from the point of greatest beam to the stern, as shown by the bullock lines on the sheer plan.

*Run, to.* To sail before the wind.

*Runner.* A movable stay to support the mast from aft against the pull of a head-sail or the thrust of the gaff jaws.

*Running by the lee.* Running with the wind on the same quarter as the boom.

*Running rigging.* Sheets, halyards, topping lifts, etc., by means of which sails are hoisted, trimmed, and controlled, as opposed to standing rigging which is a fixture.

## S

*Sag.* to. When the luff of a headsail curves to leeward instead of being straight it is said to sag. A vessel making excessive leeway is said to sag away.

*Samson post.* A strong post in the foredeck to which the anchor cable is secured: also sometimes fitted at the stem or on the quarter for use when mooring fore-and-aft or towing.

*Sawn frame.* A rib which is sawn to shape as opposed to a timber which is bent to shape. Also called a grown frame.

*Scantlings.* The dimensions of the members used in the construction of a vessel.

*Schooner.* A fore-and-aft rigged vessel having two or more masts, the mainmast being as tall as or taller than the foremast.

*Schooner bow.* Another name for a clipper bow or fiddle head.

*Scope.* The length of cable by which a vessel is anchored.

*Score.* A groove to take a rope, such as on the circumference of a sheave or on the shell of a rope-stopped block.

*Screen.* The board to which a sidelight is fixed to prevent it from showing on the opposite bow.

*Scull.* to. To propel a boat by working one oar from side to side over the stern.

*Scupper.* A hole in the bulwarks to allow water to drain from the deck.

*Sea.* A wave.

*Sea-anchor.* A conical canvas bag or other contrivance for reducing the speed of a vessel to the minimum in heavy weather.

*Seacock.* A valve in a pipe passing through the

skin-planking to prevent sea-water from entering.

*Seam.* Of a sail, the stitching which holds two cloths together. In yacht building, the space between two planks.

*Section.* The shape of a vessel if she were cut through in any place. But unless otherwise defined, a section is taken to mean an athwartships section.

*Seizing.* A binding together of two ropes or two parts of the same rope.

*Senhouse slip.* A kind of hinged hook moused with a link; by knocking back the link the hook can be opened so as to release its hold even though the strain on it may be great.

*Sennit.* Rope made by plaiting instead of twisting the strands.

*Serve, to.* To bind tightly with marline or other small stuff, as a protection.

*Serving board, or mallet.* The tool used for putting on a serving.

*Set.* The direction in which a vessel is moved by a current or tidal stream.

*Set, to.* To hoist or make sail.

*Set flying.* Said of a sail, the luff of which is not secured to a mast or hanked to a stay.

*Set up, to.* To tighten.

*Sew, to.* A vessel aground is said to have sewed by as much as the tide has left her, i.e. the amount the tide will have to rise to float her.

*Shackle.* A metal U-shaped fitting with an eye in each of its arms through which a pin is screwed or driven. Also a length, 15 fathoms, of chain.

*Shake out, to.* To let out a reef.

*Shank.* The part of an anchor which joins the arms to the ring.

*Sharpie.* A vessel with hard chines instead of round bilges.

*Sheave.* The wheel in a block or spar over which a rope runs.

*Sheer.* The curve of the gunwale or top strake in a vertical plane.

*Sheer, to.* To move a vessel at anchor in a tideway to port or starboard of her anchor by putting the helm over. A vessel which does not lie steadily to her anchor but ranges from side to side is said to sheer about.

*Sheer plan.* A drawing showing the shape of a vessel as viewed from the side. Also called a profile drawing.

*Sheerstrake.* The uppermost plank of the topside.

*Sheet.* A rope by means of which a sail is trimmed, secured either to its clew or boom.

*Shelf.* A longitudinal member to which the ends of the deck beams are secured.

*Shell.* The outer casing of a block.

*Shifting backstay.* A backstay which can be set up or let go according to whether it is to wind ward or leeward.

*Ship, to.* To put a thing in its proper position for working. A vessel is said to ship a sea when a sea invades the deck.

*Shroud.* A wire rope giving athwartships support to a mast, bowsprit, or bumkin.

*Shroud-laid rope.* Rope made of four strands laid up right-handed round a heart.

*Siding.* The dimensions of a piece of wood between its flat surfaces.

*Sister hooks.* Two hooks on a common eye or thimble.

*Slack water.* A short period at the turn of the tide when there is no tidal stream.

*Slick.* The comparatively smooth patch which is left to windward on the surface of the sea when a vessel is

driven broadside to leeward by the wind.

*Slip.* A sloping hard of concrete or stone, up which a dinghy may be dragged, or a hard fitted with rails or skids, used for hauling a vessel out of the water.

*Slip, to.* To haul a vessel out. Also to let go the anchor chain instead of weighing the anchor.

*Sloop.* A fore-and-aft rigged vessel similar to a cutter, but having one instead of two headsails.

*Snap shackle.* A shackle which has a hinged bar instead of a screw pin.

*Snatch block.* A block with an opening in one side of the shell so that a rope may be inserted without opening it.

*Snub, to.* A vessel at anchor is said to snub when her bows lift to a sea and the cable is pulled taut with a jerk.

*Snugged down.* Well reefed; under a small or comfortable area of sail.

*Soft eye.* An eye made at the end of a rope, but not round a thimble.

*Sole.* The saloon or cabin floor.

*Sound, to.* To measure the depth of water with a leadline or other means.

*Sounding.* A measurement of the depth of water, as marked on charts.

*Span.* A rope or chain, both ends of which are secured some distance apart to the same object, such as a spar or boat, for the purpose of lifting.

*Spinnaker.* A light-weather sail set on the opposite side to the mainsail when a vessel is running.

*Spitfire jib.* A very small jib used in heavy weather.

*Splice.* A method of joining ropes or forming eyes at their ends by interlacing the strands.

*Spline.* A thin strip of wood fitted in a seam in place of stopping.

*Spreader.* A wood or metal strut on a mast to give the

rigging more spread. Usually called a crosstree.

*Spring.* A rope to prevent a vessel secured alongside from moving forward or aft.

*Spring tides.* Tides at full and change, which have a greater range than neap tides.

*Spritsail.* A quadrilateral sail, the peak of which is extended by a spar (sprit) from tack to peak.

*Sprung.* A mast or spar is said to be sprung when it is dangerously cracked or split.

*Spun yarn.* A coarse kind of marline.

*Squaresail.* A sail set from a yard slung athwartships on the fore side of a mast.

*Stanchion.* A support for bulwarks, guardrails, etc.

*Stand off and on, to.* To sail away from and then towards something, usually while waiting.

*Standing part.* That part of a rope which is made fast and not hauled upon.

*Standing rigging.* Shrouds, stays, etc., which support the mast or some other spar, and are not handled in the sailing of the vessel.

*Starboard.* The right-hand side of a vessel when facing forward.

*Starboard tack.* A vessel is on the starboard tack when sailing with the wind blowing over her starboard side.

*Station pointer.* A protractor with movable arms used for fixing the position on the chart after the horizontal angles between three objects have been measured.

*Stay.* A wire rope giving fore-and-aft support to a mast.

*Stay, to.* A vessel is said to stay when she goes about from one tack to the other by turning head to wind.

*Staysail.* A triangular fore-and-aft sail set on a stay.

*Steerage way.* A vessel has steerage way when she is moving through the water with sufficient speed to answer her helm.

*Stem.* The member to which the plank ends are secured at the fore end of a vessel.

*Stern board.* When a vessel in irons moves astern fast enough to answer her helm so that she can be made to pay off on one tack or the other, she is said to make a stern board.

*Sternposts.* The member to which the underwater plank ends are secured at the stern and on which the rudder is hung.

*Sternsheets.* That part of an open boat which lies abaft the aftermost rowing thwart.

*Stiff.* A vessel is said to be stiff when she does not heel readily. The opposite to crank or tender.

*Stock.* The bar of an anchor which passes through a hole in the shank, or across the crown, and lies at right angles to the arms.

*Stopper knot.* A knot worked on the end of a rope to prevent it from unreeving through an eye, block, cringle, etc.

*Stopping.* Putty worked into a seam after caulking.

*Stops.* Separate lashings holding the head or foot of a sail to its spars. Also turns of easily broken twine with which a sail may be tied when it is to be set in readiness to be broken out later by a pull on the sheet.

*Stopwater.* A wooden plug driven into a small hole bored across a join which cannot be caulked, to make it watertight.

*Strake.* One of the skin-planks of a vessel.

*Strand.* Wires or yarns twisted together in rope-making.

*Stranded.* A rope is said to be stranded when one of its strands is broken.

*Stretcher.* A crossbar in the bottom of a dinghy against which the oarsman braces his feet.

*Strike over, to.* To move a vessel off the cradle or slip on

which she has been hauled up.

*Stringer.* A longitudinal strengthening member secured on the inner side of the frames or timbers of a vessel.

*Strop.* An iron or rope band used for securing rigging or a block to a mast or spar.

*Strum box.* A strainer on the end of a bilge-pump suction to prevent foreign matter from choking the pump.

*Stud-link chain.* Chain in which each link has a crossbar to prevent the sides from pulling together.

*Swallow tail.* A flag with two tails flown at the masthead instead of a burgee by the Flag-officer of a yacht club.

*Sweep.* A long oar.

*Swell.* Long, easy waves, the crests of which do not break.

*Swig, to.* To tighten a rope by holding its fall round a cleat or pin while the standing part is pulled on at right angles, the slack then being taken up round the cleat or pin.

*Swing, to.* A vessel at anchor is said to swing when she turns at the change of the tide or wind. To swing a vessel is to turn her head to all points of the compass in turn when checking or adjusting the compass.

## T

*Tabernacle.* The housing on deck for the heel and pivot of a lowering mast.

*Tabling.* Strengthening pieces of canvas sewn along the edges of a sail.

*Tack.* The lower forward corner of a fore-and-aft sail. Also a point of sailing as close to the wind as a vessel

will go with advantage.

*Tack, to.* To beat or work to windward in a zigzag manner, close-hauled first on one tack, then on the other. Also, to zig-zag downwind.

*Tack tackle.* A purchase applied to the tack of a fore-and-aft sail to get its luff taut.

*Tackle.* A purchase formed by the combination of a rope with two or more blocks to give increased power.

*Taffrail.* The rail across or round the stern.

*Tail.* A short rope attached to a block to enable it to be temporarily secured to anything.

*Take in, to.* To hand or stow a sail.

*Take off, to.* Tides are said to be taking off when changing from springs to neaps.

*Take up, to.* A vessel is said to take up when immersion in the sea causes her planks to swell so that her seams no longer leak.

*Tang.* A metal fitting screwed or bolted to a mast or spar for the attachment of rigging.

*Taut.* Stretched tight.

*Tender.* Easily heeled: the opposite of stiff. A yacht's dinghy is sometimes called her tender.

*Thimble.* A round or heart-shaped metal eye or ring, with a score on its outer surface so that a rope may be taken round it and spliced or seized, the thimble protecting the eye from chafe.

*Throat.* The upper forward corner of a gaff sail.

*Thumb cleat.* A triangular piece of wood secured to a spar or crosstree to keep some part of the rigging in place.

*Thwart.* An athwartships seat in a dinghy.

*Tier.* A strip of canvas or short length of rope used for securing a sail when it is stowed .

*Tie rod.* A rod with head and nut binding the carline of

a coach-roof, etc. to the shelf so that the side deck cannot open and leak.

*Tight.* A vessel which does not leak is said to be tight.

*Tiller.* A wood or metal bar secured to the rudder head, by means of which a vessel is steered.

*Timber.* A rib which has been bent to shape instead of being sawn. Also, another word for wood.

*Toggle.* A short piece of wood to pass through the eye in the end of a rope to hold it without making a bend and in such a way that it can be cast off quickly.

*Topmast.* The upper part of a mast; sometimes a separate spar.

*Topping lift.* A rope supporting the after or outboard end of a boom.

*Topsail.* A triangular fore-and-aft sail set above a gaff-headed sail.

*Topside.* That part of a vessel's side which is above water when she is afloat but not heeled.

*Track chart.* A small-scale chart on which a vessel's positions are plotted during a long passage.

*Transducer.* A fitting in a vessel's bottom by which sound waves are sent and received in connection with an echo-sounder.

*Transom.* A type of stern consisting of planks bolted athwartships on the stern-post to receive the after ends of the skin-planks.

*Traveller.* A ring or other fitting which can be hauled out along a spar, or horse.

*Trenail.* A fastening of wood.

*Trestle trees.* A piece or two pieces of wood on a mast to support the heel of a topmast.

*Triatic stay.* A wire rope connecting the fore and main mastheads of a schooner.

*Trim.* The angle the fore-and-aft line of a vessel

makes with the water when she is afloat.

*Trim*, to. To sheet a sail so that it draws to the best advantage.

*Trimaran*. A vessel with a float at each side to keep her upright.

*Trough*. A valley between two seas.

*Truck*. A wooden cap at the masthead or topmasthead which has holes or a sheave for the burgee halyard.

*Trysail*. A small, strong sail sometimes set in place of the mainsail in heavy weather.

*Tumble-home*. The inward curve that the sides of some vessels have above the load waterline.

*Turn to windward*, to. To beat, tack, or work to windward, steering a zigzag course.

*Turn up*, to. To belay or make fast a rope on a cleat or pin.

## U

*Unbend*, to. To remove a sail from its spars and other gear.

*Under bare poles*. Under way but with no sail set.

*Under-run*, to. A method of weighing a kedge anchor by hauling the dinghy along the warp (which slides in the sculling notch) until the dinghy is directly over the kedge.

*Under way*. A vessel is said to be under way when she is not at anchor, or made fast to the shore, or aground.

*Unreeve*, to. To pull a rope out of a block, sheave, eye, etc.

*Unship*, to. To remove something from its proper or working position.

*Up and down*. An anchor cable is said to be up and down when it has been hauled in until it is vertical and

any further hauling will break the anchor out.

*Up helm.* The act of putting the helm to windward so as to make a vessel bear away.

## V

*Vang* . A rope controlling the upper end of a sprit or gaff.

*Variation.* The difference between true and magnetic north at any place.

*Veer, to.* To pay out anchor cable. The wind is said to veer when it changes its direction in a clockwise fashion.

## W

*Wake.* The path of disturbed water left astern of a moving vessel.

*Warp.* Originally a strong rope by means of which a vessel was moved in or out of dock. The fibre rope attached to a kedge anchor is generally known as a kedge warp.

*Washboards.* Planks which slide vertically into grooves in a companionway to prevent water from entering.

*Waterlines.* Horizontal sections of a vessel's hull at and below the waterline; seen as curves on the half-breadth plan.

*Way.* The movement of a vessel through the water.

*Wear, to.* The act of putting a vessel about on to the other tack by turning her away from the wind and gybing instead of staying.

*Weather, to.* A vessel is said to weather something

when she is able to pass to windward of it without tacking.

*Weatherly.* Said of a vessel which is capable of sailing close to the wind.

*Weather shore.* A shore to windward of a vessel; therefore one which offers shelter.

*Weather side.* The side of a vessel on which the wind is blowing.

*Weigh, to.* The act of raising the anchor from the bottom.

*Well.* Another name for a cockpit. Also that part of the bilge from which a bilge pump sucks.

*Whip.* A purchase in which only one block is used.

*Whip, to.* To bind the end of a rope with twine to prevent it from unlaying.

*Whiskers.* Crosstrees from the bows to spread the bowsprit shrouds. Sometime, the area enclosed by the bow-sprit netting.

*Winch.* A mechanical appliance consisting of a drum on an axle, a pawl, and a crank handle with or without gearing, to give increased power when hauling on a rope.

*Windlass.* A type of winch fitted with a gipsy, for hauling chain cable.

*Windward side.* The same as weather side.

*Wishbone.* A spar in two halves like a wishbone, between which a sail is hoisted, the wishbone extending its clew.

*Working sails.* Sails which are used in most kinds of weather: mainsail, foresail, staysail, jib, and mizzen; sometimes referred to as 'the lowers'.

*Worm, to.* To fill in the contlines of a rope before parceling and serving.

## Y

*Yankee.* A large triangular headsail used in light or moderate winds and set on the fore topmast stay. Unlike a genoa it does not fill the whole fore triangle, but is set in combination with the working staysail.

*Yard.* A spar to which a topsail or squaresail is bent.

*Yarn.* Fibres which are twisted together to form the strand of a rope.

*Yaw, to.* A vessel, which will not hold a steady course, but swings from side to side of it, is said to yaw.

*Yawl.* A fore-and-aft rigged vessel with two masts, main and mizzen, the mizzen being stepped abaft the stern-post.

# NAUTICAL COMMANDS

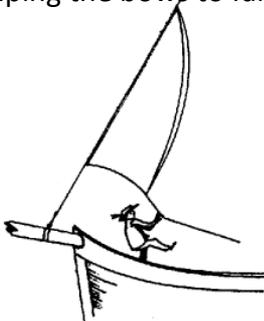
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## A

*Avast:* Stop, as in “avast heaving” – “stop heaving”

## B

*Back the jib:* pull the clew to windward, thus helping the bows to fall off on a desired tack.



***Backing a Headsail***

*Back the main:* Sheet the main boom to windward, thus driving the bow up to windward. Usually ordered in very light winds with vessels that frequently miss stays.

*Batten down:* Secure hatches and loose gear in preparation for bad weather.

*Bear off:* Turn the bow away from the eye of the wind.

*Bear up:* To turn the bow towards the wind.

*Belay:* 1. Secure a line to cleat or belaying pin

2. To halt or countermand a previously given order as in “belay that order”.

*Board the weather tack:* When setting the course (sail), let it fall and then pull the tack to the cathead which is “boarding the weather tack”.

## C

*Come up easy:* Walk a line back in the opposite direction in which it had just been hauled, usually to allow it to be belayed.

*Clew down:* Yard is lowered by easing the halyard and hauling down on clews.

*Clew up:* Square rig usage, an order to haul on clew lines and ease sheets to loosely furl sail.

## H

*Helm's-a-lee:* Put the helm (tiller) down to leeward to turn the ship onto a new tack. (A wheel will turn to windward.)

## J

*Jibe ho:* A warning of an impending jibe, beware of a swinging boom.

## L

*Let go and haul:* Refers to a square sail when tacking. As the bow of the ship comes through the wind the order will be to “let go” braces on the former leeward side and “haul” in on braces on the new leeward side so that the yards and sail are trimmed for the change in direction.

## M

*Make fast:* Secure a line to a cleat or belaying pin and finish by “burying” the line or with a locking hitch.

## P

*Pass headsails:* Refers to all jibs and staysails forward of the foremast when tacking. As the bow of the ship comes through the wind the order will be to “pass headsails.” Sheets on the former leeward side will be hauled as sheets on the new leeward side are eased and overhauled, so the sails are trimmed for the change in direction.

## R

*Ready about:* Be prepared to tack (hands to sheets and braces).

## S

*Sheet home:* Square rig usage, an order to heave on sheets and ease clew and buntlines to set the sail.

*Stand by:* Be prepared for a command or manoeuvre.

*Strike:* Lower (or clew up) sail **quickly**.

## T

Tacking Commands:

1. *“Stand by to come about”*
2. *“Ready about”*
3. *“Helm’s alee”*
4. (Square Rig) *“Let go and Haul*  
(Fore-and-Aft Rig) *“Pass headsails” etc.*

*That’s well:* An order has been carried out successfully, do not proceed further.

*Two, six, heave:* Haul on “heave”, an old command for shifting cannon, now used for heaving on a halyard or sheet.