

a

**Abandon Ship:** A command to leave a vessel due to imminent danger.

**Abeam:** A relative direction that is always at a right angle to the vessel's direction of travel.

**Aboard:** Literally meaning to be "on board" a vessel.

**Adrift:** Afloat and detached from the shore or seabed, but not making way. Drifting with the wind or current.

**Aft:** Any portion of a vessel behind the centerline.

**Aground:** When a vessel is resting on the seafloor

**Aloft:** Refers to anything that might be above deck in the rigging or mast.

**Anchor:** A metal hook-like device designed to attach to the seafloor in order to slow or stop a ship.

**Anchorage:** A designated area for boats to anchor in.

**Anchor Light:** A 360° white light displayed by a vessel at anchor.

**Anchor Rode:** A rope or chain specifically designed to hold a ship to its anchor.

**Apparent Wind:** The velocity and direction of the wind in relation to an observer in motion.

**Ashore:** To be on land

**Astern:** Towards the back of the vessel.

**Auto-Bailer:** A device that uses the suction created from forward momentum to drain water from the inside of a boat.

b

**Backstay:** A wire or rope used to support the mast from an attachment point at the stern of a vessel.

**Bailer:** A device used to remove water from the inside of a boat.

**Bar:** Mass of sand or mud formed by the movement of water which creates an area of shallow water.

**Barge:** A flat bottomed boat designed to carry heavy cargo, mainly through inland waterways.

**Batten:** A thin strip of material used to create rigidity and shape in sails or canvas.

**Beam:** A measurement of the widest point of a vessel.

**Beam reach:** Sailing at an angle approximately 90° to the apparent wind, such that the wind is crossing the vessel's beam.

**Bearing:** The direction of a line between two waypoints.

**Beating:** Sailing in a zigzag course so as to make progress upwind.

**Beaufort scale:** A stepped scale defining [wind strength](#), and its resulting effects, devised by Admiral Sir Francis Beaufort in 1808.

**Becalm:** A complete lack of wind, rendering sails useless.

**Below:** Any area of a boat below deck level. Downstairs.

**Bend:** Any type of knot used to join two lines together.

**Bermuda rig:** A sailing vessel designed with one tall mast and triangular sails.

**Berth:** (1) Sleeping accommodation on a boat. (2) A specified location for a boat when not at sea.

**Bight:** Any knot tied in the middle of a line.

**Bilge:** A compartment at the bottom of a vessel designed to collect water to be [pumped out](#).

**Bimini:** A sunshade supported by a metal frame.

**Bite:** A rudder “bites” when water begins to flow past it, creating resistance and positive feel at the helm of a vessel.

**Bitter End:** The end section of a rope.

**Blade:** Slang term for a centerboard or rudder.

**Block:** A pulley

**Boat hook:** A pole with a hook on one end, designed to grab anything that might be outside the vessel. (generally dock lines, moorings, etc.)

**Bobstay:** A wire or rope designed to hold a bowsprit downwards; works in conjunction with the forestay.

**Boom:** A spar designed to hold a sail outwards. Aptly named for the noise it’s known to make against the side of a sailor’s head.

**Boom vang:** A purchase system with the purpose of holding a boom down (nearer to head level). Also has the side effect of controlling the leach tension of a sail.

**Bosun’s chair:** A canvas chair attached to a halyard, designed to hoist a person aloft.

**Bow:** (1) The front most portion of a vessel. (2) Exactly one half of a dog’s bark.

**Bow doinker:** A small, but sometimes important device; designed to keep a sailboat crew from keelhauling their own sheet lines.

**Bow line:** A line employed at the bow, to hold a vessel to a dock or other structure.

**Bow sprit:** A spar protruding from the bow used to attach various rigging.

**Bowline:** A very practical and strong knot.

**Bridle:** A length of wire or rope joined together at a midpoint; designed to distribute load in two or more directions.

**Brightwork:** Any varnished wood or polished metal found on a boat.

**Bullet:** A first place victory in a sailing race.

**Bulkhead:** A load bearing wall inside of a vessel. May or may not be watertight, depending on how old your vessel is.

**Buoy:** An anchored, floating object, which defines a given position. Used as an aid for navigation.

**Burgee:** A small triangular flag used to indicate membership to a particular yacht club.

**c**

**Cabin:** Refers to the interior living space of a vessel.

**Capsize:** When a boat overturns in the water.

**Captain:** A person whom is assigned command of a vessel.

**Catamaran:** A sailing vessel with two hulls.

**Catboat:** A sailing vessel with one mast close to the bow, and a “gaff” to support the sail.

**Cat’s paws:** Area of small ripples on the surface of the water, created by very light wind on an otherwise becalmed sea surface.

**Center of effort:** The geometric center of force created by the wind on the sails. Subject to change based on sail shape and wind direction.

**Centerline:** An imaginary line drawn lengthwise through the center of a vessel.

**Centerboard:** A board which pivots downward into the water in order to stop sideways slippage, and generate forward momentum by working in conjunction with the sails to create lift.

**Chafing:** Any wear to running rigging or sails, created by unwanted friction.

**Chain plate:** Where [standing rigging](#) is attached to the hull of a boat.

**Cheek block:** A block designed to be mounted to the side of a surface.

**Chine:** A line formed lengthwise on the hull of a boat where two different angles meet.

**Class:** A group or classification of similar sailing vessels; see "one design".

**Cleat:** A broad classification of devices used to secure a control line, sheet, or halyard on a boat.

**Clew:** The aft most corner of a triangular sail.

**Close-hauled:** Sailing as close to the true wind direction as possible.

**Clutch:** A set of jaws, similar to a [cleat](#), designed to hold a rope fast under high loads.

**Coaming:** A raised lip or edge to prevent water intrusion near a hatch or porthole.

**Coastal:** Of or referring to the coast.

**Cockpit:** The seating area of a small vessel toward which most of the controls are run.

**Come about:** To change direction through the wind.

**Come to:** To stop a vessel by turning into the wind.

**Commodore:** The chief officer of a yacht club. Commonly deals with more political issues than all of the combined nations on this planet.

**Companionway:** A raised hatch, with a ladder leading below deck.

**Compass:** A [magnetic instrument](#) which shows direction of travel in relation to Earth's magnetic poles.

**Constant bearing:** When the angle of an approaching vessel remains the same over time, indicating a collision course.

**Corinthian:** An amateur sailor, or sailing group.

**Course:** (1)The route to be taken around a buoy race. (2)The current direction of travel.

**Crew:** Any persons aboard a vessel whom are neither the skipper, nor passengers.

**Cunningham:** A line which provides downward force on the luff of a sail, in order to fine tune sail shape.

d

**Daggerboard:** A board pushed directly downward through the hull into the water: works in conjunction with the sails to provide forward momentum by creating lift, and minimizing sideways slippage.

**Davit:** A spar used to hoist a smaller dinghy, or tender, aboard a larger vessel.

**Davy Jones' Locker:** An idiom referring to the bottom of the sea. Used as a euphemism for any person, shipwreck, or object lost to the sea.

**Dead in the water:** Used as a reference to a loss of power when previously underway.

**Death roll:** Slang term for a particularly epic capsize or wipeout. Especially when going downwind at speed.

**Deck:** The topside of the hull on which the crew works.

**Dinghy:** (1) A small sailing vessel, or (2) a small boat carried by a larger ship to act as a tender.

**Displacement:** The weight of a ship, as determined by the relationship between the mass and volume of the same weight in water.

**Dock:** A structure built over the water to which ships are secured.

**Dodger:** A hood over a hatch to protect from wind and spray.

**Doldrums:** A becalmed area in the Atlantic Ocean notorious for hurricane formation. Slang term sometimes referring to a similar becalmed area on a race course.

**Downwind:** Point of sail 180° from the true wind direction.

**Downhaul:** Any piece of line or rigging designed to apply downward force to a sail, spar, or blade.

**Draft:** (1) The depth of a vessel's lowest point from the waterline.

**Drifter:** A sailing race in which there is no wind. Hence all boats are merely drifting.

e

**East:** One of the four cardinal directions.

**Ebb:** Tidal movement out to sea.

**Eddy:** A current of water moving against the main flow. Often causes small whirlpools.

**Elapsed time:** Generally refers to the amount of time that has passed since the start of a sailing race.

**Electrolysis:** A small amount of electric current that passes between dissimilar materials. Causes corrosion on the spars and rigging of many sailing vessels where dissimilar materials are in constant contact.

**Emergency tiller:** A backup steering device used in the event of primary steering failure.

**End for end:** The act of reversing and re-splicing a halyard, sheet, or other running rigging in order to repair, or extend its useful lifespan.

**Ensign:** Nautical flag used to display a vessel's country of origin.

**EPIRB:** (1) A [distress beacon](#), triggered by a vessel in need of rescue. (2) Known in some circles as an "emergency pre-race beer".

**Even keel:** Said when a vessel is sitting level to the surface of the water.

**Eye splice:** A fixed loop, or attachment point at the end of a line.

f

**Fair:** (1) Referring to a smooth curvature of a vessel's hull. (2) To make a surface flush.

**Fairlead:** A device used to keep a line running in the correct direction.

**Fall off:** To change direction so as to head more downwind.

**Fathom:** A unit of length used to measure depth, equal to six feet.

**Feathering:** Sailing a fine directional line between two points of sail, usually close hauled and irons.

**Fend off:** A command given to the crew to manually prevent the boat with colliding with something, usually at low speed.

**Fender:** A bumper designed to act as a cushion between a boat and the dock.

**Fetch:** The length of an area over water where waves are being generated by the wind.

**Fid:** A splicing tool designed to facilitate the making of various splices in rope or wire.

**Fixed propeller:** A permanently mounted propeller protruding from the hull of a vessel.

**Flemish eye:** A type of reeving eye in line, designed to facilitate in the installation of a halyard through a mast.

**Foil:** Can refer to either (1) The hydrodynamic “wing shape” of a sailing vessel’s keel and rudder, or (2) The thin, pliable, pieces of metal overtop of the forestay onto which a jib or headsail is attached.

**Folding propeller:** A type of propeller with blades that fold inward in order to reduce drag on a sailboat.

**Following sea:** Wave action that is traveling in the same direction as a ship.

**Foot:** The lowest edge of a sail.

**Fore:** Towards the bow.

**Foresail:** The forward most sail on a vessel.

**Forestay:** A line or cable attached from the bow to the mast, in order to provide structural support to the mast.

**Fouled:** (1) Any entangled lines, rigging, or equipment. (2) An infraction of the [rules](#) in a sailing race.

**Foulies:** Slang term for [foul weather gear](#).

**Founder:** Another word for sinking, or “to sink”.

**Frame:** Structural cross member of a ship’s hull.

**Freeboard:** The length hull exposed above the waterline.

**Fully battened:** Refers to a sail that has thin strips of batten across its entire width to provide better sail shape.

**Furl:** To roll a sail.

**g**

**Gaff:** A spar that holds the upper edge of a sail.

**Gaff rigged:** Any such vessel that is rigged using a gaff.

**Galley:** The kitchen

**Gangplank:** A mobile bridge to facilitate loading/unloading of persons and cargo onto a ship.

**Gennaker:** A type of lightweight crossover sail, designed to sail intermediate angles when neither a spinnaker, nor a Genoa would be suitable.

**Genoa:** A jib with a large overlap past the mast.

**Gibe:** See “gybe”

**Gin-pole:** A spar designed to facilitate raising and lowering the mast.

**Glass:** (1) A [marine barometer](#). (2) Slang reference to fiberglass.

**Global Positioning System:** An accurate means of navigating via satellite based radio signals.

**Gooseneck:** The attachment point between the boom and mast. Allows the boom to move freely in any direction.

**Granny Knot:** An incorrectly tied knot.

**Gudgeon:** One half of a fitting which attaches a ship's rudder to her hull.

**Gunwale:** The upper edge of the hull, generally where the sides meet the deck.

**Gybe (or jibe):** To change direction through the wind.

**h**

**Hail:** A greeting designed to catch the attention of someone, often in reference to radio communication.

**Half Hitch:** A simple knot made around an object.

**Halyard:** The [line](#) on a sailboat used to raise, adjust, and lower sails.

**Hand Held:** A mobile marine communications radio.

**Hank:** A small fastener which attaches a sail to the forestay.

**Harbor:** A sheltered area of water where vessels may take refuge or dock.

**Hard-chined:** A vessel designed with a sudden change of angle lengthwise in the hull, usually placed near the waterline.

**Hard Over:** A warning issued by the skipper, telling the crew that the tiller has been pushed hard over to one side indicating that a sudden directional change is imminent.

**Hatch:** A covered opening in a ship's deck.

**Hauling out:** To crane a boat out of the water and place her “on the hard”.

**Head:** The toilet or lavatory of a ship.

**Header:** A wind shift towards a vessel's direction of travel, causing a turn to a more downwind course to correct for the shift.

**Heading:** A direction given in degrees on a compass or map.

**Headsail:** Any sail set forward of the mast.

**Head to wind:** Having the bow of a vessel pointed directly into the wind.

**Headway:** Progress in a forward direction.

**Head wind:** A wind direction that is directly opposed to the direction of travel.

**Heave to:** A heavy weather technique designed to stop a vessel, but keep her pointed in the correct direction.

**Heel:** The sideways incline of a sailing vessel due to the force of the wind.

**Helm:** The steering mechanism of a ship, usually referring directly to the [tiller](#) or [steering wheel](#).

**Holding tank:** The tank on a ship where sewage is held until proper disposal is possible.

**Hull:** The watertight shell and framework of a ship.

**Hydrofoil:** A wing like structure, or foil, capable of lifting the hull of a vessel out of the water at speed.

**i**

**Icing:** A serious weather condition where high winds combine with freezing temperatures, creating rapid ice accumulation on contact with any part of a ship.

**Inboard:** Can refer to anything situated within a ship.

**Inclinometer:** Instrument for measuring angle of slope, or heel on a sailing vessel.

**Inflatable:** Short for either a small “rigid hull inflatable” dinghy, or a type of [personal floatation device](#).

**Inland Rules:** A specific set of maritime traffic laws applying to inland waterways.

**Inlet:** (1) A geographic feature that connects two bodies of water. (2) A fitting in a ship's hull to allow seawater to enter or exit.

**Inshore:** Geographic area of water within a certain distance of land.

**Intracoastal Waterways:** A 3,000 mile stretch of navigable waterways, located in protected inland waters along the Atlantic and Gulf coasts.

**Irons:** When the bow of a boat is stuck into the wind, resulting in stalled sails and the inability to maneuver.

**Isobars:** Lines on a map connecting points of equal atmospheric pressure.

j

**Jack lines:** A line run lengthwise on the deck of a ship, onto which crew may clip a [safety harness](#) or [tether](#). Reduces the risk of falling overboard.

**Jenny:** Slang term for a genoa sail.

**Jetty:** A man made wall of rock or rubble, intended to act as a barrier from the sea.

**Jib:** A [triangular sail](#) found at the front of a vessel.

**Jibe:** To change direction through the wind.

**Jibe-ho:** A warning issued before jibing a sailboat.

**Jury rig:** A makeshift repair. Often turns into a permanent repair on some vessels.

k

**Keel:** Fin like appendage protruding from the bottom of a sailing vessel that provides hydrodynamic stability and lift.

**Keelhauling:** A form of punishment at sea by which sailors were tied to a rope and dragged underneath the ship.

**Ketch:** A sailing vessel with two masts.

**Kicker:** Slang term for a type of [rigid boom vang](#) that can provide support to the boom when not underway. Eliminates the need for a boom topping lift.

**Knock:** Another term for header.

**Knockdown:** When a sailboat is suddenly pushed onto its side, either by an abrupt wind gust or rouge wave.

**Knot:** (1) A unit of speed equal to one nautical mile per hour. (2) A method of [securing rope](#).

l

**Land lubber:** A sailor's term for anyone unfamiliar with the sea.

**Laser:** A small one design sailboat designed by Bruce Kirby.

**Lateen rig:** A triangular sail set on a long spar mounted at an angle to the mast.

**Lay:** The twist or braid of a rope or wire.

**Layline:** When zigzagging upwind, a layline is the last leg or bearing from which a vessel can reach her destination on a close-hauled course.

**Lazaret:** A storage locker towards the aft end of a boat.

**Lazy Jacks:** An arrangement of lines designed to cradle and stow a sail along the boom when not in use.

**Leader line:** A small diameter line used to pull a larger line through a mast, spar, or other rigging.

**League:** A unit of length equal to three nautical miles.

**Lee shore:** Area of land downwind of a ship.

**Leech:** Aft most edge of a sail.

**Leeward:** Relative direction downwind from a point of reference.

**Leeway:** Amount that a ship slides to leeward

**Leg:** One segment of a sailing race or journey.

**Length overall:** The length of a vessel from one end to the other.

**Lifeboat:** A small craft carried on a ship for use in an emergency.

**Lift:** A force created by the flow of a fluid past an object.

**Line:** Correct nautical terminology for a rope.

**Luff:** Forward most section of a sail.

**m**

**Magnetic north:** Direction that points towards the Earth's magnetic pole.

**Mainmast:** Refers to the largest mast on a vessel with more than one mast.

**Mainsheet:** Primary control line for the mainsail. Has the greatest effect on [sail trim](#).

**Making Trees:** Slang term for progress made against competitors in a sailing race.

**Man overboard:** An [emergency signal](#) indicating that someone has fallen into the sea.

**Maritime:** Anything relating to the sea.

**Marlinspike:** Rope working tool used for splicing and untying knots.

**Mast:** A spar, or pole, which supports the rigging and sails of a vessel.

**Masthead:** A platform or fixture at the top of a mast from which rigging, blocks, tackle, and lighting may be attached.

**Midships:** Referring to the middle section of a vessel.

**Mizzenmast:** A secondary mast placed behind the main mast.

**Monkey's fist:** A specialized knot used to facilitate in the throwing of a line.

**Mooring:** Any permanent structure, or anchor, to which a vessel may be secured.

**Mousing:** As in, "mousing a shackle"; Method of securing a shackle pin or other rigging with [seizing wire](#).

**n**

**Narrows:** The narrowest section of a navigable waterway.

**Nautical mile:** A distance corresponding to one minute of arc of latitude.

**Navigation rules:** The “rules of the road” that provide the means for organized maritime traffic.

**Nun:** A cone shaped navigational buoy.

**O**

**Offshore:** The geographical area of water away from the coast.

**Old salt:** Slang term for an experienced sailor.

**One design:** A system of racing sailboats in which all competing vessels are of equal design, construction, sail plan, rigging, etc.

**Outboard:** (1) Referring to anything outside of a vessel. (2) Referring specifically to an ‘outboard’ motor.

**Outhaul:** A line that controls sail shape, specifically the draft of a sail.

**Over tacking:** Turning a sailing vessel through the wind, past the angle necessary to maintain a close-hauled course. Detrimental to making progress upwind.

**P**

**Painter:** A [small diameter tow line](#) attached to the bow of a dinghy.

**Passageway:** Any hallway found inside a ship.

**Pennant:** A triangular flag.

**Personal floatation device: (PFD)** Official term for a variety of life jackets.

**Pier:** A structure build ovetop of the water, where vessels may dock.

**Pilot:** A person, or navigator, with specialized knowledge of a particular area.

**Pintle:** One half of a fitting designed to attach a rudder to a hull.

**Piracy:** An act of criminal activity on the high seas.

**Pirate:** Anyone who participates in piracy.

**Pitch pole:** A type of spectacular end-for-end capsize, in which the stern is catapulted over the bow.

**Plane:** When a vessel skims over the surface of the water rather than moving through it.

**Point up:** To change direction such that the bow is pointed more towards the wind.

**Points of sail:** Set of [terminology](#) that refers to the direction of travel in relationship to the wind.

**Port:** Left

**Port tack:** Sailing with the wind coming over the port side of the vessel.

**Porthole:** A window

**Preventer:** A sail control line that prevents accidental jibes.

**Propeller:** A fan shaped apparatus that converts rotational force into forward thrust.

**Propeller walk:** The tendency for a propeller to push a vessel sideways instead of forward or backward.

**Purchase:** The mechanical advantage gained from the use of [line](#) and [pulleys](#)

q  
r

**Radar:** Short for radio detection and ranging. A system designed to send radio signals, and interpret their reflections as an image on a screen.

**Rake:** Measurement of fore/aft angle of a mast.

**Rating:** Refers to the PHRF handicap number assigned to a vessel.

**Ratchet block:** A block that will spin in one direction, but not the other. Designed to provide friction in the loaded direction so as to make handling a line easier.

**Reaching:** Sailing on a course at about 90° to the true wind direction.

**Ready about:** Warning issued to the crew, informing them that a tack or a jibe is in progress.

**Reef:** Method of temporarily reducing sail area.

**Reeve:** Act of running a line through a series of blocks.

**Reeving eye:** A type of eye splice designed to facilitate the reeving of a line through a mast, or series of blocks.

**Regatta:** A series of sailing races.

**Rigging:** The system of lines, spars, and hardware on a sailing vessel.

**Rode:** An anchor line.

**Rogue wave:** A wave that is significantly larger than the present sea state, often coming from an unexpected direction of travel.

**Roll:** The side to side movement of a vessel.

**Rudder:** The part of a ship's steering system that makes contact with the water.

**Run:** Point of sail approximately 160° from the wind direction.

**Running rigging:** The set of lines used to control sail shape.

s

**Sail:** A piece of fabric attached to a vessel such that it causes the wind to exert force on a vessel.

**Sail loft:** A large flat space suited for working on sails.

**Sail maker:** A craftsman who works with sails.

**Scandalize:** A method used to expediently reduce sail area, without properly reefing or furling.

**Schooner:** A sailing vessel with fore and aft masts of similar height.

**Screecher:** A crossover sail that is somewhere between a spinnaker and a genoa.

**Scow:** A specific type of sailing dinghy characterized by a large sail plan, and wide beam.

**Screw:** Another term for a propeller.

**Scud:** Low lying clouds, particularly those observed in bad weather.

**Scudding:** A vessel carried along by a fierce storm.

**Scull(ing):** A method of providing forward momentum that involves rocking a boat from side to side, with synchronized movement of the rudder back and forth.

**Scuttle:** Method of sinking a ship a ship, usually by opening seacocks to flood the vessel with water.

**Scuttlebutt:** A drinking fountain found aboard a ship, slang for gossip.

**Sea anchor:** A canvas anchor deployed in deep water, designed to stabilize a ship in heavy weather by keeping her pointed into the wind and waves.

**Sea state:** Overall surface conditions of a large area of water.

**Seacock:** A specific type of valve that allows seawater to enter through the hull of a boat.

**Sextant:** A navigational instrument that uses celestial bodies (stars, planets etc.) to measure a ships latitude and longitude.

**Shakedown cruise:** A test voyage to measure the performance of a ship or her crew.

**Sheet:** A line used to control the shape of a sail in reference to the wind direction.

**Shoal:** An area of shallow water.

**Shoal draught:** A ship with an unusually shallow draft, being able to navigate much shallower water than would be otherwise possible.

**Shroud:** The lines or cables that hold a mast up from the sides.

**Signal flag:** A flag that is representative of a letter, word, or some other semantic meaning.

**Sinking:** Present participle of the verb “to sink”, of which it is common knowledge among sailors that all boats are sinking, some merely faster than others.

**Skeg:** A downward projection from the hull that protects the rudder from damage.

**Skiff:** A lightweight, high performance sailing dinghy, capable of easily planing across the water at high speeds.

**Skipper:** Another word for the captain of a ship.

**Slip:** A designated space for a boat to dock in.

**Sloop:** A medium sized sailboat with one mast, and sails fore and aft.

**Sonar:** A device that uses sound to range and image underwater objects.

**Sou’wester:** A [storm](#) that approaches from the southwest.

**Spar:** Any pole that supports a sail.

**Spinnaker:** A large downwind sail.

**Spinnaker pole:** A spar deployed to help control a spinnaker,

**Spring line:** A line securing a vessel to a dock, particularly one that prevents fore and aft movement.

**Splice:** A method of joining two lines together, or creating an eye at the end of a line, by unraveling the braid and recombining into one continuous piece.

**Spreader:** A spar used in conjunction with shrouds to help stabilize the mast.

**Stanchion:** A short vertical pole through which [life lines](#) are run to keep crew from falling overboard.

**Standing rigging:** A system of line or wire that is designed to support the mast, and is not normally adjusting while under sail.

**Starboard:** Right.

**Starboard tack:** Sailing with the wind coming over the starboard side of the vessel.

**Stay:** Similar to a shroud, a part of the [standing rigging](#) that helps support the mast.

**Staysail:** A sail attached to a forestay, usually smaller than a jib or genoa.

**Steaming light:** A light displayed at night, indicating that a sailing vessel is under motorized power.

**Steerage:** Act of steering a vessel.

**Stopper knot:** A knot that keeps a line from passing through a hole or block.

**Stow:** To put away or store in such a way as to make seaworthy.

**Sunfish:** A popular, beach launched sailing dinghy with a lateen rig.

t

**Tack:** The forward most corner of a sail.

**Tacking:** A zigzag course to achieve a net upwind direction.

**Tacking duels:** A series of complex maneuvers between two boats tacking to windward, with the end goal of gaining an aerodynamic advantage over a competitor.

**Tell-tale:** Small strip of yarn or fabric attached to a sail, used as an indicator of air flow.

**Thwart:** A bench seat.

**Tiller:** A lever attached to the rudder used for steering.

**Tiller extension:** An extension attached to the tiller to aid in gaining better helm feel, and body positioning.

**Tonnage:** The total weight of a vessel.

**Topping lift:** A line designed to hold a spar aloft.

**Transom:** The aft most wall, or bulkhead of a vessel.

**Traveler:** A fitting that slides from side to side on a line or track. Commonly used as an attachment point for the mainsheet.

**Trim:** Small adjustments made to sails in order to maximize their efficiency.

**Trimaran:** A sailing vessel with three hulls.

**True north:** The direction towards the Earth's geographic north pole.

**Turnbuckle:** Two threaded bolts encased within a frame, used to put tension onto a vessels standing rigging.

**Turning turtle:** A full 180° capsize, when a vessel's mast is pointed directly towards the bottom of the sea floor.

u

**Upwind:** The direction towards which the wind is coming from, from a given reference point.

v

**Vang:** Slang for boom vang.

**Vessel:** Any craft designed for movement through or on the water.

w

**Wake:** Turbulent water left behind a vessel in motion.

**Wash:** Waves created by a vessel in motion.

**Waterline:** Where the hull of a ship meets the surface of the water.

**Waypoint:** An intermediate point defined by a set of navigational coordinates.

**Weigh anchor:** To pull up an anchor.

**Wetted area:** The surface area of a hull immersed in water.

**Wheel:** An alternative steering device to a tiller, usually found on larger vessels.

**Whisker pole:** Spar used to hold a large jib or genoa outboard when sailing downwind.

**Windage:** Net wind resistance of a boat.

**Windlass:** A winch mounted on a horizontal axis used to weigh anchor on larger vessels.

**Windward:** A direction upwind from a point of reference.

x

y

**Yacht:** A recreational vessel, usually of intermediate to large size.

**Yawl:** A two masted sailing vessel, specifically with the aft mast behind the helm.

z