

Nautical Words and Definitions

Word	Definition
A	
Abaft	Towards the stern.
Abeam	At the side of the vessel or at right angles to it.
Aboard	Within or on the vessel.
Admirals Cup	Unofficial Grand Prix of yachting, sailed every other year.
Aft	Towards the stern, a contraction of abaft.
Aground	When the vessel is touching the bottom.
Ahoy	used in hailing a person or boat.
A-lee, Hard	Tiller pushed leeward, to "come about."
Aloft	Overhead or above the deck.
America's Cup	Historic yacht race held every three or four years since the 19th century.
Amidship	In the center of the vessel, in length or breadth
Anchor	Metal implement, which digs into the ocean bottom, for mooring
Anchor crown	part of the anchor where the arms join the shank
Anchor fluke	The wide triangular plate at the end of the arm.
Anchor light	A white all-around light, for vessel at anchor
Anchor shank	The part connecting the arms to the anchor ring
Anchor sheet	The vessel's largest anchor
Anchor stock	The horizontal rod at the top of the shank, at right angles to the arms
Anchor watch	Person responsible to see if anchor is dragging.
Anchor well	The well in the boat that houses the anchor.
Anchor, bower	large anchor stowed at the bow, ready for use.
Antifouling paint	Paint to inhibit marine growth.
Apeak	When bow is directly over the anchor, before weighing it.
Apparent Wind	The wind direction felt on the boat as it moves, a combination of the true wind angle, and the change in wind angle created by the boat's movement.
Around Alone Race	Formerly the BOC Challenge, runs every four years.
Aspect ratio	Ratio of mainsail's luff to it's foot.
Athwart	At right angles to the length of the vessel.
Athwartship	From side to side, across the vessel.
Avast	Stop or hold fast, from Italian "basta"-enough
Awash	Almost submerged or just exposed out of the water.
B	
Backstay	A mast support that runs from the top of the mast to the stern. Can be tightened to make the mast bend more, or to tighten the forestay.
Baggy Wrinkle	Rope fastened to stays to prevent sail chafing.
Bale (bail)	To remove water from a boat by a baler.
Ballast	Weight in the keel of a boat, to add stability (righting moment). The ballast on an Open 60 may include water which can be pumped into tanks on each side of the boat.
Bare poles	Sailing ship in storm, with all canvas down.
Barnacle	Marine crustacean, which attaches to hull's bottom
Batten	Thin strips of composite material inserted into a pocket in a sail, to support the curved leech of the sail.
Batten	Thin slat, put in sockets at right angles to the leech of a sail to flatten it.
Batten Down	To secure, make water tight.
Beam	A boat's greatest width.
Beam	The greatest breadth of a vessel.
Beam ends	Vessel listed so much the deck beams are vertical.
Beams	Timbers running athwartship to support the deck.
Bear away	Turn the bow away from the wind direction.

Bearing	Angle between the true north and the object
Beating	Sailing towards the direction of the wind
Beaufort Scale	A wind scale, 0-12. Force 12=hurricane (>64).
Bell buoy	A buoy with a bell, rung by the motion of the sea.
Below	Beneath the deck (into the cabin).
Bent	Made fast or secured (sail to boom, or rope to rope).
Berth	A bed or place to sleep, aboard.
Berth, forepeak	The berth at the bow.
Berth, pilot	An elevated berth, usually above the settee.
Berth, settee	Berth made up on the saloon seats.
Bilge	The lowest part inside a boat's hull.
Bilge	The deepest part of the hull inside, next to the keel.
Bilge	The turn of a boat's hull, just below the water line.
Bilge water	The water, settling in the bilge.
Binnacle	The receptacle housing the compass, near the helm.
Bitt	Strong, vertical post to make fast lines of all types.
Bitter end	The last in anchor chain or rope end.
Blanketing	A tactical maneuver in which one boat slows a competitor by using her sails to obstruct the competitor's wind.
Block	A frame containing one or more sheaves, (a pulley)
Boatswain (Bosun)	Ship's officer in charge of the rigging.
Bobstay	Chain or rope from end of bowsprit to stem.
Bollard	heavy short post on dock to secure mooring lines.
Boltrope	Rope sewn to the edge of a sail to strengthen it.
Boom	Spar to which a sail's lower edge or foot is attached. The boom is attached to the mast at the gooseneck.
Boom	The spar to which the foot of the sail is fastened to.
Boom Gallows	A frame, amidship, to support the boom.
Boom Vang	An attachment to the boom, to prevent it from rising.
Boom Vang or Kicking Strap	Tackle running between the boom and the deck which holds the boom down.
Boomkin	A short spar projecting from the stern, with a sheet block secured, for an overhanging boom.
Boot-topping	A band of paint at the water line.
Bosun's Chair	A board or canvas seat for hoisting one aloft.
Bottom paint	Paint applied to the hull below the waterline.
Bow	The most forward part of the vessel
Bow	The front of the boat.
Bowline	A frequently used knot that won't slip or jam. It is the king of knots as it retains 80% of the strength of the rope. Other knots retain only 65%.
Bowsprit	A strong spar, projected forward from the bow.
Brass Monkey	A pyramid shaped stack of brass cannon balls. The expression "It's cold enough to freeze the balls off a brass monkey" comes from the times when expanding ice would topple the top cannon ball off the monkey
Bridge	Area amidship, from which the vessel is commanded.
Bridge deck	A narrow deck, between cockpit and cabin.
Bright work	Varnished wood and polished brass or chrome.
Broach	In a downwind situation, the boat turns uncontrollably and is pushed by the wind on to her side, lying with the mast parallel to the water. As a rule, the boat will right herself.
Broaching	Vessel thrown broadside to the waves and the wind.
Bulb	The torpedo shape weight on the bottom of the keel.
Bulkheads	Strong vertical partitions in a boat (sometimes water tight).

Bulwarks	Extensions of the topsides carried above the decks.
Burgee	A pointed flag with a yacht club's insignia and colours.
Bustle	A bulge in the buttocks of the hull.
Buttock	The rounded part of the boat's stern section.
By the lee	Running with the mainsail on the windward side.
C	
Cabin sole	The floor of the cabin.
Canvas	This encompasses all sails in general.
Capsize	To turn over.
Capstan	A machine for hoisting the anchor.
Car	Mainsheet or jib sheet block that runs on a track.
Careen	To heel a vessel over on one side (for bottom work).
Carlines	Timbers running fore and aft between the deck beams.
Carvel	Hull planks placed edge to edge to give a smooth hull.
Cast off	To let go the lines securing a vessel.
Cat boat	Sailboat with single mast without shrouds or stays and one sail.
Catamaran	A twin-hulled boat.
Catenary	Curve of the anchor line between anchor and vessel.
Cat's-paw	Ripple on the water from a light wind.
Ceiling	The inside lining of the hull up to the deck beams.
Centerboard	A central plate, lowered to prevent leeway.
Centerboard Trunk	The box housing the centerboard
Chain plate	Strips of metal for the attachment of shrouds.
Charley Noble	The galley smoke pipe.
Chart	A map showing the sea and coast line details.
Chart Datum	The level from which depth on charts are measured.
Chocks	metal rail-fittings through which mooring lines are lead.
Chop	Short irregular waves caused by currents.
Chute or Shute	See spinnaker
Claw off	To tack away from a lee shore.
Cleat	A horned fitting to which lines are made fast.
Cleat	A fitting which holds a rope against the tension from the sails or rigging.
Cleat, Cam	Two cogs, between which a rope runs one direction.
Clew	The aft lower corner of a sail.
Clew	The after lower corner of a mainsail or jib and either lower corner of a spinnaker
Clinker (lapstrake)	Hull plank edges overlapping each other.
Closed-hauled	Sailing as close to the wind as possible.
Coamings	Raised sides around the cockpit or hatches to prevent water from the neck running over.
Cockpit	The well in a sailboat, outside the cabin, where the helm is situated.
Cockpit	A recessed area in the deck in which the crew work.
Companion	A ladder on a boat or ship.
Companion Way	Stairway leading below the deck.
Compass	A navigation instrument that uses the earth's magnetic field to point to the North pole. From this one can deduce all other directions or orient a map to your destination.
Compass Rose	A circle printed on a map showing 360 degrees and the major or cardinal points of direction. It is usually printed on the chart where no items of interest exist. While the map is printed oriented to the geographic north pole, the compass rose, printed on the map, is oriented to the magnetic North pole. History - Originally the compass rose was called the wind rose. It denoted the direction that the 32 winds; 8 major winds, 8 half winds, 16 quarter winds. When drawn as a circle on a map the 32 points resembled a 32 petal rose bloom. The rose was always associated with Christ and the later the Roman Catholic church. The major winds (pointers) of the wind rose are called Cardinal points. The prime pointer at the top is the Fleur-de-Liz since

	the rose line went through Paris, France. Switch the points from winds to magnetic bearings and you have the compass rose we use today.
Counter	The overhanging part of the stern, transom to water.
Cradle	A frame to hold a vessel upright when hauled out.
Cringle	A ring sewn into a sail for a line to pass through.
Cutter	A sloop with two foresails that has the mast stepped almost amidship.
D	
Dagger board	Center board that lowers vertically in a trunk.
Davits	Hoists for lifting boats from the water.
Dead ahead	Directly forward.
Dead Reckoning	Position calculated by direction and distance sailed.
Dead reckoning (DR)	The calculation of a boat's position based on course and direction run.
Deadhead	Barely floating, heavy water-logged log.
Deck	Flooring of a vessel, supported by the deck beams.
Deck Beams	Timbers running athwartship the top of the hull, supporting the deck.
Delamination	Failure of the bond between either of the hull's outer and inner skins, and the 'sandwich' spacing material in between -- allowing either of the two outer layers to become unstuck from the foam centre.
Dinghy	Small boat towed by a pleasure craft.
Displacement	The weight of water displaced by a vessel.
Dodger	Canvas screen or similar protection for the cockpit.
Dog watch	The two hour periods of duty between 1600 and 2000.
Dolphin	Several piles banded together in a harbour.
Dorade	Deck vent that prevents water from coming below.
Double-ender	Vessel with a rounded stern and bow.
Down haul	The line used to haul down a sail (or tighten the luff).
Downwind	The direction a balloon would blow in the wind, if you let it go.
Draft	Depth of water necessary to float a vessel.
Drogue	A sea anchor, usually made of canvas.
E	
Earing	A line used to secure the corner of a sail to a spar.
Ease	To take pressure off (as in easing the sheet).
Ebb	The receding tide. To run out or run low.
Eddy	A small local current, often flowing in a different direction to the main current around piers or points of land. Eight Bells Struck at the beginning and end of each four hour watch, i.e. at 04:00, 08:00, and 12:00 and 24:00.
Elapsed Time	The yacht's elapsed time in days, hours and minutes from the start of the leg to her finish of that leg.
Elbow	An alternative name for a knee. A timber or steel member that units two structural members. Sometimes called a hook.
Electrolysis	Corrosion of metal by galvanic action.
Embark	To put on board or go on board.
Ensign	The national flag worn by ships of a nation. Also a naval rank.
Even Keel	A vessel is said to be on even keel when it does not heel to either side, or for and aft.
Eye Splice	A loop or eye made in the end of a rope or wire by turning the end back and splicing it through the standing part, usually around a thimble.
F	
Fairlead	A metal channel for a rope; used to reduce friction.
Fend Off	The operation of bearing a vessel off by a spar, boat hook, or fender in order to prevent violent contact when coming alongside.
Fende	A side bumper, to protect the boat from docks or boats.
Fiddles	rails on tables or stoves that prevent spillage.
Figure-Head	Carved head or figure at the bow of a sail boat.

Finish Time	The GMT date and time the yacht finished the leg.
Fisherman's Reef	Dropping the gaff peak, to reduce sail.
Flake	Coiling a rope; each complete turn is a flake.
Flare	Inclination outwards of the topsides (as at the bow). Also an incendiary device used as an attractant in an emergency.
Flotsam	Floating debris.
Foot	The lower edge of a sail.
Foot	The bottom edge of a sail.
Foresail	Any sail used between the mast and the forestay.
Forestay	Forward item of standing rigging that supports the mast.
Forestay	A mast support that runs from the top of the mast to the bow. Can be tightened to make the mast bend more, or to tighten the backstay.
Founder	To sink by filling with water.
Fractional Rig	The forestay is attached a 'fraction' below the top of the mast -- usually 7/8th or 5/6th of the height of the rig.
Frame	The skeleton of the hull.
Frames	The ribs or timbers of the hull frame.
Freeboard	The height of the deck from the waterline
Furl	To roll up the sail and secure it to the boom

G

Gaff-rigged	A boat with the head of it's mainsail bent to a spar (called a gaff).
Galley	The cooking area of the ship.
Gear	Includes equipment, fittings, spars, ropes and canvas.
Gennaker (Gennaker)	Cross between a genoa and a spinnaker, a foresail used for reaching.
Genoa	A large foresail used for sailing upwind, it overlaps the mainsail.
Genoa (Genny)	A large jib that overlaps the mainsail.
Gimbals	Devices that allow gear such as the compass or stove to swing and stay horizontal when the boat heels.
Gooseneck	The fitting attaching the boom to the mast.
Grab rails	Handrails, inside the cabin, to steady oneself on.
Granny bars	Rail supports on either side of the mast.
Grapple grommet	The piece into which the grapple fits.
Gudgeons	Metal rings that engage the pintles of the rudder.
Gumboots	Rubber footwear used to keep feet dry. Also called deck boots
Gunkhole	A small area of Coal Harbour at low tide.
Gunwale (gun'l)	The top plank of the top sides.
Guys	Ropes or wires used to steady a spar or boat.
Gybe	Turning the boat so that the stern passes through the wind, and the boat changes from port tack to starboard, or vice versa.

H

Halyard	Lines by which sails are hoisted.
Halyard	Line that holds a sail up.
Handrail	Rail on the cabin deck one grabs to steady oneself.
Harden Sheets	Pull in the sails.
Hatch	An opening in the deck, for passage up and down.
Hawse pipe	A pipe through the bow for the anchor chain (also called a Navel pipe).
Head	The boat's toilet. It was named the head, because in the days of Captain George Vancouver, it was located at the bow or the head of the ship, directly over the water! This was a convenient location for the drainage tube to discharge directly into the water. It was "self cleaning" when under way out in the open ocean, due to the action of the bow wave, but in port it was a stinking mess. Hence the reason for approaching a vessel at the stern. The Captain generally used a bucket in his cabin for performing his duties while in harbour.

Headboard	Fitting at the head of a sail to receive the halyard.
Headstay	The stay from the masthead forward.
Heave-to	Pointing into the wind, with a backwinded shortened foresail and the tiller lashed to leeward.
Heel	To careen or list to one side.
Helm	Relates to the tiller or the steering.
Helm, lee	When tiller must be to leeward to stay on course.
Helm, weather	When tiller must be to windward to stay on course.
Helmsman	The person steering.
Hoist	To raise aloft
Hook	Slang for anchor.
Hounds	The point where the shrouds attach to the top of the mast.
Hull	The body of the boat, excluding the cabin and interior.
Hull Speed	A boat's theoretical maximum speed determined by multiplying the square root of her waterline length by 1.34.
I	
In irons	Pointing directly into the wind, with no way on and unable to tack to either side.
Inboard	Towards midship, away from the hull side.
IOR	The International Offshore Rule, used as a means measuring sailboats competing in offshore races.
Irish pennant	A loose end hanging anywhere aloft.
Iron	Tool used in caulking deck and hull seams in wooden boats.
Iron mike	An old term for an autopilot. Named after the design of the first autopilots which were cast in an iron case and considered best installed under the cockpit.
Iron topsail	Old term for an engine.
Iron wind	Present term for an engine.
IYRU	The International Yacht Racing Union, which monitors world sailboat racing.
J	
Jacklines	The lines that run the length of the boat to which you attach your harness.
Jackstay	A wire stretched tight between two ships to permit transferring stores and personnel. On square riggers, it is the iron bar on the top yard to which sailors are lashed.
Jenny	Slang for a Genoa sail (usually spelled "Genny").
Jerrald	The joint used to bring lapstrake planking from overlapping to flush at the stern and the stem.
Jib	A triangular sail set as the forward headsail used for upwind work.
Jigger	A small sail set aft on a yawl or ketch.
Joinery	The carpentry or woodwork aboard a boat
Jury rig	A makeshift, temporary rig.
Jury-rig	Emergency rigging with available gear, usually involves a broken mast.
K	
Kedge (anchor)	A light or small anchor.
Kedging	Using a kedge anchor to warp off a shoal or lee shore
Keel	Central bottom of the hull running fore and aft. Usually a ballasted appendage projecting below the boat that keeps it from capsizing, and also supplies the hydrodynamic lateral force that enables the boat to sail upwind.
Keelson	Timber lying fore and aft, above the main keel.
Ketch	Two masted sailboat, with mizzen mast stepped forward of the rudder post.
Kevlar	Manmade fibre which is used to make sails and hulls. In sails it retains its shape better and is lighter than Dacron, but is more expensive.
King spoke	Uppermost wheel spoke, when rudder is amidship.
Knees	Pieces attaching the beams to the timbers or ribs (elbow or hook).
Knot	A measure of speed, 1 nautical mile (6080 ft) per hour. (One minute of arc of the equator,

	<p>i.e. 1/60 of a degree of longitude, 6068.4 feet.)</p> <ul style="list-style-type: none"> - A minute of latitude = 1 degree of latitude. - 1 second of latitude = 1/60 of a minute of latitude. - Speed through the water is sometimes expressed in knots (i.e.: knots/hour). 1 nautical mile per hour = 1 knot.
Knot	1 nautical mile per hour.
L	
Lanyard	A rope tied to anything to secure it, e.g. knife.
Lapstrake (Clinker)	Overlapping plank edges on the hull.
Lay	To sail a course that will clear an object or marker such as a body of land.
Lazarette	A small compartment at the stern of the cockpit for used for stowage.
Lee	The side of the boat from which the wind does not blow.
Lee cloth	Heavy cloth fixed to berth, to prevent falling out.
Lee helm	When tiller must be to leeward to stay on course.
Lee shore	The shore upon which the wind is blowing.
Leech	The after border of a sail.
Leech	Trailing edge of a sail. Also, the curve of a sail.
Leeward	The downwind side of an object.
Lifelines	The lines stretched between the stanchions.
Lifelines	Cables which are held in place by stanchions, and go around the boat to prevent people falling overboard.
Lift	A wind shift allowing the helmsman to head up, or alter course to windward or the crew to ease sheets.
Limber holes	Small holes in the lowest part of the ribs (frames), to allow bilge water to flow through.
Lines	A nautical term for ropes.
List	The inclination of a vessel to one side.
Locker	A box or closet, aboard a boat, to stow things.
Locker, hanging	A tall closet, aboard a boat, to stow things
Log	Device for measuring a vessel's speed through the water
Log-book	A record of events on board, e.g. navigation.
Longitude & the prime meridian	<p>On a globe a rose line, also called a meridian or longitude, is an imaginary line drawn from pole to pole and divides the globe East to West in 360 increments called degrees.</p> <ul style="list-style-type: none"> - The Rose Line, 0⁰ Longitude, is the reference line from which all other lines are measured. Today it is called the Prime Meridian and goes through Greenwich, England, hence the term "Greenwich Mean Time" (GMT). The line was established in 1888. History - The world's first 0 longitude passed through Paris, France and the church of Saint Sulpice. The church is built with a brass line in the floor as a memorial to the world's first prime meridian. The brass line terminates in an obelisk at the North end of the church. - The "shadow of the Sun" travels across the Earth's surface at the equator at a rate of one line of longitude per 4 minutes. At 49° N latitude the speed is 121 kilometers per minute .
Loose-footed	A sail without its foot secured to a boom.
Lubber	A greenhorn or clumsy sailor aboard a boat.
Lubberline	The fore and aft line of a compass. (generally used as the direction of travel)
Luff	The forward edge of a mainsail or jib and the windward edge of a spinnaker.
Luff, to	Bubbling or flapping of a sail when it is not trimmed enough or is being backwinded by another sail or when the course sailed is too close to the wind.
Luffing	Shaking of the luff of a sail, due to pointing too high.

M	
Mainsheet	The line that is used to adjust the mainsail's angle to the wind.
Make fast	To secure or tie up.
Mark	A buoy used in a race course.
Mast	The stick on a sail boat trying to drive itself through the hull.
Mast butt	Slang for the lower end of the mast.
Mast Heel	The foot of the mast.
Mast partners	Fittings at the mast hole for mast support.
Mast rake	The angle of the mast from the vertical.
Mast step	Where the mast heel fits, on the keel or deck.
Mast tangs	Metal plates attached to the mast to which rigging is made fast.
Mast truck	Flat circular piece at the mast head.
Masthead	The top of the mast.
Masthead Rig	The shrouds are attached to the 'masthead' -- the top of the mast.
Masthole	Hole in the deck, through which the mast goes.
Matthew Walker	A stopper knot. One of the few knots named after its creator.
MAYDAY!	A distress call on the marine radio.
Mizzen	The after most mast of a ketch or yawl.
Moon	The moon revolves around the earth once every 28 days; altering the gravitaional force and creating tides.
Moo	When a vessel is made fast by mooring lines.
Mooring	A site for a vessel to moor (a buoy or dock).
N	
Nautical Almanac	An annual publication listing information needed for celestial navigation. Nautical Mile One minute of arc of the equator, i.e. 1/60 of a degree of longitude, 6068.4 feet.
Nautical Mile	The unit of geographical distance used on salt-water charts where 1 nautical mile = 6076 feet or 1.15 statute miles. Therefore 1 statute mile = 0.87 nautical mile.
Naval Architect	One who designs and assesses all aspects of all types of vessels.
Navel Pipe	Conduit for the anchor chain to go below deck (often mistakenly called the "hawse" pipe aboard pleasure boats, which is an all together different hole in some decks).
Navigate, Chart	The vertical scale on nautical charts is shown in knots (including metric charts). The major divisions are minutes of latitude and the subdivisions are seconds of latitude or knots. - The vertical scale is used to measure distance on a chart, which can also be used to calculate time and speed. Simply set the points of the divider on the 2 locations in question. Then transfer this length to the right scale to determine distance or to the log scale to determine speed.
Navigate, Latitude	Lines of latitude go east and west around the globe and divide the northern hemisphere in 90°. Another 90° for the southern hemisphere. <ul style="list-style-type: none"> - The North pole is 90° north latitude. - The Arctic Circle is 66.5° north latitude. - The Canadian/American border is 49° north latitude. - The Tropic of Cancer is 23.5° north latitude. - The Equator is 0° latitude. - The Tropic of Capricorn is 23.5° south latitude.

	<ul style="list-style-type: none"> - The Antarctic Circle is 66.5° south latitude. - South pole is 90° south latitude.
Navigate, Time	<p>The lines of longitude are also grouped into 24 time zones, (i.e.: 24 hours per rotation of the Earth). A time zone is defined as the number of degrees that the sun travels across the Earth in one hour.</p> <ul style="list-style-type: none"> - There are 15° of longitude per time zone. - The time reference is at 0° Longitude, the Prime Meridian, and is called GMT or ZULU time. - The time in another zone, e.g.: Mountain Standard, is also referred to as + 12 hours GMT or 12 hours Zulu time. - The International Date line is located at 180° longitude. This is the line of longitude that was chosen where a "new day" begins on earth. 180° longitude line creates the least interruption with people's daily routines simply because nobody lives along it.. - Daylight Saving time was introduced to save energy by altering man's clock closer to the Sun's time... Generally the clock is advanced 1 hour in Spring and retarded 1 hour in Fall. Sometimes the difference is 2 hours. Other zones find it convenient not to change. Viva La difference
Navigation	Piloting a vessel from one place to another, at sea.
Neaped	When the tide is not high enough to float a boat.
Necklace	A retaining device on a gaff rig that keeps the gaff or boom jaws in place around the mast. Also known as a parrel.
Nock	The vertical luff laced to the mast on the staysail of a brigantine or a barque.
O	
Off the wind	Sailing away from the wind, also downwind, reaching or running.
P	
Peeling	Changing from one spinnaker to another.
Pitch	A boat pitches when the front and back move up and down about the transverse centre.
Plane	A boat planes when she sails over her own bow wave, so that only a small section of the hull is in the water. This in turn allows the boat to go faster than the theoretical maximum hull speed.
Polars or Polar Table	The name for the database which holds all the information on what speed the boat will sail at, at different angles to the wind. Crucial for maintaining performance when there are no other boats in sight, and for making good navigational decisions.
Port	The left half of the boat when facing forward.
Port tack	Sailing with the wind blowing onto the port side, and the mainsail on the starboard side.
Q	
Q	
R	
Rail	Same as the gunwale, the edge between the hull and the deck.
Reaching	Sailing with the apparent wind between 45 degrees and 135 degrees to the boat.
Reef, to	To decrease a sail's size.
Rhumb line	The most direct course between two points.
Rigging	The gear used to adjust and support the sails.
Rod	Solid steel wire that replaces cables in the rigging of large boats.
Roller furling	A device to mechanically furl a sail, usually used for foresails.
Rolling	The hull's sideways movement, about the fore-and-aft axis.
Running Backstay	Two adjustable stays that support the mast, one on the port side and one on the starboard.

	Running from the hounds, to the rear of the boat. The stay will have to be eased on the leeward side to let the mainsail out.
Running Rigging	All moving rods and lines that support and control the mast and sails.
S	
Sched/Sked	Each boat's scheduled position report. From schedule, when the boats would have to radio in to compile the daily schedule.
Sheet	A line that controls sails.
Shroud	Cable or rod that supports the mast, from the chain plates at deck level on the port and starboard side, to the hounds just below the top of the mast.
Slatting	Lying becalmed with the sails flapping uselessly.
Spar	A basic term for a mast, boom or yard.
Speed Made Good (SMG)	A boat's speed as measured by her progress relative to land, factoring in her speed through the water and current.
Spinnaker	A large half spherical shaped nylon sail flown from the mast head in front of the forestay and generally used for downwind sailing. Pulls like a horse.
Spinnaker	Also known as a kite.
Spinnaker	Large light ballooning sails, that are only attached to the spars at the corners. They are used when running or reaching, sailing downwind.
Stanchions	Vertical supports that hold the lifelines in place around the boat.
Standing Rigging	The non-moving rods and lines that support the mast and sails.
Starboard	The right half of the boat when facing forward.
Starboard tack	Sailing with the wind blowing onto the starboard side, and the mainsail on the port side.
Stern	The rear of the boat.
T	
Tack	To pass or turn the bow of a sail boat through the eye of the wind. The wind then blows over the other bow. A vessel is said to be on a starboard tack when the wind is blowing over the starboard bow.
Tacking	Turning the boat so that the bow passes through the wind while upwind of the stern, and the boat changes from port tack to starboard, or vice versa.
Toe Rail	Aluminum extrusion bolted along the gunnels of a fiberglass sailboat. It is used as part of the hull to deck joint and doubles as a place to attach running rigging to, i.e.: snatch blocks or fenders.
Transom	The flat rear end of a boat, the upper part of which tends to lean forward on modern racers.
Traveller	Track or bar on which the bottom part of the mainsheet runs across the boat.
Trim	To adjust the sail to make it the right shape and angle to the wind.
Trip	To break loose.
True Wind	The actual direction of the wind. Can only be directly measured on board when the boat is stationary. Otherwise, it is calculated by the instrument system.
U	
U	
Upwind	Toward the direction from which the wind blows.
V	
V	
Velocity Made Good (VMG)	The average speed of a yacht since the start of the Race, if the yacht had sailed the shortest route.
W	
Watch	The working teams into which the crew are divided. To be on watch means to be working. Free time is referred to as the free watch, or off-watch.
Watch Leader/Captain	The person in charge of a watch.
Way	Speed.
Weather	MOON - The moon revolves around the earth approximately once every 28 days; altering the earth's gravitational force and creating tides.

Winch	<p>WEATHER - The Tropic of Cancer is located along 23.5° North latitude and the Tropic of Capricorn is along 23.5° South latitude. They are located at the Northern and Southern limits of the sun's travel where the rays strike the earth's surface at 90°; creating permanent tropical weather.</p> <ul style="list-style-type: none"> - The Arctic Circle is at 23.5° North latitude and the Tropic of Capricorn is at 23.5° South latitude. They are located at the Northern and Southern limits of travel of the sun where the rays strike the earth's surface at 0°; creating 24 hour daylight in Summer and 24 hour darkness in Winter above 23.5°. - The equinox occurs when the Sun is directly over the equator. On this day there are 12 hours of light and 12 hours of darkness for the Earth. - Spring starts on May 23, the day after the equinox. Fall starts on September 23, the day after the equinox. - Daylight saving time starts on April 27 stops on Oct. 27. - A high pressure weather area and the water in a toilet bowl both rotate clockwise in the Northern hemisphere and counter clockwise in the Southern hemisphere. This is important to know since you can use this information to tell if a storm is coming or going, judging from the direction of the wind. You may therefore set an appropriate course for safety. - The leading edge of a storm is generally more severe than the trailing edge. The eye is generally quieter than either edge. <p>A stationary motor-driven or hand-powered machine used for hoisting or hauling, having a drum around which is wound a rope or chain attached to the load being moved.</p>
Winch Handle	A handle used in rotating winch drum
Windlass	A device for raising or hauling objects, usually consisting of a horizontal cylinder or barrel turned by a crank, lever, motor, or the like, upon which a cable, rope, or chain winds, the outer end of the cable being attached directly or indirectly to the weight to be raised or the thing to be hauled or pulled; winch.
Winch Pedestal	Upright winch drive mechanism with two handles -- increases purchasing power.
X	
X	
Y	
Yard arm	A cross brace used to support a square sail as on a clipper ship or barque.
Yaw	To sail a wildly erratic course.
Z	
Zulu-time	Also called The mean solar time for the meridian at Greenwich, England, used as a basis for calculating time throughout most of the world. <i>Greenwich time, Greenwich Mean Time, Zulu time.</i>