

# Lynn's Nautical Terms



## Acronyms Galore

NLC - Navy League Cadet

NLCC - Navy League Cadet Corps

NLOC - Navy League of Canada

RCSC - Royal Canadian Sea Cadet

RCSCC - Royal Canadian Sea Cadet Corps

NL - Navy League

IAW - In accordance with

IRT - In reference to

RTU - Return to Unit

ACO - Area Cadet Officer

ACA - Area Cadet Advisor

AO - Administrative Officer

XO - Executive Officer

CO - Commanding Officer

TO - Training Officer

RCSU - Regional Cadet Support Unit

DET - Detachment

CHAP - Cadet Harassment Advisory Programme

CSTC - Cadet Summer Training Centre

CPU - Cadet Programme Update

CI - Civilian Instructor

CV - Civilian Volunteer


CPIC - Canadian Police Information Check

# AAA ALPHA AAA



<b>A&amp;A</b>	Alteration or addition to a ship
<b>ABACK</b>	Condition of sail when the wind pressure is on the leeward or forward side, with sails backed or trimmed to windward
<b>ABAFT</b>	Behind or further towards the stern, behind the boat
<b>ABAFT THE BEAM</b>	Any direction between the beam and the stern, more behind a vessel than in front of it. Bearing more than 90 degrees on either side from dead ahead
<b>ABEAM</b>	The direction between the beam and the stern, at right angles to the length of the boat
<b>ABOARD</b>	On or in or into a boat
<b>ABOUT SHIP</b>	The order to tack ship
<b>ABREAST</b>	Opposite or right angles to
<b>ADRIFT</b>	Not being fast to a stationary mooring
<b>ADMEASURE</b>	regulation measurement of a vessel for documentation
<b>ADMIRALTY LAW</b>	The Law of the Seas, often debated by Sea Lawyers
<b>ADVANCE</b>	When a unit is moving in the direction the front rank is facing, or would be facing if it were in line.
<b>AFT</b>	Towards the stern-back of the boat from a midship
<b>AGROUND</b>	A vessel that is resting on the bottom or the rocks is said to be "aground"
<b>AHOY</b>	A seaman's way of attracting attention
<b>AID TO NAVIGATION</b>	used to establish position, a fixed mark such as a buoy, landmark, radio beacon, lighthouse, gps satellite, etc.
<b>ALEE</b>	Away from the direction of the wind, referring to the helm or the tiller
<b>ALOFT</b>	Above the deck, overhead in the rigging
<b>AMA</b>	outboard hull of a trimaran
<b>ANCHOR</b>	1) the act of anchoring 2) a weighted object designed to hold a boat in position that is lowered into the water, usually "catching" on the bottom
<b>ANCHORAGE</b>	A suitable place for anchoring
<b>ANCHOR</b>	A chain attached to the anchor. The chain acts partially as a weight to keep the anchor lying next to the ground so that it can dig in better and better absorb changes in the boat's position due to waves. Chain holds up better than line when lying on rocks.
<b>ANCHOR BEND</b>	A knot used to fasten the anchor to the anchor line
<b>ANCHOR LIGHT</b>	A white light, usually on the masthead, visible from all directions, used when anchored
<b>ANCHOR LOCKER</b>	A storage area, usually in the bow, to store the anchor, rode and line


<b>ANCHOR ROLLER</b>	Also called bow roller. A fitting with a small wheel that allows the anchor and chain to roll over when dropping or raising the anchor. Some anchor rollers also have a provision to store the anchor
<b>ANCHOR WINDLASS</b>	A windlass used to assist when raising the anchor, can be manual or electric
<b>ANEMOMETER</b>	An instrument used to measure wind velocity
<b>ASTERN</b>	Backwards, somewhere behind, towards the stern
<b>ATHWART OR ATHWARTSHIPS</b>	At right angles to the centerline: running from side to side
<b>AUTOPILOT</b>	A device used to steer a boat automatically, usually electrical, hydraulic or mechanical in nature. A similar mechanism called a self-steering gear may also be used on a sailing vessel
<b>AUXILIARY</b>	A yacht propelled by both sail and power or a support group, i.e., Coast Guard Auxiliary
<b>AVAST</b>	A nautical command to stop or cease. Date: 1681, perhaps from Dutch "houd vast" hold fast
<b>AWASH</b>	Level with the surface of the sea
<b>AWEIGH</b>	To raise the anchor

<b>BBB BRAVO BBB</b> 	
<b>BABY STAY</b>	Secondary forestay supporting the leading edge of the mast and used to flatten the mainsail in building winds. Usually hydraulic
<b>BACK</b>	1) The wind shifts its direction counterclockwise 2) To trim a sail to windward
<b>BACK SPLICE</b>	A splice formed when a crown knot is made in the end of a piece of line and the ends are woven three times or more into the standing part of the line
<b>BACKING &amp; FILLING</b>	Alternatively letting the sails fill then spilling wind, to keep a boat in one place
<b>BACKSPRING</b>	A spring line from the stern of a boat to mid ships to stop forward movement
<b>BACKSTAY</b>	Standing or running (adjustable) wire rigging that supports the mast from the aft stern
<b>BACKWIND</b>	Wind that is deflected from it's normal course by the sails
<b>BACKWIND A SAIL</b>	Causing the wind to fill the back or low pressure side of the sail, used to slow a boat
<b>BAGGY WINKLES</b>	Tassels of unravelled line that are lashed around chafe spots to minimize chafing on the sails
<b>BAIL</b>	To remove water from the boat
<b>BAILERS</b>	Bilge troughs in a small boat to funnel water overboard when underway

<b>BALANCE</b>	Set up and trim of all equipment and the sails so that there is a slight weather helm.
<b>BALE</b>	Metal ring on a boom, pole or mast used to attach blocks or shackles
<b>BALLAST</b>	Weight in a boat to give it stability and prevent over-heeling. Crew on the high side may be called movable ballast
<b>BALLOON JIB</b>	A reaching headsail that has a big draft and is usually light-weight
<b>BAR</b>	A region of shallow water usually made of sand or mud, usually running parallel to the shore. Bars are caused by wave and current action, and may not be shown on a chart
<b>BARBER HAUL</b>	A block and tackle set-up used to change the athwart ships lead of the jib sheet
<b>BARE BOAT CHARTER</b>	Chartering a boat that you skipper yourself, no paid captain
<b>BARE POLES</b>	A boat under way with all sails furled
<b>BARGE</b>	To force (be high) your way illegally between another boat and the starting line; a flag officer's boat
<b>BAROMETER</b>	An instrument that measures atmospheric pressure in inches or millibars of mercury
<b>BARRACK STANCHION</b>	A person who has spent time ashore
<b>BATTON DOWN</b>	To secure closed or shut
<b>BATTENS</b>	Light, thin strips of wood or plastic inserted in batten pockets in the sail to stiffen the sail and extend the leech
<b>BEAM</b>	The greatest width of a boat
<b>BEAM ENDS</b>	When a ship is completely on her sides; confusion
<b>BEAM REACH</b>	Point of sail when the apparent wind from directly abeam
<b>BEAM WIND</b>	One which blows across a boat's side
<b>BEAMY</b>	Wide, a wide boat is a beamy boat
<b>BEAR</b>	To approach from windward is to bear down, to bear off is to sail away to leeward
<b>BEARING .</b>	Direction of an object from another in compass points or degrees
<b>BEATING</b>	Working to windward by a series of tacks A point of sail also known as sailing close hauled
<b>BEAUFORT SCALE</b>	A number system used to describe wind forces and sea conditions from 0 for a flat calm to 12 for a hurricane
<b>BECKET</b>	An eye in the end of a block in which to secure a line
<b>BEFORE THE WIND</b>	Having the wind coming from behind or aft the boat, going the same direction as the wind is blowing
<b>BELAY</b>	To make fast a line to a cleat or belaying pin; also to cancel an order
<b>BELOW</b>	Beneath the decks, ie, inside a cabin or in a hold
<b>BEND</b>	To fasten one line end to another using a knot
<b>BERTH</b>	A narrow sailor's bed or the slip where a boat is moored
<b>BIGHT</b>	Any section a line between the ends
<b>BILGE</b>	The area of the hull below the waterline. The lower internal part of a

	boat's hull, adjacent to the keels. The place where water collects
<b>BILGE PUMP</b>	A pump to drain the place where water collects
<b>BIMINI</b>	A weather protection covering, usually mounted on a frame over a portion of the cockpit. Can be of fabric, i.e., canvas or hard material, i.e., fiberglass or plastic.
<b>BINNACLE</b>	The pedestal usually where the wheel is mounted that holds the compass and nav equipment
<b>BITT</b>	A vertical post extending above the deck for securing mooring lines
<b>BITTER END</b>	The end of a line or last link of chain
<b>BLANKET</b>	To block the wind from the sails of a boat that is to leeward
<b>BLOCK</b>	A piece of hardware consisting of a shive inside a frame which a line is run through. A line through a block forms a tackle
<b>BLOCK &amp; TACKLE</b>	Combination of blocks and line to afford a mechanical advantage
<b>BLOOPER</b>	Light-weight fore sail similar to a spinnaker but set without a pole.
<b>BOARD</b>	A leg or tack when sailing close-hauled; the old name of the side of the ship. To board means to go alongside. To board and enter means to enter a ship (forcibly).
<b>BOAT SPEED</b>	Speed through the water, not over ground
<b>BOATSWAIN</b>	Crew member responsible for upkeep on the hull, rigging and sails. Pronounced bo sun.
<b>BOBSTAY</b>	A wire stay from the bow to the end of a bowsprit to counteract the upward pull of a forestay
<b>BOLLARD</b>	A strong post securing lines
<b>BOLT ROPE</b>	A rope sewn to the edges of a sail for additional strength and along the luff of some mainsails to insert in a track on mast in order to raise it
<b>BOOM</b>	A spar at the foot of a sail attached to the mast
<b>BOOM CRUTCH</b>	A notched support built off the deck for the boom when the sail is furled
<b>BOOM PREVENTER</b>	A block and tackle attached to the boom and the deck to prevent the main from flopping over when sailing downwind
<b>BOOM-VANG</b>	A block & tackle secured to the boom to flatten the sail and to prevent it from lifting when off the wind by a downward pull on the boom
<b>BOOT-TOP</b>	A painted stripe along the waterline delineating the topside from the bottom paint
<b>BOSUN'S CHAIR</b>	Canvas or wood seat attached a halyard to raise and lower someone to work on the mast
<b>BOTTOM</b>	1) The underside of the hull that sits in the water 2) The ocean floor
<b>BOW</b>	The forward end of the boat, the pointy end
<b>BOWDITCH, Nathaniel</b>	The "author" of navigation and seamanship, Bowditch's referring to his book
<b>BOWLINE</b>	A knot used to form a loop in the end of a line

<b>BOWSPRIT</b>	A spar attached to and extending forward from the bow to provide additional sail area
<b>BRIDGE</b>	The area from which a vessel is controlled, usually applied to engine powered vessels
<b>BRIGHTWORK</b>	All wood that is varnished or polished metal
<b>BRING ABOUT</b>	To reverse directions, to turn around
<b>BRISTOL FASHION</b>	Keep in a seaman-like manner
<b>BRIGHT WORK</b>	Wood trim and any metal needing polishing on a vessel
<b>BROACH</b>	To go over violently toward the wind and lose steering , a "knock down"
<b>BROAD REACH</b>	A point of sail when the wind comes from either quarter
<b>BUFFER</b>	Chief Boatswain
<b>BULKHEAD</b>	Vertical partition in a boat, the "walls"
<b>BULWARK</b>	A railing around the deck of a boat to keep things from going overboard and the seas from coming aboard
<b>BUOY</b>	A floating mark or mooring anchored in place sometimes with whistles or bells
<b>BUOYANCY</b>	Degree of floatability
<b>BURDENED VESSEL</b>	The vessel without right-of-way that must keep clear of a vessel that does have the right of way
<b>BURGEE</b>	A small flag , usually triangular, flown from the starboard spreader on a sailboat or the bow on power vessels to denote yacht club affiliation
<b>BY THE LEE</b>	Sailing with the wind coming from the same side that the sails are trimmed on
<b>BY THE WIND</b>	Sailing close-hauled


<b>CCC CHARLIE CCC</b> 	
<b>CABIN</b>	The room in a small boat, sleeping quarters in a larger boat
<b>CABLE</b>	The line or chain that is secured to the anchor
<b>CADENCE</b>	The number of paces to the minute
<b>CALKING/CAULKING</b>	Forcing material into the seams of the planks in a boat's deck or sides to make them watertight
<b>CALM</b>	Little or no wind and flat seas
<b>CAM CLEAT</b>	A spring-loaded cam that clamps a fed line in its teeth
<b>CAMBER</b>	The arch of the deck sloping downward from the center towards the sides or of a sail under load
<b>CAN BUOY</b>	A cylindrical green, odd numbered buoy used in US waters to be kept to the left when returning from one body of water to another
<b>CANVAS</b>	Sails or sail area or the sail cover, dodger, etc. usually made from cotton, linen or hemp, as opposed to modern sailcloth
<b>CAPSIZE</b>	To turn over, either a boat or a knot on itself

<b>CAPSTAN</b>	a machine for moving or raising heavy weights that consists of a vertical drum which can be rotated and around which cable is turned, much like a windlass or winch
<b>CAPTAIN</b>	The person in charge of the boat and having legal responsibility for it and its passengers and crew
<b>CAR</b>	The slider on a track to which blocks or other hardware is attached to allow adjustment
<b>CARDINAL POINTS</b>	The compass points of north, east, south and west. Intercardinal points are southeast, southwest, northwest and northeast
<b>CARRY AWAY</b>	Removed or lost due to sea or wind
<b>CAST OFF</b>	To let go of a line, to be free of one's mooring
<b>CATAMARAN</b>	A craft with two hulls joined by crossbeams
<b>CAT BOAT</b>	A small boat with the mast stepped far forward, carrying a single sail
<b>CAT RIG</b>	Rigged to carry only a mainsail, no jib
<b>CATENARY</b>	The curve of a rope hung between two points such as the anchor rode or towing line
<b>CELESTIAL NAVIGATION</b>	A method to determine a position using the sun, moon and stars by measuring with a sextant the apparent altitude of one of these objects above the horizon, recording the sightings with an accurate clock and calculating using the Nautical Almanac
<b>CENTER OF EFFORT</b>	The center of wind pressure on the sail plan
<b>CENTERBOARD</b>	A board that is raised and lowered in a watertight box called the trunk or well to increase the draft and lateral area of the hull
<b>CENTERLINE</b>	The imaginary line that runs down the middle of the boat, bow to stern
<b>CHAFE</b>	Abrasion or wear
<b>CHAFING GEAR</b>	Canvas, rubber or other material around a line or cable to protect it from wear and abrasion
<b>CHAIN LOCKER</b>	Similar to an anchor locker, storage area for the anchor chain
<b>CHAIN PLATES</b>	Metal straps or rods bolted to the hull structure to which the shrouds are attached
<b>CHANDLERY</b>	A marine hardware store
<b>CHANNEL</b>	A navigable waterway, usually marked that is charted as to depth.
<b>CHART</b>	A nautical map
<b>CHARTER</b>	To rent a boat
<b>CHEEK BLOCK</b>	A block whose sheave is mounted against the side of a surface such as a spar
<b>CHINE</b>	The line of intersection between the sides and bottom of a boat, where the deck joins the hull
<b>CHOCK</b>	Deck fairlead used to direct anchor or mooring lines
<b>CHOCK-A-BLOCK</b>	Full up
<b>CHOP</b>	Short waves at rapid intervals
<b>CHUCK</b>	The sea




<b>CHUM</b>	A fishing term for animal or vegetable matter (as chopped fish or corn) thrown overboard to attract fish
<b>CIRCUMNAVIGATE</b>	To sail around the world
<b>CLEAR</b>	Free, not entangled
<b>CLEAR FOR RUNNING</b>	A sheet or halyard coiled so that it will run out quickly without becoming tangled
<b>CLEAT</b>	A device of wood or metal with two horns around which ropes are made fast, not good for bare feet
<b>CLEW</b>	The lower, after corner of a mainsail, jib, mizzen, and both lower corners of a spinnaker
<b>CLEW OUTHAUL</b>	The tackle used to adjust the clew in and out on the boom
<b>CLOSE ABOARD</b>	In close proximity to
<b>CLOSE-HAULED</b>	Sailing as close to the wind as possible - "beating" and "on the wind"
<b>CLOVIS PIN</b>	A pin that secures one fitting to another.
<b>CLOVE HITCH</b>	A knot to fasten a line to a spar or another line
<b>COAMING</b>	The low wall around a cockpit
<b>COCKPIT</b>	The lowered area in the after deck housing the tiller or wheel and for the use of the helmsman and crew
<b>CODLINE</b>	According to "The Oxford Companion To Ships And The Sea", a codline is a: Small line laid up with eighteen threads. It was originally the line used in fishing for cod, but also has a variety of uses on board ship for purposes where small rope would be too large and clumsy. Cheers from the sloop LITTLE WING
<b>COIL</b>	To lay a line down in circular turns or to arrange in loops so it can be stowed. Line is sold by the coil, which contain 200 fathoms
<b>COLOURS</b>	When used alone, or unless otherwise specified - Standards
<b>COLUMN, CLOSE</b>	A column with distance reduced to suit requirements with minimum distance of 12 paces between divisions and 15 paces between companies
<b>COLUMN OF ROUTE</b>	Unit with not more than 3 people abreast in any part of the column, including officers and supernumeraries
<b>COLUMN OF THREE</b>	A unit in threes with officers and supernumeraries in the same position as in line, but turned to a flank
<b>COME ABOARD</b>	To enter a stone frigate or to come onto a ship or boat
<b>COME ABOUT</b>	To tack
<b>COMPANIONWAY</b>	The area leading down from the deck to the cabin., usually with steps
<b>COMPASS</b>	A glass dome containing a magnetized card indicating the direction to magnetic north
<b>COMPASS COURSE</b>	The direction of a ship's heading based on the ship's compass
<b>COMPASS ERROR</b>	The amount the compass is deflected from the true direction by variation and deviation together
<b>COMPASS ROSE</b>	A circle graduated in points, or degrees, or both, from which courses are laid

<b>CORDAGE</b>	Any line or rope
<b>COTTER PIN</b>	A small double-pronged bendable pin used to secure a clovis pin
<b>COUNTER</b>	"The underside of the overhand of the afterpart of the hull"
<b>COURSE</b>	1) The compass direction steered by the vessel 2) The sequence of marks rounded in a race
<b>COURSE PROTRACTOR</b>	An instrument with a movable arm to plot a course on a chart
<b>COURTESY FLAG</b>	A smaller sized flag of the host country flown from the starboard spreader
<b>COWLS</b>	Scooped devices to direct airflow into a boat
<b>CQR ANCHOR</b>	Coastal Quick Release anchor, also known as plow anchor designed to bury itself in the bottom
<b>CRADLE</b>	The bridles on a spinnaker pole which attach to the topping lift and the downhaul or the framework that supports a boat when hauled out
<b>CRASHED</b>	Slanf for a sailor sleeping
<b>CREST</b>	The highest point of a wave
<b>CREW</b>	Everybody who helps sail a boat but not the captain
<b>CRINGLE</b>	A large eye of line around a thimble worked in the leach and clew of a sail, ie, the reef cringle and clew cringle
<b>CROSS BEARING</b>	Two or more bearings are noted on the chart in order to determine the ship's position at the intersect
<b>CUDDY</b>	A small shelter cabin in a small boat
<b>CUNNINGHAM</b>	A block and tackle system invented by Briggs Cunningham and used to adjust the tension on the luff of the mainsail
<b>CURRENT</b>	The horizontal movement of water which may be periodic caused by the tides or seasonal winds
<b>CUT</b>	The shape of a sail
<b>CUTTER</b>	A sailboat with one mast, rigged with a mainsail and two headsails

<b>DDD DELTA DDD</b> 	
<b>DAGGER BOARD</b>	A centerboard that is instead raised and lowered vertically in a trunk
<b>DAVIT</b>	A hoist that projects over the side of a ship or a hatchway and is used especially for boats, anchors, or cargo.
<b>DAYSAILER</b>	A small boat intended to be used only for short sails or racing
<b>DECK HEAD</b>	The ceiling in a stone frigate or a ship
<b>DEAD RECKONING</b>	To plot a future position based on travel from a known position using speed, time and course
<b>DEEP SIX</b>	The ocean or, to throw overboard
<b>DERELICT</b>	A ship abandoned by her crew, but still afloat


<b>DEVIATION</b>	The errors of a compass' reading due to the effect of magnetic forces on board the boat
<b>DEVIATION CARD</b>	A listing of a particular boat's steering deviation on each point of the compass
<b>DINGHY</b>	A small rowboat or inflatable, usually used for transport
<b>DINK</b>	Nickname for dinghy
<b>DIP</b>	To lower temporarily; to pass under. Dipped is to be reverted in rank
<b>DISPLACEMENT</b>	The weight of the water displaced by a floating boat which is equal to the its weight
<b>DITTY BAG</b>	Canvas bag for a sailor's personal tools
<b>DOLPHIN</b>	a spar or buoy for mooring boats. also a cluster of closely driven piles used as a fender for a dock or as a mooring or guide for boats
<b>DOUSE</b>	To take down a sail quickly
<b>DOWNHAUL, BOOM</b>	Tackle attached to the gooseneck which pulls down the boom when the sail is raised to tighten the luff
<b>DOWNWIND</b>	To leeward
<b>DOWSE</b>	To put out a light or fire
<b>DRAG</b>	To pull along the seabed or recover something
<b>DRAFT</b>	1) How deep the water must be to float a boat. 2) The belly or chord depth of the sail, its fullness 3) The depth of the boat below the waterline 4) The amount of water the boat draws from the water line to its greatest extremity below the water line.
<b>DRESSING</b>	The act of taking up correct alignment and covering
<b>DRIFT</b>	Speed or velocity of current
<b>DRIP</b>	To complain

<b>EEE ECHO EEE</b> 	
<b>EASE</b>	To let out a line or sail <i>slowly</i>
<b>EBB</b>	The time when the tidal current is flowing away from the land
<b>EYE SPLICE</b>	A loop spliced into the end of a rope
<b>Eyes of the Ship</b>	The extreme forward end


<b>FFF FOXTROT FFF</b> 	
<b>FCC RULES</b>	Federal Communications Commission rules and regulations governing radio equipment and operation in the United States and its coastal waters.

<b>FAIR WIND</b>	Wind coming over the beam, quarters or stern, abaft of the beam
<b>FAIR LEAD</b>	Deck hardware, usually with an eye used to lead line
<b>FAIRWAY</b>	The "lanes" used for passageway in a harbor, the channel way
<b>FAKE OUT</b>	To lay wire or rope on the deck so it is free running
<b>FAST</b>	To secure, tie off, cleat, knot or fasten
<b>FATHOM</b>	Six feet of depth; nautical measure
<b>FENDER</b>	Protective devices placed alongside the freeboard to protect the hull. Old tires, sponges, rolled nets, hawsers were all called defenders, thus "fender"
<b>FETCH</b>	1) Making a mark or location when sailing to windward without tacking 2) The distance wind and waves can travel toward land without being blocked.
<b>FIBERGLASS</b>	A construction medium using layers of woven glass mats that are bonded together with glue (epoxy).
<b>FID</b>	A pointed tool used to separate strands of rope
<b>FIDDLE</b>	Fitting on a table to keep mess utensils in place in bad weather
<b>FIGURE EIGHT KNOT</b>	A knot made in the end of a line to prevent its backing through a block
<b>FIN KEEL</b>	A keel that is narrower and deeper than a full keel
<b>FISHERMAN'S BEND</b>	A knot used to fasten a cable to the anchor
<b>FIX</b>	The charted position of a boat made by taking two or more bearings on known landmarks
<b>FLAKE</b>	1) A complete loop in coiling down a line so that it can run free 2) To fold the sail in layers on the boom
<b>FLANK</b>	Either side of a body of troops, as opposed to its front or rear
<b>FLARE</b>	1)safety equipment-an unsteady glaring light produced by an incendiary device 2) the rise of a boat hull that "flares" out from the water line to the deck, usually at the bow
<b>FLATTEN IN</b>	To trim the sheets in
<b>FLAW</b>	A gust stronger than the prevailing wind
<b>FLEET</b>	A general term meaning the ships of the navy
<b>FLOOD</b>	The time when the flow of the tide is toward the land
<b>FLOTSAM</b>	Debris floating on the water surface.
<b>FLUKE</b>	1) The broad flat parts of an anchor that are designed to grab and hold in the bottom 2) The fin on a whale
<b>FLY</b>	The wind direction indicator on the masthead
<b>FOIL</b>	A winglike surface below the hull that, when moving through water, lifts the hull out of the water (plane-ing) allowing greater speeds
<b>FOOT</b>	The bottom edge of a sail
<b>FORE</b>	The part of a boat or things forward of amidships
<b>FORE AND AFT</b>	Following the line of the keel, from bow to stern
<b>FORECASTLE</b>	The crew quarters on a traditional sailing ship forward of the main mast


<b>FOREDECK</b>	The deck area forward of the mast, to work foredeck is to change the headsail or tack or jibe the spinnaker
<b>FOREFOOT</b>	The point where the stem joins the keel
<b>FOREMAST</b>	The mast nearest the bow
<b>FOREPEAK</b>	The compartment at the bow of the vessel
<b>FOREREACH</b>	The headway a vessel makes when luffed in the wind
<b>FORESAIL</b>	The sail set from the foremast on a schooner
<b>FORESTAY</b>	Also known as the headstay, a line running from the bow of the boat to the upper part of the mast, designed to pull the mast forward. A forestay that attaches slightly below the top of the mast can be used to help control the rake of the mast.
<b>FORWARD</b>	Towards the bow
<b>FORWARD OFF THE BEAM</b>	Any direction less than 90 degrees off the bow
<b>FOUL</b>	1) To be tangled (line) or in turmoil (air) 2) In racing, a rules infraction
<b>FOUNDER</b>	To sink
<b>FREE</b>	1) To sail with the wind from the quarters of stern 2) In racing, when not sailing close-hauled
<b>FREEBOARD</b>	The distance from the deck lip to the water
<b>FULL AND BY</b>	The point of sail when all sails are full and drawing and the course is close-hauled
<b>FULL KEEL</b>	A keel that runs the length of the boat and having a shallower draft than fin keels
<b>FURL</b>	To lower a sail or bring it in partially furled to reduce the amount of sail area in use without completely lowering the sail (reefing). A self furling rig winds the sail around the stay or into a itself.


<b>GGG GOLF GGG</b> 	
<b>GAFF</b>	A boom or spar that supports the head of a fore-and-aft sail
<b>GALLEY</b>	A vessel's cooking area, kitchen
<b>GANGWAY</b>	Boarding ramp; hallway in a stone frigate or on a ship or boat
<b>GASH</b>	Extras, leftovers and garbage
<b>GASKET</b>	A sail stop
<b>GATE VALVE</b>	A valve with a faucet handle used to restrict the flow of water in a line
<b>GEL COAT</b>	The outer resin surface of a fiberglass boat, usually colored
<b>GENOA</b>	A jib that overlaps the mainsail
<b>GHOSTING</b>	To make headway when there is no apparent wind

<b>GIVEWAY VESSEL</b>	The boat which must give way to the right of way vessel
<b>GLOBAL POSITIONING SYSTEM (GPS)</b>	A navigation system using satellite signals to fix a position
<b>GO ADRIFT</b>	To break loose from a mooring, anchor or docking
<b>GOOSENECK</b>	The fitting which secures the boom to the mast
<b>GRAPNEL</b>	A pronged hook for retrieving gear over the side or for dragging the bottom
<b>GREEN SEA</b>	An unbroken wave
<b>GROUND</b>	To touch bottom
<b>GROUND SWELL</b>	Long wave formations during calm or light air formed by waves running into shoaling water
<b>GROUND TACKLE</b>	The anchor and associated gear
<b>GUNWALE</b>	The rail or upper edge of a boat
<b>GYBE</b>	To change direction before the wind onto another tack with the boom coming over by the force of the wind


<h1>HHH HOTEL HHH </h1>	
<b>HALYARD</b>	A line attached to the head of sail and run up the mast to lower and raise the sail
<b>HANDSOMELY</b>	Slowly, carefully
<b>HARD CHINE</b>	The abrupt intersection between the hull side and the hull bottom of a boat, not a rounded edge
<b>HATCH</b>	An opening in a boat's deck fitted with a watertight cover
<b>HAUL TAUT</b>	To pull tight
<b>HAWSER</b>	A heavy line or cable used for towing, or mooring or anchoring a large vessel
<b>HEAD</b>	1. A marine toilet ( The term comes from the days of sailing ships when the place for the crew to relieve themselves was all the way forward on either side of the bowsprit, the integral part of the hull to which the figurehead was fastened.) 2. The upper corner of a triangular sail.
<b>HEADFOIL</b>	A channel fitted on the forestay into which the bolt rope of the sail is inserted, used instead of shackles
<b>HEADING</b>	The direction in which a vessel's bow points at any given time
<b>HEADWAY</b>	The forward motion of a boat. Opposite of sternway.
<b>HEAVE TO</b>	To back-wind the jib and luff the main to hold a position especially in heavy seas
<b>HELM</b>	The wheel or tiller controlling the rudder
<b>HELMSMAN</b>	The person who steers or drives the boat
<b>HITCH</b>	1. A knot used to secure a rope to another object or to another rope


	2. To form a loop or a noose in a rope
<b>HOLD</b>	The compartment below deck in a large vessel used solely for carrying cargo
<b>HOLYSTONE</b>	The last Navy ships with teak decks were the battleships, now since decommissioned. Teak, and other wooden decks, were scrubbed with a piece of sandstone, nicknamed at one time by an anonymous witty sailor as the "holystone." It was so named because since its use always brought a man to his knees, it must be holy!
<b>HULL</b>	The main shell of a vessel.

<b>III INDIA III</b> 	
<b>IN IRONS</b>	With the bow of the boat directly into the wind so that neither side fills, this will stop a boat
<b>IN STAYS</b>	see IN IRONS
<b>INBOARD</b>	Inside the boat, ie., an inboard motor is one installed inside the boat as opposed to an "outboard" motor that is mounted on the outside of the hull.
<b>INCLINE</b>	To face, and if on the march to move, in a direction of 45 degrees from the front to the indicated flank
<b>INLAND RULES</b>	Navigation rules governing waters inside designated demarcation zones
<b>INTERNATIONAL DATE LINE</b>	The line of longitude 180 degrees opposite Greenwich, England. located in the Pacific that marks the date change
<b>INTERNATIONAL RUKLES</b>	Navigation rules governing waters outside designated demarcation zones
<b>IRISH PENNANTS</b>	Rope yarns or stray rope or thread ends hanging
<b>ISSINGLASS</b>	The clear, soft plastic material used for dodger window panels

<b>JJJ JULIET JJJ</b> 	
<b>JACOB'S LADDER</b>	rope or line ladder
<b>JACK</b>	Knowledge or a friend of ours'. With "Union", the British flag.
<b>JACK LINE</b>	Lines that running along the deck between the bow and stern used to attach a safety harness tether
<b>JACKSTAY</b>	1 : an iron rod, wooden bar or wire rope along a yard of a ship to which the sails are fastened 2 : a support of wood, iron, or rope running up a mast on which the loop or collar of a yard travels
<b>JAM CLEAT</b>	A cleat with two teathed jaws that hold a line in place

<b>JAMING</b>	Particular method of taking a turn with a rope
<b>JAWS</b>	Retractable levered fitting through which a line runs, ie., spinnaker pole jaws
<b>JETTISON</b>	To cast overboard
<b>JETTY</b>	A breakwater or other rabble built up to protect a harbor, anchorage or other area from the open seas
<b>JIB</b>	A foresail, smaller than a genoa
<b>JIFFY REEF</b>	Usually a series of lines used to catch the main as it is lowered, or reefed so that it doesn't spread out all over before tying down
<b>JIMMY</b>	The executive officer
<b>JUMP (A LINE)</b>	To stand at the mast and pull down on a halyard as another crewmate winches it in


<b>KKK KILO KKK</b> 	
<b>KEDGE ANCHOR</b>	A light anchor used for kedging off
<b>KEDGING OFF</b>	Freeing a grounded boat by hauling in on an anchorline that has been secured in deeper water by a dinghy
<b>KEEL</b>	The fin attached to the underside of the hull. It is filled with lead ballast to provide upright stability and prevent sideslipping by countering the lateral force of the wind
<b>KEEP HER FULL</b>	To keep the sails full and drawing
<b>KETCH</b>	A two masted yacht with the smaller after mast stepped ahead of the rudder post
<b>KNOCKDOWN</b>	When a boat is knocked on her beam-ends by a sudden gust or squall, especially under spinnaker
<b>KNOT</b>	A measure of speed in nautical miles per hour
<b>KUMATAGE</b>	A bright appearance in the horizon, under the sun or moon, arising from the reflected light of those bodies from the small rippling waves on the surface of the water FROM Bowditch's Navigator, 24th edition (1854) page 295, thanks to John Lynch Cummins (moon river)
<b>KYE</b>	Hot chocolate drink

<b>LLL LIMA LLL</b> 	
<b>LABOUR</b>	A ship labours when she pitches and rolls heavy
<b>LADDERS</b>	Stairs in a stone frigate or on a ship or boat
<b>LAND BREEZE</b>	An evening wind coming from the land





<b>LANDLOCKED</b>	Surrounded by land
<b>LANYARD</b>	A short line, often with a clip, used to fasten things together
<b>LASH</b>	1) to tie something down or together with line 2) a strike of a whip or cat-of-nine
<b>LASK</b>	To sail with the wind on the quarter, i.e., well abaft the beam --from the glossary of Peter Padfield's "Maritime Supremacy and the Opening of the Western Mind". Thanks--Ken Atkatz
<b>LATERAL RESISTANCE</b>	The use of a keel, centerboard, daggerboard or leeboard to keep a boat from being pushed sideways by the wind
<b>LATITUDE</b>	East and west circle lines running parallel to the Equator at 0°, measuring distance north and south at 90°
<b>LAUNCH</b>	1) a small boat used as transport to a larger vessel 2) to set a boat or ship afloat
<b>LAY</b>	1) Lay the course, able to fetch a given point when close-hauled 2) The twist of a line's strands, if twisted left, it is left laid
<b>LAZARETTE</b>	Stowage lockers in the cockpit
<b>LAZY SHEET</b>	A line attached to a sail but not in use when the boat is on the opposite tack as opposed to the working sheet
<b>LEAD LINE</b>	A weighted line, knotted at fathoms, lowered from the deck and used to determine water depth
<b>LEAGUE</b>	Three nautical miles
<b>LEECH</b>	The trailing edge of a sail
<b>LEECH LINE</b>	An integrated line in a sail used to tighten the leech to create the proper shape in various wind conditions
<b>LEE CLOTH</b>	Usually a piece of canvas attached to a berth and fastened so as to keep one in bed when heeled
<b>LEE HELM</b>	Sailing with the tiller over to leeward by force of the wind
<b>LEEWARD</b>	Toward the lee side, away from the wind
<b>LEEWAY</b>	The distance a boat slips to leeward by force of the wind
<b>LEG</b>	The distance sailed on one tack. The course from one mark to another
<b>LIE TO</b>	To be as stationary as possible in a gale with the wind and sea ahead
<b>LIFT</b>	A sudden wind shift away from the bow
<b>LIGHT SAILS</b>	Sails, such as the spinnaker, reacher and reaching staysail used when running or reaching
<b>LIMBERS</b>	Holes in the bilge crossframes to allow bilge water to drain to the lowest point
<b>LINES</b>	Ropes
<b>LIST</b>	When a boat leans to one side
<b>LOA</b>	Refers to Length Overall, the measurement from the leading edge of the bow to the end of the stern or any overhang
<b>LOCKER</b>	A closet or stowage compartment
<b>LOG, LOG BOOK</b>	A record of all activities of the boat and conditions. In the early days of sailing ships, the ship's records were written on shingles cut from logs.

	These shingles were hinged and opened like a book. The record was called the "log book." Later on, when paper was readily available and bound into books, the record maintained its name.
<b>LONG-SPLICE</b>	Joining ends of two lines in so that the splice will pass freely through a block
<b>LONGITUDE</b>	North and south circle lines pointing true north, measuring distance east and west 180 degrees from the prime meridian at Greenwich, England. The International Date Line is longitudinal
<b>LOOSE-FOOTED</b>	A sail not attached to a boom or secured to a boom at the track and clew only
<b>LORAN</b>	A positioning systems using broadcast radio waves from a known positions to determine your location. Is being replaced by GPS
<b>LUBBER LINE</b>	A line on the forward side of the compass bowl representing the bow of the ship and used to steer a course
<b>LUFF</b>	1) To alter course more nearly into the wind 2) The forward edge of a sail


<b>MMM MIKE MMM</b> 	
<b>MAGNETIC BEARING</b>	The direction of a point figuring no deviation
<b>MAGNETIC COURSE</b>	The boats heading based on the magnetic compass
<b>MAIN MAST</b>	The forward mast of a yawl or ketch or the tallest mast on a schooner
<b>MARKER</b>	An individual place to indicate the position, which a body of troops will occupy, when covering and falling in
<b>MARLINE</b>	Two-stranded twine of tarred hemp
<b>MARLIN SPIKE</b>	A pointed steel tool for opening line strands for splicing or to loosen an over-tight knot
<b>MARLINSPIKE SAILOR</b>	One who is adept at splicing, knotting, and working with line and canvas
<b>MAST BOOT OR COAT</b>	A canvas or rubber sleeve or boot around the mast at the deck to keep out water
<b>MAST HEAD</b>	The top of the mast
<b>MAST STEP</b>	The structure on which the mast rests
<b>MATIE</b>	Dockyard worker
<b>MAYDAY</b>	The internationally recognized voice radio signal for ships and people in serious trouble at sea. Made official in 1948, it is an anglicizing of the French m'aidez, "help me".
<b>MILE</b>	A nautical sea mile is 6080 feet
<b>MIZZEN</b>	The sail of a ketch, yawl, or three masted schooner on the aft mast
<b>MOORING</b>	Heavy cement blocks on the bottom or anchors with chain, mooring lines and usually a buoy placed permanently in position

<b>MORSE CODE</b>	<p>The radio language of "dits" (·) and "dahs" (-) used with a key</p> <p>A · - I · · R · - · -</p> <p>B - · · · J · - - - S · · ·</p> <p>C - · · · K - - - T -</p> <p>D - · · L · - · · U · · -</p> <p>E · M - - V · · · -</p> <p>F · · · · N - · W · - -</p> <p>G - · · O - - - X - · · -</p> <p>H · · · · P · - · · Y - - - -</p> <p>Q - - - - Z - - - ·</p>
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<b>NNN NOVEMBER NNN</b> 	
<b>NAUTICAL MILE</b>	<p>The International Nautical Mile as proposed by the International Hydrographic Bureau in 1929 and adopted by the United States in 1954 has a length of 1852 Metres (approximately 6076.11549 International Feet). This length is from the French Sea Mile in use in 1929. (thanks to Michael Young)</p> <p>The Nautical miles is 1.15 greater than a statute mile and is directly related to the 360 degrees of the circumference of the earth. All navigation is based upon the Nautical Mile. (thanks to Verne Russell)</p>
<b>NAVIGATION RULES</b>	The maritime rules governing navigation
<b>NOAA</b>	(United States of America) National Oceanographic and Atmospheric Administration, keeper of nautical charts and the weather


<b>000 OSCAR 000</b> 	
<b>OFF SOUNDINGS</b>	In blue water beyond the 100-fathom curve
<b>OFF THE WIND</b>	To sail with sails trimmed off
<b>OFFSHORE WIND</b>	Wind blowing from off the shore
<b>ON THE WIND</b>	Close-hauled
<b>ORDER, OPEN</b>	An increased distance between the ranks in the line which when is completed is two and one-half paces
<b>ORDER, CLOSE</b>	The normal distance between ranks in line, which is one pace
<b>OSPREY POLE</b>	Osprey poles are simply tall poles set in the water for the birds to nest on. Fish eagles= osprey, thanks Dan Goldston
<b>OUTHAUL</b>	A line on the end of a boom or gaff used to adjust the tension in or out on the clew of a sail away from the tack

<b>OUT-POINT</b>	To sail closer to the wind than another boat on the same tack
<b>OVERHAUL</b>	To overtake; to examine and repair; to haul apart the blocks of a tackle
<b>OVERLAP</b>	The distance the bow of a boat is forward of another's stern


<b>PPP PAPA PPP</b> 	
<b>PAD EYE</b>	A round eye attached through the deck used to fasten a line or block to some part of the boat
<b>PACE</b>	A measurement of distance measured from heel to heel
<b>PAINTER</b>	The line attached to the bow of a dinghy for towing or tying up
<b>PALM</b>	A leather glove with a thimble built into the palm for sewing canvas
<b>PARALLEL RULE</b>	Tool used to transferring course and bearing to and from the compass rose on a chart
<b>PAY OUT</b>	To ease out on a line
<b>PEA COAT</b>	Sailors who have to endure pea-soup weather often don their pea coats but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth, a heavy, coarse, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket, later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.
<b>PINCHING</b>	Sailing too close to the wind
<b>PIPE DOWN</b>	An order meaning keep silence, a pipe down at sea means a free afternoon to catch up on lost sleep
<b>PIPING</b>	Boatswains have been in charge of the deck force since the days of sail. Setting sails, heaving lines, and hoisting anchors required coordinated team effort and boatswains used whistle signals to order the coordinated actions. When visitors were hoisted aboard or over the side, the pipe was used to order "Hoist Away" or "Avast heaving." In time, piping became a naval honor on shore as well as at sea.
<b>PIRATE</b>	From the Latin "pirata" meaning marine adventurer
<b>PISTOL SHOT</b>	Pistol shot is an inexact term used for a distance. Think of it as 20 meters or less. Long pistol shot may be forty meters.
<b>PITCH</b>	Fore and aft movement (up and down) as the bow and stern rise and fall with the waves, also called hobby horsing
<b>POINT</b>	Being able to sail close to the wind
<b>PORT</b>	The left side of a vessel when facing forward
<b>PORT HOLES</b>	An opening in the structure of a vessel with a closable section. The word

	"port hole" originated during the reign of Henry VI of England (1485). King Henry insisted on mounting guns too large for his ship and the traditional methods of securing these weapons on the forecastle and aftcastle could not be used. A French shipbuilder named James Baker was commissioned to solve the problem. He put small doors in the side of the ship and mounted the cannon inside the ship. These doors protected the cannon from weather and were opened when the cannon were to be used. The French word for "door" is "porte" which was later Anglicized to "port" and later went on to mean any opening in the ship's side, whether for cannon or not.
<b>PORT TACK</b>	Sailing with the wind coming over the port side
<b>PRAM</b>	A square-ended dinghy
<b>PREVENTER</b>	A line and two blocks or the boom vang used to keep the boom over when reaching or running and to prevent an out of control swing during an accidental jibe
<b>PROP WALK</b>	Sideways force created by the spinning of the prop. Cat 36's back to port because of "prop walk"
<b>PROW</b>	The bow, stem and above the waterline.
<b>PURCHASE</b>	A block and tackle with multiple passes of the line to give power ration increase
<b>PUSSER</b>	Anything that is service issue

<b>QQQ QUEBEC QQQ</b> 	
<b>QUADRANT</b>	The circle piece attached t the rudderpost on which the steering cables ride
<b>QUARTER</b>	The section of a boat behind the shrouds and in front of the stern, the aft sides. "Off the quarter" is in a direction 45 degrees behind the beam
<b>QUARTERS</b>	The cabin, staterooms, galley and salon
<b>QUARTER BERTH</b>	The bunk under the side of the cockpit
<b>QUICK FLASH LIGHT</b>	60 or more flashes per minute.


<b>RRR ROMEO RRR</b> 	
<b>RAKE</b>	The angle of the mast with the deck
<b>RANGE</b>	1) Sighting two objects in a line to indicate a course to be steered 2) The distance a boat can travel using the fuel stored aboard
<b>RAP FULL</b>	A little off the wind, with all sails filled

<b>REACH</b>	On a tack with the wind coming from the side (abeam)
<b>READY ABOUT</b>	The call to tack
<b>REEF</b>	To reduce the sail area
<b>REEF POINTS</b>	Short pieces of line set in a sail for reefing
<b>REEVE</b>	To pass a line through a block
<b>REFIT</b>	To repair
<b>RIGHT OF WAY</b>	The right to maintain a course according to the Rules of Navigation
<b>ROACH</b>	The curve of the trailing edge of the sail
<b>RODE</b>	An anchor line or cable
<b>ROLL</b>	The sideways motion of a boat
<b>ROLLING HITCH</b>	A knot
<b>ROUND TURN</b>	One complete turn of the line around a cleat, spar or another line
<b>RUDDER</b>	A board-shaped piece attached to the rudderpost or stern for steering and maneuvering
<b>RULES OF THE ROAD</b>	Rules of Navigation - The laws of navigation written to prevent accidents and collisions, including right of way, lights, pennants, and whistle signals
<b>RUNNERS</b>	Detachable backstays set for the tack
<b>RUNNING</b>	Sailing with the wind coming from the stern
<b>RUNNING RIGGING</b>	All control lines used to adjust the sails

<h1>SSS SIERRA SSS </h1>	
<b>SALVAGE</b>	To save or recover a vessel or cargo
<b>SCRAN LOCKER</b>	Stowage for kit left lying about
<b>SCUD</b>	To run before a gale with little or no sail set.... Also.... a gust of wind. Ragged low clouds, moving rapidly beneath another cloud layer. American Heritage 3rd Edition. Billie Johnston...Sailing Vessel Tango Checking out your nautical terms.... actually, to name our new dog..... (Also happens to be the name of a friend's boat.)
<b>SCUPPER</b>	A hole which allows water to run off the deck
<b>SCUTTLEBUTT</b>	a nautical term for a drinking fountain, or rumors. Derived from the cask containing drinking water in the days of sail, around which the crew used to gather and talk shop - <i>Jeffrey Cizek</i>
<b>SEA BREEZE</b>	Cool air pulled ashore by rising thermal air currents caused by the air inland rising as the land heats up
<b>SEA LEGS</b>	The ability to maintain balance when the ship is rolling
<b>SEA ROOM</b>	A safe distance away from a shore, jetty or other boat
<b>SEA LAWYER</b>	An argumentative crew member
<b>SEACOCK</b>	A valve in a line that restricts the flow of water operated by a handle


<b>SECURE</b>	To make fast; to stop work
<b>SEIZE</b>	1) To bind with thread 2) To freeze up, as a valve
<b>SET</b>	1) To raise a sail 2) The direction the current is flowing
<b>SHARPEN UP</b>	To come up more into the wind
<b>SHEAVE (Shiv)</b>	The roller in a block
<b>SHEER</b>	The upward curve in a deck
<b>SHEET</b>	A line used to trim a sail
<b>SHEET BEND</b>	A handy knot for joining two ropes' ends
<b>SHIP'S COMPANY</b>	The officers and crew of a ship
<b>SHIPPING LANE</b>	Path through open water used for commercial vessel passage and so noted on chart
<b>SHIPSHAPE</b>	Neat and tidy
<b>SHORT-SPLICE</b>	To permanently join two pieces of rope. It will not pass through a block since it increases the diameter
<b>SHROUDS</b>	Rigging which supports the mast from the sides
<b>SILENT HOURS</b>	Hours between pipe down and calling the hands; only emergency pipes are made
<b>SISTER SHIPS</b>	Ships of the same class
<b>SKULK</b>	To shirk work or loaf
<b>SLACK AWAY</b>	To let out a line
<b>SLACK WATER</b>	Absence of current. The time between flood and ebb tides when there is no current flow
<b>SLOOP</b>	A one masted vessel carrying a mainsail and a jib or genoa
<b>SNATCH BLOCK</b>	A block which opens on the side so that the bight of a line can be led into the block and closed without running the whole length through
<b>SNUG</b>	Properly secure, tight
<b>SPARS</b>	Booms, gaffs, masts yards and spars that attach to the mast
<b>SPINNAKER</b>	A light-weight, spherical sail used in reaching and running
<b>SPLICE</b>	To join two ropes by tucking their strands over and under each other in various manners
<b>SPLIT TACKS</b>	To take the opposite tack when sailing to windward with another yacht
<b>SNUB</b>	To stop the running out of a line by taking a turn around a cleat
<b>SPRING LINE</b>	A dock line leading forward or aft, to prevent a vessel from moving ahead or astern
<b>SQUARE KNOT</b>	A knot consisting of two overhand knots used for tying reef points
<b>STANCHION</b>	A supporting post
<b>STANDING PART</b>	The part of a line that is made fast
<b>STANDING RIGGING</b>	The shrouds and stays that support the mast
<b>STAND ON VESSEL</b>	The one having the right of way


<b>STARBOARD</b>	The right side of a boat when facing forward; indicated by the colour green
<b>STARBOARD TACK</b>	Sailing with the wind coming over the starboard side
<b>STAYS</b>	Rigging used to support the mast from forward or aft
<b>STAYSAIL</b>	A triangular sail set from stays or 'flying' on halyard
<b>STEERAGE WAY</b>	Sufficient forward movement for the rudder to affect steering
<b>STEM</b>	The upright post or bar of a boat
<b>STERN</b>	The afterpart of a boat
<b>STONE FRIGATE</b>	Term used to describe land bases or barracks used by the naval service
<b>STOPS (or ties)</b>	Pieces of line or canvas strips used to secure a sail when furling it
<b>STOW</b>	To put stuff away
<b>STRUT</b>	Metal support attached to the hull and propeller shaft to align
<b>STUFFING BOX</b>	The fitting that seals and lubricates the propeller shaft where it passes through the hull
<b>SWEEPER</b>	Person responsible for cleaning an area
<b>SWING THE LEAD</b>	To avoid work

<h1>TTT TANGO TTT</h1> 	
<b>TABERNACLE</b>	A hinge in the mast near the deck used to lower and raise it
<b>TACK</b>	1) The course sailed with the wind on one side of the boat. 2) To go about and change direction. 3) The lower forward end of the sail
<b>TACKLE</b>	A purchase composed of blocks and lines
<b>TAFFRAIL</b>	originally the railing around the poop deck (officer's deck) on sailing ships. Now being applied to the railing at the stern of a sailboat. Also called a PUSHBIT (thanks to Richard & Janice Martin)
<b>TAUT</b>	Tight; to haul taut
<b>TELLTALE</b>	A length of yarn or other lightweight material attached to the sails, shrouds and other parts of a boat, used as a wind flow indicator of the apparent direction of the wind,
<b>TENDER</b>	1) A boat that lacks stability. 2) A small dinghy or launch carried aboard a larger vessel
<b>TETHER</b>	The line, usually with shackled ends, used to attach a safety harness to a secure part of the boat
<b>THWARTS</b>	Seats set across the beam in a small boat
<b>THWARTSHIPS</b>	Crosswise of the deck following the beam
<b>TIDAL RANGE</b>	The range between high and low tide in feet
<b>TIDDLEY</b>	Neat; smart
<b>TIFFY</b>	Originally an artificer; mostly the medical person on board a ship



<b>TILLER</b>	The stick that the boat is steered with as opposed to a wheel
<b>TOPPING-LIFT</b>	A line from the upper mast supporting either the boom or the spinnaker pole
<b>TRACK</b>	The course traveled over the ground
<b>TRAFFIC SEPARATION ZONE</b>	The area between opposing shipping lanes, restricted to most navigation except for crossing with caution
<b>TRANSOM</b>	The flat area of a square ended boat
<b>TRAVELER</b>	A track that allows side to side adjustment of a main or jib sheet
<b>TRIM</b>	Trim is to adjust. It does not just apply to sheets. You can trim the boat or ship (ie improve it's balance)
<b>TRIP LINE</b>	The line attached to an anchor used to free it when fouled
<b>TRUE COURSE</b>	A course steered by the compass that has been corrected for variation and deviation
<b>TURNBUCKLE</b>	An English bolt, a threaded adjuster to tension stays and shrouds
<b>TURNING BLOCK</b>	Horizontally mounted block used to re-direct lines

<b>UUU UNIFORM UUU</b> 	
<b>UNBEND</b>	To cast adrift
<b>UNDERWAY</b>	Untied and on your own, not attached to land or a mooring
<b>UNDERWAY REPLENISHMENT</b>	Two vessels rig a line between themselves while underway to pass a basket between themselves containing supplies. Thanks to MST1 Zane A. Reser!
<b>USCG</b>	United States Coast Guard
<b>USSA</b>	United States Sailing Association
<b>USYRU</b>	United States Yacht Racing Union

<b>VVV VICTOR VVV</b> 	
<b>VANG</b>	A combination of short lines, a locking cam and a pulley attached to the lower part of the mast at one end and the cabin top or nearby area at the other end. The purpose is to keep the boom tensioned so that it doesn't lift. Also tensions the leach of the main sail. Stu MacDonald
<b>VARIATION</b>	The difference between true and magnetic north found in the compass rose and expressed in degrees and minutes. The difference in degrees from magnetic north and true north.
<b>VEER</b>	When the wind changes direction to the right, it is said to veer

# WWW WHISKEY WWW

<b>WAKE</b>	The track of disturbed water boat leaves as it moves
<b>WATCHES</b>	A watch is somewhat akin to a work shift. Traditionally, a 24-hour day is divided into seven watches. These are: midnight to 4 a.m. [0000-0400], the mid-watch; 4 to 8 a.m. [0400-0800], morning watch; 8 a.m. to noon [0800-1200], forenoon watch; noon to 4 p.m. [1200-1600], afternoon watch; 4 to 6 p.m. [1600-1800] first dog watch; 6 to 8 p.m. [1800-2000], second dog watch; and, 8 p.m. to midnight [2000-2400], evening watch. The half hours of the watch are marked by the striking the bell an appropriate number of times.
<b>WAY</b>	A boat's movement through the water
<b>WEAR SHIP WEARING</b>	When a sailing ship sails "into" the wind, it necessarily has to zig zag, since it cannot sail directly upwind. The "zigs" and "zags" are called the port or starboard "tack", in relation to the wind direction. Changes of tack through the eye of the wind are called "tacking". If the ship changes "tack" by falling off from the wind, making a downwind turn, and coming back up on the other tack, that is "wearing". Wearing is easier on the ship, though slower, but needs more sea room.
<b>WEATHER</b>	The side of the boat from which the wind blows
<b>WEATHER DECK</b>	The uppermost deck of a ship; any deck that does not have overhead protection from the weather.
<b>WEATHER HELM</b>	The tendency of a boat to come up into the wind. The helm must be held over to keep the boat from coming
<b>WHEEL</b>	A movement by which a division changes direction
<b>WHIPPING</b>	Winding twine or heavy thread around the end of a line to keep it from unraveling
<b>WHISKER POLE</b>	An adjustable pole connected to the clew of the jib and the mast to hold the sail away from the mast when going downwind
<b>WINCH</b>	a mechanical device used to pull in a line or chain that may have a heavy load on it, ie, an anchor line or a sheet attached to a sail under pressure, using a gear ratio winding movement
<b>WINDLASS</b>	A revolving machine with a horizontal spindle used to raise or lower an anchor.
<b>WIND SHADOW</b>	Dead air in the lee of another boat or obstruction such as a jetty
<b>WINDWARD</b>	The side of the boat from which the wind blows

**XXX XRAY XXX** 

**YYY YANKEE YYY** 

<b>YACHT</b>	A boat over 65 feet in length
<b>YARD</b>	Spar from which a square sail is hung
<b>YARDARM</b>	The outer end of a yard
<b>YARN</b>	A tall tale sea story
<b>YAW</b>	To move from side to side
<b>YAWL</b>	A two masted boat with a smaller mast stepped abaft of the helm

**ZZZ ZULU ZZZ** 

<b>ZEPHYR</b>	A gentle breeze; the slightest movement of air
<b>ZINC</b>	Sacrificial anodes attached to the underwater section of the shaft to prevent electrolysis of metals aboard the boat from currents inherent to salt water