



Gilles Swinkels

BOATING GLOSSARY

ABAFT

Behind, just back of; as, abaft the wheelhouse.

ABEAM

At right angles to a vessel's keel.

ABLE

Competent, seaworthy; as, an able boat.

ABOARD

On board of, or close alongside.

ABREAST

Equally advanced, side by side; as, knees abreast the mast.

ACUTE

An angle less than 90°.

ADRIFT

In a loose or floating state.

ADUNCATE

Curved or hooked.

ADZ

Cutting tool with blade at right angles to haft, or handle. Used in shaping timbers of large wooden vessels.

AFLOAT

Waterborne, loose.

AFT

Toward or near the stern; generally back of amidships.

AFTER

Farthest aft; as, the aftercabin.

ALIDADE

Flat, round rotating disk with sighting arms for sight reading of flat angles.

ALLOY

A mixture of two or more metals having desirable properties not inherent in parent metals.

ALOFT

In the upper region of a ship's rigging.

ALOW

In a lower position than aloft.

ANCHOR

To fix firmly, secure. Also, device to hold boat in one spot by grabbing into bottom or by weight.

ANNEAL

To make soft by heating and slowly cooling; to temper.

ARC

Segment of any mathematical curve, especially of a circle; crown, camber.

ARCUATE

Arclike in form, curved.

ASTERN

Backward.

AUXILIARY

Sailboat equipped with engine; as, auxiliary yawl.

BABBITT METAL

Bearing metal composed of tin, copper and antimony.

BACKSWEEP

See rake. Having top edge tilted backward toward waterline.

BADGE

Decoration or insignia worked into planking.

BAFFLE

A plate, usually in a tank, to divert hydraulic surge.

BAGGING

Coarse burlap or frayed rope wrapped around rigging to prevent chafe.

BALANCE

To bring into equilibrium.

BALD-HEADED

A sail rig without topsails.

BALLAST

Weight added to vessel to trim her.

BATTEN

Narrow strip of wood used to draw curved lines. Also, strip of wood fastened to tarpaulin to close hatch against weather; as, batten down hatches. Also, strip of wood put in sail to keep sail flat. Any light strip of wood.

BATTER

Backward and inward slope of a cabin side or deckhouse.

BEAD

Convolute cut along edge of joined wood by planing.

BEAM

Thwartship member of hull framing,

usually a deck beam.

BEAMY

Having large thwartship dimensions.

BECALMED

Having no wind.

BED

Also, large timber used to hold an unusual load; as, engine bed.

BELAY

To make fast, as with a rope, around a cleat or piling.

BEND

To tie or knot; as, bend on the anchor cable.

BERTH

A bunk or bed in a vessel. A place of anchorage or dockage.

BIGHT

A loop or turn of rope. Also, a tucked seam in a sail.

BILGE

Portion of ship's bottom between keel and waterline; refers to internal or external surface.

BILGE WATER

Free water in boat's hull belowdecks.

BILLOW

Uneven bulge in vessel's side.

BIN

A compartment for stowage.

BINNACLE

A stand or case in which compass is housed.

BLOCK

A pad or resting piece. Also, a sheave forming a pulley or series of pulleys in a wood or metal frame.

BLUFF

Squarish or full. A vessel full forward is said to have bluff bows. Opposite of sharp.

BOBTAIL

To cut short. Usually used to denote engine without reverse gear.

BODY

To furnish with shape, embody. Used as in Body Plan to denote shape of hull

sections.

BOLLARD

Vertical post or outsize cleat on wharf or deck about which hawser is tied.

BOND

To glue or render solid with adhesive. Also, to encircle with wires to prevent electrolysis in seawater.

BOOM

Spar holding the foot of a fore-and-aft sail.

BOOT TOP

A narrow stripe of paint marking waterline.

BOW

(Rhymes with cow.) Forward portion of boat.

BOWLINE

(Rhymes with Dolin.) A common knot.

BOWSPRIT

A short spar projecting ahead of a vessel.

BRACKET

A piece projecting from another piece to form a support.

BRAD AWL

A piercing tool for setting nails used in lieu of drilling.

BRASS

An alloy of copper and zinc.

BRAZE

To join with hard solder at high heat.

BREADTH

Measure of distance side to side.

BREAK

Interruption of continuity; as, break of sheer.

BREAST

Lower upturning portion of boat's hull, usually just below the water at bow.

BROAD

Second plank out from keel. (First: garboard.)

BRONZE

An alloy of copper, tin and sometimes other metals. Darker than brass. Widely used for working parts, fastenings and fittings, as it is stable in seawater.

BUCK

To hold against, as holding a weight against a fastening to clinch it.

BUFF

To polish with a buffer. Also, a color.

BULWARK

A heavy rail above the deck line on side of vessel.

BUNG

Wooden plug used to stop holes.

BUOY

A floating marker. Also, to lift; as, buoyed up by pontoons.

BUOYANT

Having the quality of floating strongly.

BURGEE

Pennant flown aboard a yacht or small boat, identifying owner or club affiliation.

BUTT

The end of a plank or timber where it comes squarely against another plank or timber.

BUTTOCK

The hinder portion of a hull.

BUTTOCK LINE

Line made by imaginary slicing of hull parallel to keel at a given distance from the keel.

CALIPER

A compasslike set of tongs for obtaining outside and inside diameters.

CAMBER

To make slightly convex above; sometimes used for the more usual term, crown.

CANT

Slanting. Sometimes synonymous with rake.

CARK

The shaped member butted to the keel on which the stem and stem knee are fastened.

CARLINGS

Generally, deck beams in a cabin structure; properly, short fore-and-aft stringers between deck beams.

CARVEL

Smooth plank seaming, as opposed to clinker, or lap, seam.

CASEIN

White, powdery derivative of milk used for water-resistant glues.

CASEMENT

Joinery term used to describe doors or windows hinging at side.

CAST

To form metal objects by pouring molten metal into molds.

CATAMARAN

Twin-hulled boat evolved by South Sea natives. Usually sail.

CATBOAT

Single-sailed small vessel with mast stepped at or near bow.

CAULK

To plug seam with soft material such as cotton or oakum.

CEILING

Light sheathing over sides of frames for strength or decoration.

CENTERBOARD

A flat plate or board that may be dropped through the hull of a sailing vessel to prevent leeway.

CENTERBOARD TRUNK

The housing built around the centerboard.

CHAFE

To rub so as to wear away by friction.

CHAMFER

To relieve an edge with a bevel; opposed to complete bevel.

CHANDLER

One who trades or deals in wares; ship chandler furnishes groceries, supplies and boat equipment.

CHANNEL

Flat plank bolted abreast the mast to spread shrouds and prevent hull chafe. Also, deeper or dredged portion of waterway.

CHAPLET

Spacer put into sand mold to hold shape of mold after pattern is removed.

CHASE

An ornament made by grooving. Chased beading often used on joiner paneling.

CHECK RAIL

Metal lip in locker to prevent contents from spilling as boat rolls.

CHINE

Hull member of V-bottom boats where topside joins bottom. Same as older word "chime," from cabinetmaking, meaning "to join at edge."

CHOCK

A block or wedge to limit motion.

CHUCK

A rotary clamp for holding drills.

CLEAR

To leave; as, clear a port. Also, to free; as, clear a line.

CLEVIS

A fork through which a pin is passed, as at the end of a turnbuckle.

CLEW

Lower aft corner of a sail.

CLINKER-BUILT

See lapstrake.

CLIPPER

Specific type of sailing vessel, slim-bodied, heavily canvased, fast.

COAMING

A narrow wooden rail fastened around a cockpit or hatch to keep water out.

COCKPIT

An enclosed space lower than the main

deck line.

COMPANION

Flat window or skylight.

COMPANIONWAY

Stairs leading from one deck to another.

COMPASS

A magnetic direction finder.

CORE

The hollowed-out portion of a casting.

COUNTER

The flat underside of an overhanging stern.

COUNTERSINK

To drive the head of fastening underneath surface; a tool for countersinking. Abbr. CSK.

COURSE

The run of planking around a hull. Also, the intended and/or completed path of a voyage.

COWL

Hood-shaped ventilator. Also, curved windbreak.

CRAB

Side-winding windlass for hauling boats.

CRADLE

A frame upon which vessel rests when hauled out.

CROSS-SPALE

See spall.

CROWN

The amount of arc, or camber, in a deck.

CUDDY

An abbreviated, usually open, small cabin. Also called shelter cabin.

CUFF

That portion of an elliptical stern immediately below the sheer rail and above the counter.

CUTTER

Single-masted boat with mast stepped nearly amidships; it carries a large jib. See sloop.

CUTWATER

Forwardmost part of boat; a V-shaped metal plate at bow.

DAVIT

Small crane for hoisting dinghy, anchor or supplies aboard.

DEADEYE

Sheaveless block used to pass rope through, usually used in pairs to take up slack in rigging.

DEAD RISE

Amount of V in a boat's sections. Deep hulls have much dead rise, shallow hulls have little.

DEADWOOD

Timber fastened below keel where boat narrows, usually at stern.

DECK

Planked platform resting on beams; covers horizontal portions of vessel.

DINGHY

A small, lightweight, open boat made to be carried aboard a larger craft.

DINK

Abbreviation for dinghy.

DISPLACEMENT

Weight of water displaced by any body floating in it. This weight is exactly equal to the weight of the object.

DORY

A specific type of small boat, lapstraked, narrow ends. Favored by fishermen for its sea-keeping qualities.

DOUBLING

A member in a series that is twice the size of the other members.

DOWEL

Headless pin fitted between two pieces to hold them together.

DRAFT

The depth of water required to float a vessel.

DRAWKNIFE

A bowlike knife with handle at each end.

ECCENTRIC

Off center.

ELBOW

A fitting for pipe by which change in direction is effected.

ELECTROLYSIS

Breaking down of metal by electrical action in seawater.

FACE

Flat portion of board or bulkhead. "Facing" is joining two wooden members with a rabbet.

FAIR

Flowing; without bumps; gradually changing.

FALSE KEEL

Additional keel bolted to true keel to give more draft.

FANTAIL

The elliptical overhanging stern.

FASCIA

Flat lip or molding used to trim off joint.

FAY

To fit smoothly; as, one plank is fayed to another.

FEATHER

Wooden piece designed to fill or spread two members; a filler. Also, to trim to a very narrow point, as with an oar.

FENDER

A guard built into hull to absorb docking shock and abrasion. Also, a member hung loosely for same purpose.

FERRIC

Also ferrous. Of or pertaining to iron.

FERRULE

Metal ring or cap used on masts, staffs or handles to prevent wood splitting.

FID

A template used to transfer shapes. Also, a spiked wedge used in rope splicing.

FIFE RAIL

A bench with holes for belaying pins.

FIN KEEL

An appendage to regular keel made of metal and hence thinner than wood.

FLAM

Hollow in forward flare of vessel.

FLARE

The outreach of sheer over waterline.

FLASHING

Bent gutter, usually of lead or copper, installed to prevent water from entering between joints.

FLOOR

Wooden structural member across keel which joins and reinforces frames.

FLOORBOARDS

Boards laid along bottom of boat to walk on. Also called footboards or bottom boards.

FLUSH

Level.

FORECASTLE

(Pronounced folk-sel.) Extreme forward and upper portion of sailing vessel.

FOREFOOT

Forwardmost portion of keel, into which stem is butted.

FOREMAST

The forwardmost mast of any vessel with two or more masts.

FORGING

Metal shaped by pounding under heat.

FOUL

Tangle; opposite of clear.

FOUNDER

To fill with water and sink.

FRAME

The foundation structure of a boat upon which the planking is fastened. Also, a single thwartship member colloquially called a rib.

FREEBOARD

Portion of boat's side from waterline to sheer.

FURRING

Padding of wood or other material to form backing for panels or to level off a rough surface.

FUTTOCK

Crooked portion of members scarphed together to make lower part of compound sawed frame.

GAIN

To notch or mortise a member to receive another member.

GALLEY

The cooking place aboard ship.

GALLOWS

The frame on which the boom of a sailing vessel rests when not in use. Also called crutch.

GAMMON IRON

The metal fixture used to fasten the bowsprit to the stemhead of a vessel.

GANGWAY

An opening in a vessel's bulwarks. Also, a ramp leading aboard a vessel.

GARBOARD

The plank on a boat next to the keel.

GAUGE

Measure of thickness of light sheet metals.

GAUSS

Unit of magnetic intensity. To degauss a vessel is to render it relatively non-magnetic.

GEAR

Very general term referring to rigging or miscellaneous equipment.

GIG

A type of small boat used for rowing, double-ended at waterline with transom spread above water.

GIMBAL

Suspending frame having swivel in two directions, allowing central portion of frame to remain level regardless of ship's motion.

GIMLET

A small boring tool.

GLAND

A threaded receptacle which, when tightened, drives packing into pipe or shafting to prevent leaks.

GLEET

The slimy ooze from wood which tends to seal seams.

GOUGE

Chisel having curved edges. Also, a scoop made by such a tool.

GRILLE

A grating used to ventilate cabins, cover rope lockers and the like.

GRIFE

To seize and hold strongly. Plural: the bars and fastenings that hold a small boat on chocks. Also, a handle.

GROMMET

A ring of rope. Also, a metallic eyelet surrounding a hole in cloth.

GUARD

An extending rail of sheer edge.

GUNWALE

(Pronounced gunnel.) Lengthwise member along timber ends at top of boat.

GUSSET

Stiffening bracket between two members that meet each other at nearly right angles.

HALYARD

Rope for hoisting sail.

HANDY

Free of trouble, easy to handle.

HAUL OUT

Remove from water; as, a boat is hauled out when on the ways.

HAWSE, HAWSEHOLE

Hole in vessel's bow for passage of anchor, docking and towing lines.

HAWSER

Any large line, such as used in towing.

HEAD

Refers to bow or forward part of boat. Also, toilet.

HEADROOM

Amount of vertical space between floor and cabin top.

HEEL

The after portion of keel. Also, to lean; as, heel over.

HELM

The steering apparatus of a vessel.

HOG

Sagging of a vessel at one or both ends.

HONE

A block of abrasive stone for edging tools.

HOOD

The end of a plank buried in a rabbet or recess.

HULL

The body of a vessel; the planked portion.

HYDROPLANE

A boat that goes over and on top of the water rather than through it.

HYDROSTATICS

The science of the pressure and equilibrium of water and other fluids.

INBOARD

Within the hull; inside the planking or deck structures.

INCLINOMETER

Pendulum device hung on bulkhead for measuring angle of heel.

INTERCOSTAL

Installed between main members.

JAMB

A side post of a door or window frame.

JIB

A triangular sail set on the forestays of a sailing vessel.

JIBE

To change from one tack to another with the wind abaft the beam.

JIGGER

The small aftersail of a yawl or ketch.

JOURNAL

Large babbitted bearing.

JUMBO

The large staysail of a fore-and-aft-rigged vessel.

JUMPER STAY

A stay at the head of mast running to just below the hounds. Also called diamond stay.

JURY

Term for any temporary repair or alteration job; as, jury rig, jury rudder.

JUSTIFY

To bring into line.

KEDGE

A heavy anchor suitable for pulling a vessel off shallows. To kedge is to haul vessel ahead.

KEEL

The main structural backbone of a boat.

KEELSON

An auxiliary keel member fitted on keel inside the hull.

KETCH

Type of fore-and-aft-rigged sailing yacht with two masts. The foremast contains greater area of sail; aftermast, or mizzen, is stepped just ahead of the rudder. Sail ratio of foresail to main and mizzen is usually 1-2-1.

KITE

A light upper sail usually rigged to upper stays.

KNEE

A strengthening piece used to distribute strain between angled members; so called from its shape.

KNOCKABOUT

A sloop or a schooner-rigged vessel without a bowsprit.

KNOT

A measure of rate, not of distance, being the number of 6080.20' units passed in one hour. Also, a tie or fastening made with rope or cord.

KNUCKLE

An abrupt angle in a timber or plate.

LABOR

Heavy working of a boat in a seaway; making hard going of it; as, the sloop was laboring under full canvas.

LAG SCREW

Threaded fastening having a four-sided bolt head and screwlike threads; used for heavy work.

LANYARD

Any small, light line used for securing light objects. Lanyards are used sometimes through deadeyes to secure mast stays.

LAPSTRAKE

A type of planking in which the upper strake overlaps the lower strake. Also called clinker construction.

LAUNCH

Usually applied to small, slow powerboat. Also, to set afloat.

LAZARET

Aftermost usable storage space in stern.

LAZY JACK

Light stay running from mast to boom, used to help support weight of sail.

LEE

The sheltered, or off-wind, side.

LEEBOARD

A device similar to a centerboard, but installed on either side of a boat, to be raised or lowered according to whichever is lee side.

LEECH

The after side of a fore-and-aft sail.

LEEWARD

(Pronounced loo-ard.) Toward the sheltered, or lee, side.

LEEWAY

The amount off course a vessel is carried by wind or currents.

LIMBERS

Holes provided between keel and frames or frame and garboard to permit free running of bilge water.

LIST

Off level, slanting; as, list to starboard.

L.W.L.

Load waterline; that plane intersected by a vessel when loaded and at rest.

LOCKER

Small stowage space.

LOOSE-FOOTED

A sail not laced to a boom.

LUBBER

Greenhorn, unskilled hand.

LUBBER LINE

The mark inside compass frame that represents direction of bow of vessel.

LUFF

To head directly into the wind to relieve the driving force of wind on sail. Also, the portion of sail next to mast.

MAUL

Heavy hammer, usually two to four pounds.

METACENTER

That point at which the forces of buoyancy and gravity intersect along a line vertical through vessel's form.

MIZZEN

Aftermost mast or sail of a yawl or ketch.

MOLD

Pattern of thwartship section of a vessel.

MOLD LOFT

A loft where the lines are drawn and cut full size, preparatory to building.

MOORINGS

Permanent buoys and anchors.

MUTTON LEG

A sail of three corners, with boom at foot.

NAVAL ARCHITECT

A designer who predetermines the trim, strength, stability, running qualities and power of boats and ships.

NUN BUOY

Conical, deep type of buoy painted red; found on the starboard, or right-hand, side of a channel when entering a harbor.

OAR

Bladelike implement for propelling a boat. Its parts are: tip, blade, neck, loom, leather and handle.

OARLOCK

Jawlike metal trunnion used at oar leather; insert in rowlock that is installed at gunwale. Complete assembly is termed rowlock.

OFFING

In sight of land, but well offshore.

OFF THE WIND

With the wind well abeam and the rope, or sheet, to boom slacked off.

ORLOP

Lowest deck in the ship.

OUTBOARD

Away from center line. Also, outside of boat.

OUTHAUL

A line used to haul the corner of a sail to the end of boom.

OXTER

The tuck plate near the rudder port in a steel vessel.

PACKET

Vessel making regular trips between ports. Connotes reliability.

PAINTER

Rope or line in bow of small boat used to make fast to dock.

PANTING

Tendency of vessel's sides to work in and out when meeting high seas.

PAWL

A short trigger of metal on a capstan to prevent load from reversing the run of line.

PAY

To fill a seam.

PAY OFF

To swing away from.

PAY OUT

To ease off slowly on a rope.

PENNANT

Permanent line in small boat to make fast to mooring.

PINTLE

The pin from a rudder that fits into hinge.

PITCH

The up-and-down motion of a vessel, properly called pitch and scend. Also, the helical segment of a propeller that would advance it a given distance in one revolution.

PLANIMETER

Measuring device based on polar coordinates.

POOP

The raised structure at the stern of a vessel.

POOPED

The term applied when a wave breaks over the stern of a vessel.

PORT

Left side of vessel, facing forward. Also, porthole: a round window in vessel's side.

PROTRACTOR

An instrument graduated in degrees from which exact angles may be determined.

PROW

Same as bow.

QUADRANT

A segment of a circle about which a tiller rope is run to apply steering force to the rudder.

RABBET

Any recess in a piece of wood or steel by which adjoining planks or plates are made to fit.

RAISED DECK

Boat design in which deck is raised to enclose cabin. Also called hunting cabin. See trunk cabin.

RAKE

The angle that the structure, mast, door or any portion of the vessel takes with the waterline. See backswept.

REACH

A sailing position with the wind blowing off the beam.

REEF

To reduce sail.

REEVE

To pass line through a block.

RIBBAND

A fore-and-aft strip or heavy band used across molds to restrain and form frames.

RIDING LIGHTS

See running lights.

RIGGING

The lines and ropes used in a ship. The wire ropes used to stay the mast are called standing rigging; the hemp or Manila lines are the running rigging.

RIGHT-HANDED

An engine that turns to the right, or clockwise, looking aft, is said to be right-handed; counterclockwise, left-handed. Often opposed in twin-engine boats.

RISER

The batten or strip in a small boat secured to the frames upon which the thwarts or seats rest; as, seat riser.

ROACH

The curve in the side of any sail, built to allow the edge to become a straight line when the sail is filled with wind.

RODE

Line attached to the anchor.

ROWLOCK

See oarlock.

RUDDER

Vertical plate under stern used to steer boat.

RUN

The part of a boat where lines of hull curve toward stern.

RUNNING LIGHTS

Lights required by law on boat underway after dark. Lights required at anchor are riding lights.

SAG

Sagging of a vessel in the middle, as opposed to hog.

SALAMANDER

Charcoal brazier for heating.

SAMPSON POST

Timber protruding from deck and built into keel members; used for mooring and towing where extreme strength is needed.

SAPWOOD

The new, lighter wood next to the bark of a tree. Usually rots quickly.

SASH

The frame of a window that holds glass.

SCAB

A joining, temporary piece of lumber of low grade. Also, a temporary cleat.

SCANDALIZE

To rough out; to do a job with "a lick and a promise."

SCARPH

The joining of two timbers by beveling and carving to fit together.

SCAVENGE

The point at which water leaves the transom under a boat without rolling back to touch it.

SCEND

See pitch.

SCHOONER

Fore-and-aft-rigged vessel of two or more masts, usually two, in which the main driving sail is farthest aft.

SCION

Insignificant knot in a board.

SCOPE

Wide range; hence, enough rope.

SCOW

A blunt-bowed, usually flat-bottomed workboat.

SCREW

Propeller.

SCRIMSHAW

A piece of beautifully made work, usually associated with carving.

SCRIVE BOARD

A separate wooden plate or platform on which the shapes and bevells of a boat's sections are molded.

SCUPPERS

Waterways or pipes through which water drains overside.

SEAM

The joint formed by the meeting of two pieces of material, as in open-plank-ing seams.

SECURE

Lash, tie down, fasten.

SEIZE

To bind with small cordage, usually to prevent fraying.

SELVAGE

The edge of a woven fabric which is finished off and woven so it will not unravel.

SHARP

Narrow, pointed. See bluff.

SHEATING

The copper piece tacked onto a bottom to prevent damage by shipworms.

SHEAVE

The roller of a block. The frame is called the cheeks.

SHEER

Usually, the uppermost topside line. Also, the amount of rise of a vessel's fore-and-aft lines from the level.

SHEET

Rope used to trim or slack off on sail.

SHELTER CABIN

See cuddy.

SHELVES

Planks laid fore-and-aft length of boat, joining frames.

SHIM

To wedge up. Also, to fill out with thin material.

SHIPWRIGHT

An artisan skilled in the construction of ships; usually connotes skill in handling larger timbers.

SHORE

A timber used as a prop. Also, to prop or support.

SHROUDS

Term given to the standing rigging abreast the masts.

SHUTTER

The plank that finally closes in the hull.

SILL

Timber fitted horizontally between frames to make an opening, as hatch sill.

SIMPSON'S RULE

Rule for finding areas and volumes of underwater portions of a boat.

SKIFF

A small, usually open boat of lap-strake design. Also, generally, a small boat.

SLACK OFF

To loosen; as, to slack off a halyard.

SLOOP

A single-masted small boat carrying one mainsail and a single jib. Mast stepped farther forward than in a cutter.

SNY

The twist of a plank as applied to a hull.

SOLE

The lowermost area; as, cabin sole.

SPALL

Temporary ties across frames or molds. (Occasionally spelled spale.)

SPANKER

The fore-and-aft sail set from the aftermost mast; mizzen or jigger.

SPELTER

Specifically, a form of zinc; in general, any metal capable of brazing.

SPILE

The process of determining the shape of a hull plank from templates applied to the place where the plank will fasten.

SPIRKETING

The heavy course of timber at the beam ends of a wooden vessel.

SPONSON

A bulge in a hull's side either to provide additional buoyancy or to platform external fittings; as, the sponsons of a side-wheeler.

STANCHION

Support or pillar.

STARBOARD

Right side of vessel, facing forward.

STAY

Wire rope used to guy up mast.

STEM

The vertical member of the backbone assembly at bow.

STERN

The aftermost portion of a vessel.

STOCKS

The blocks upon which a vessel is built.

STOW

To put away, to pack.

STRAKE

A hull plank.

STREAM

To lay a plank up fairly.

STRINGERS

Longitudinal members joining frames for strength.

SUPERSTRUCTURE

Cabins, deckhouses; the portion of a vessel above the hull.

TABERNACLE

A form of mast stepping by which the mast may be lowered.

TACHOMETER

Instrument for determining revolutions per minute; gives continuous reading.

TACK

Term used to describe zigzag course necessary to sail a boat directly into wind. Sailboat when tacking is termed close-hauled. Also, portion of sail at intersection of mast and boom.

TACKLE

Series of blocks and ropes used to move loads. Ground tackle refers to anchor and mooring cables.

TAFFRAIL

The extreme aftermost rail.

TAKE UP

Tighten; opposite of slack off.

TANG

The metal fitting leading from mast to stays and rigging.

TEMPLATE

A pattern on wood or paper from which pieces are cut.

TENDER

A small boat used for transportation.

TENON

The projecting piece that fits into a gain or mortise; a dovetail.

THROAT

That part of a spar near the mast.

THWARTS

Seats in a small boat.

THWARTSHIP

Across; beam to beam.

TILLER

That member fitted onto rudderhead to move rudder from side to side. Usually denotes a bar, but also used for quadrant.

TOE RAIL

A narrow rail at outboard edge to prevent slipping.

TOPPING LIFT

Tackle or rope by which loads on booms or spars are partially supported by mast.

TRAIL

The amount of inward flow of a vessel's lines when viewed in plan.

TRANSOM

Planking over stern.

TRAVELER

The rod or ring by which the main-sheet block or other rigging slides from side to side.

TREENAIL

(Pronounced trunnel.) Long wooden pin used to fasten ship timbers.

TRIM

To change level of vessel in water; as, trim by the head. Also, complimentary term; as, a trim ship. Also, decorative painting or woodwork. Also, to take up; as, trim the sail.

TRIP

The amount of forward rake in stem profile above the waterline. Also, to pull anchor from bottom.

TRUCK

Small, flat, round topping to a mast or staff through which flag halyards are reeved.

TRUNK CABIN

A cabin built with flat sides, with decking on either side of the cabin. Opposed to raised deck cabin.

TUMBLE HOME

The amount by which boat's hull curves inward toward deck.

TURTLE DECK

Deck with very pronounced crown, such as is found on Coast Guard lifeboats.

ULLAGE

The unfilled capacity of a tank.

UNDERFOOT

Immediately beneath the forefoot.

UNDERWAY

Specifically, having no connection with land, either by anchor or by line to wharf. Also, generally, in motion.

VANG

Guy rope from the peak of a spar to the rail to steady spar.

V-BOTTOM

A hull form, usually flat at the transom, with dead rise increasing very sharply forward. Opposed to round bottom, which has no chine angle. Different from diamond bottom, in which dead rise is nearly constant throughout length.

WALE

Generally, in small boat construction, any fore-and-aft exposed running piece.

WARP

The distortion in lumber due to weather. Also, to work off with ropes.

WAYS

The runners or rails on which a ship is launched or hauled.

W.C.

Draftsman's abbreviation for water closet.