

THE SCHOONER ZODIAC

Common Sailing Terminology

ABEAM- at right angles to the center of the ship.

AFT- toward the rear of the ship.

ALOFT- up in the rigging of the ship.

ANCHOR BALL- a black ball run up the forestay during the day to indicate that the ship is at anchor.

ANCHOR LIGHT- a light run up the forestay at night to indicate that the ship is at anchor.

BACK-WIND- in light airs, to manually push the boom to windward intentionally, thus preventing it from coming about too soon.

BACKSTAYS- lines running from the top of the mast to the stern to strengthen the mast against the wind.

BAGGYWRINKLE- chafing gear applied to the standing rigging to prevent wear on the sails; made from bits of used rope.

BEAM- the widest dimension of the ship at right angles to the centerline.

BEAT- to sail windward. (into the wind).

BELAY- to secure a line on a bitt, cleat, or belaying pin.

BELAYING PIN- a vertical pin through a pin rail or fife rail to which a line is belayed.

BITT- a post on the deck of a boat to which lines are belayed.

BITTER END- The end of a line at the opposite end from where it is fastened.

BLOCK- a wheel and axle housed between cheeks of wood over which a line is run to change its direction. (On land this is called a "pulley").

BOAT FALL- a tackle for lifting small boats onto the deck of a ship.

BOAT HOOK- a pole with a blunt point and hook on one end to fend off or hook lines.

BOOM- a large pole attached to the bottom (or "foot") of a sail.

BOOM GALLOWS- a raised horizontal beam at the stern in which the boom may rest when not in use.

BOW- The most forward part of the ship.

BOWSPRIT- the pole extending from the bow of a ship to which jib stays are attached.

BROAD REACH- a point of sail with the wind aft of the beam.

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BULWARKS- the horizontal planks above deck around the perimeter of the ship attached to the frame ends or stanchions.

CAPRAIL- the flat cap board that covers the bulwarks.

CHART- a map in nautical terms.

CHOCK- an open topped lead on a deck, caprail or dock over which a line is passed.

CLEAR LINES- to remove halyards and sheets from pins or toggles where they are stowed and to prepare them for use.

CLEAT- a nautical device with two projections pointing in opposite directions to which a rope can be tied to secure a boat.

CLOSE HAULED- sailing hard on the wind, pointing high into the wind.

CLOSE REACH- a point of sail with the wind just forward of the beam

COME ABOUT- to tack or jibe (turn) the ship.

COME UP- turn a ship into the direction of the wind.

DRAFT- the depth that a ship extends into the water (the Zodiac has a 16 foot draft).

FALL OFF- to turn a ship away from the direction the wind is coming from.

FENDER- any device placed between a ship and the dock (or another ship) to prevent damage.

FIFE RAIL- boards or beams around the mast with holes for belaying pins.

FLAKE- to lay a line out on the deck so it will run freely when used

FLOGGING- in this case, the whipping to and fro of a sail.

FOOT- the lower side of a sail.

FOOTROPE- a rope suspended under a spar, such as a yard or outer end of a boom, on which a sailor can stand while furling sail.

FORE- toward the front of a ship, or pertaining to the foremast and sail.

GAFF SPAR (or boom), that is attached to the upper edge of the sail. (The aft part of the boom being heard as the "peak" when raising sail).

GAFF JAWS- the fork in the fore end of a boom that fits around a mast. (Heard as the "throat" when sail is being raised).

GASKET- a strap or cord used to tie down the sail when furled

HALYARD- a line used to raise and lower a sail or spar. Also a line for raising a flag.

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HAWESHOLE- a hole in the bulwarks through which a line is passed.

HEAD- the top corner of a three cornered sail ("Marconi") or the top edge of a four cornered sail ("gaff-rigged"). Also, a marine toilet.

HELM'S ALEE- the call given on deck by captain or sailing master when the helm is put hard over in a tack or a jibe.

JIBE- to change tack by putting the stern of the ship through the wind instead of the bow.

LAZARETTE- a storage place below the quarterdeck.

LAZY JACKS- lines that hang from topping lifts to a boom at intervals to contain the sail when raising and lowering.

LEACH- the trailing edge of a sail.

LEE SHORE- the land closest to the leeward side of a ship.

LEEWARD or LEE SIDE- the opposite side of a ship as the one the wind is coming from.

LINE- the name given to most ropes on a ship that serve specific purposes such as halyard, lifts, falls etc. "Rope" is the term used to describe cordage on the spool. It only continues to be called rope when it retains the name of rope in its use such as bell rope, foot rope man rope etc. (or when it is used on land off-ship).

LOCKING HITCH- a half hitch put into a line in the last loop of the belay.

LUFF- the leading edge of a sail. Also to cause a sail to shiver when a boat is turned close to the wind.

MAKE UP LINES ("coil down")- to make lines into a coil either in hand or on the deck.

MANROPE- a lifeline or safety line rigged in dangerous places, such as the bowsprit.

MATE- first assistant to the Captain. Commonly used to describe the person second-in-command of the ship. Can often double as the Sailing Master when underway.

NET- A cross-hatch of cordage underneath the bowsprit to catch sailors.

OVERHAUL- to clear tackle or rigging; to slacken a line by pulling in the opposite direction so as to run freely through a block.

PAINTER- the line on the bow of a small boat.

PARRELS- the strings of wooden balls that act as hanks to attach the luff of the sail to the mast.

PINRAIL- a flat board attached to bulwarks with holes for belaying pins.

PORT- the left side of a ship when facing forward (Historically called "Larboard").

PORT TACK- sailing with the wind coming over the port side or rails.

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PREVENTER- a line rigged forward to prevent a boom from swinging inboard on an accidental jibe.

PENDANTS- (pertaining to the jib sheet) two lines attached to the wooden "widow maker" blocks through which the jib sheets run.

REACH- a point of sail with the wind abeam or nearly so.

READY ABOUT- the call given on deck by Captain or sailing master just prior to "Helms Alee", when the ship tacks or jibes. The proper response is for each crew leader to return the call "Ready About" when his/her division is prepared to come about.

REEVE- to pass a line through a hole, eye or block.

SAILING MASTER- the person who carries out the Captain (and/or first Mate's), orders by directing all operations to make/ douse or maneuver under sail.

SAILING STATION- the specific location of a particular job given to a crew person on deck for tacking, jibing or raising/dousing sail.

SCUPPER- holes in the bulwarks at deck level to drain off water.

SCUTTLE- a small deckhouse for companionway below.

SEIZING- the binding together of lines with small cordage.

SHEET- a line attached to the clew of the sail (the aftermost corner of a sail).

SHOT- a length of anchor chain equal to 15 fathoms (90 feet).

SHROUDS- standing rigging for holding up the masts.

SPAR- wooden poles that sails attach to

SPREADERS- horizontal spars that are used to brace shrouds away from the mast.

STANDING PART- the part of the line in use; opposite from the bitter end.

STARBOARD- the right side of a ship when facing forward.

STARBOARD TACK- sailing a ship with the wind coming over the starboard side or rails.

STOPPER- a short, braided line attached to the deck to temporarily hold a halyard or sheet while it is being belayed.

SWEATING- hauling a line down by pulling towards you and releasing slack to a person tailing.

TACK- a direction of sail relative to the wind. Also the foremost bottom corner of a sail attached to a mast or a stay.

TACK SHIP- to turn a ship with the bow crossing through the wind to put the wind on the opposite side.

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TACKLE- combinations of blocks and lines used in running rigging to gain mechanical advantage.

TELL TAILS- streamers tied to a high standing rigging to show wind direction aloft.

THROAT- the end of the gaff boom closest to the mast.

TOPPING LIFT- a line to hold up a spar such as a yard or a boom.

TRAVELER- a fixture on deck that allows a sheet block attached to it to move from side to side.

UNBELAY- to remove a secured line from a cleat, bitt or belaying pin to which it is belayed.

WHEEL- the helm- the steering wheel of the ship. The propeller is often called the wheel as well.

WIDOW MAKERS- the pear shaped, wooden blocks through which the jib sheets are run. Named so because they can be lethal when a sheet is flogging in the wind during a tack. Beware of the foredeck!

WINDWARD SIDE- (or "weather side") the side of a ship that the wind is coming from.

WHISKER STAY- a seized cable running from the tip of a bowsprit to either side of the bow of a ship. Prevents the bowsprit from moving back and forth.

COMMANDS TO LEARN FOR PARTICIPATING ONBOARD

ALL HANDS ON DECK- the order given by Captain, Mate or Sailing Master requiring all passengers and crew to come on deck and await further orders; usually followed with an explanation of what is required.

PREPARE TO MAKE SAIL- the command given when all hands are required to raise the sails of a ship.

READY TO COME ABOUT- all hands report to sailing stations and prepare their specific sail to tack or jibe depending on orders.

HELM'S ALEE- the command given by Captain or Mate to turn the ship.

ALL HANDS STAND DOWN- The command that lets crew know to make up their lines and return to what they were doing prior to previous commands.

BELAY THAT- stop doing what you are doing. (As in "Belay that order").

PREPARE TO DOUSE SAIL- (or prepare to lower sail) all hands report to their stations and required to help lower the sails.

HAUL AWAY- command given to have crew haul on a line together

HOLD LINE- command given to have crew stop hauling and wait further orders.

MAN OVERBOARD- command shouted by anyone onboard should a passenger or crew member fall from the deck into the water. All passengers should act as spotters while crew does their duties.

(note: While occasionally called by the Captain as a routine drill for the crew members; no passenger has ever gone "Man Overboard" on the Zodiac!)