

GLOSSARY

OF CANOEING TERMS NOT THOROUGHLY EXPLAINED IN
THE TEXT.

ABEAM.—Opposite, or at right angles, to the beam.

BEAM.—The widest portion of a vessel ; also timbers across a boat under the deck from side to side ; also the middle of a boat's length. Hence before the beam, abeam, abaft the beam.

BEAR AWAY.—To steer more away from the direction from which the wind is blowing.

BEAT.—To tack towards the direction from which the wind is blowing.

BELAY.—To fasten a line to a cleat or other object.

BILGE.—The round side of a boat.

BOOM.—The spar which stretches the foot of a sail.

BROACH.—When before the wind to come round towards wind and sea against the intention of the steersman and despite the action of the steering apparatus.

BULKHEAD.—Pieces of wood passing across inside the hull of the canoe and dividing it into compartments.

BURGEE.—A small triangular flag.

BY THE LEE.—When running and the wind is blowing on the quarter of the same side of the boat to that on which the boom is.

CARLINES.—Small strips of wood running fore and aft below the deck.

CARVEL BUILD.—Where the strakes of a boat's hull are laid edge to edge and caulked between. In ribband-carvel a strip of wood is fastened inside along the line where the streaks join.

CLEW.—The aftermost lower end of a sail.

CLINCHER BUILD (clench or clinker).—Where the lower edge of the strake of a boat's hull overlaps the upper edge of the strake below. This overlapping part is called a "land."

CLOSE-HAULED.—Pointing as near the direction from which the wind blows as the vessel will sail satisfactorily.

COUNTER.—A rounded portion of a boat's hull abaft the sternpost.

CRINGLE.—A metal ring or thimble worked into a sail or rope.

DISPLACEMENT.—The amount of space in the water occupied by a vessel. The weight of the water displaced is equal to that of the entire boat, fittings, crew, and cargo. The depth of the displaced water is the draught of the boat.

DROGUE.—An appliance for use as a sea anchor, generally consisting of a folding, jointed, metal ring, with a conical bag of canvas attached to it. The riding line is attached to a bridle across the mouth of the bag so formed.

EARINGS.—Short ropes used for reefing the leech and luff of a sail, and passing through cringles on the edges of the sail.

FAIRLEAD.—A smooth hole, ring, tube, or groove for a line to pass through to guide it in a certain direction and to ensure its easy running; on a canoe generally lined with brass or other metal.

FALL.—The loose or free end of a line or rope.

FOOT.—Of a sail, its lower edge; forefoot of a vessel, where the stem and keel join.

FREE.—Sailing in any relation to the wind, except close-hauled.

FREE-BOARD.—The portion of the side of a boat out of water when she is afloat on an even keel.

GAFF.—The spar which stretches the head of a sail, when fitting to the mast with jaws.

GOOSENECK.—A metal-jointed appliance for hinging a boom to the mast or other support.

GYBE (or jibe).—When before the wind, and the wind blows on the other side of the sail, and drives it to the other side of the boat.

HALLIARDS.—The ropes by which spars and sails are hoisted.

HEAD.—Of a sail the top part.

LEE (leeward).—The other side to that on which the wind is blowing.

LEECH.—The after edge of a sail.

LUFF.—The opposite to bear away; the forward edge of a sail.

PEAK.—The after top corner of a four-cornered fore-and-aft sail.

POOPED.—When a boat is running and a wave comes in-board over the stern.

PORT.—The left-hand side of a vessel when facing towards the bow.

QUARTER.—The side of a boat near the stern.

REEF.—To diminish the size of the portion of sail exposed to the wind; of a spar to draw a portion in-board.

RUN.—To sail before the wind, or with the wind blowing from a direction nearly aft, as on the quarter or quite astern (dead run); the under and after portion of a vessel's hull.

SAIL AREA.—The number of square feet contained in the sails (exclusive of the spinnaker) a canoe exposes to a light wind when nothing is reefed. To find roughly the area of a four-sided sail multiply either diagonal by the half of the sum of two lines drawn at right angles to this diagonal from the opposite corners.

SHEER.—The concave curve of the deck in the fore-and-aft direction. The convex curve of the deck is sometimes called the “camber.”

SHEET.—The rope by means of which a sail is trimmed to the wind, generally attached to its lower after end.

SPRIT.—The spar which extends across and stretches a sprit-sail.

STARBOARD.—The right-hand side of a vessel when one is facing forwards.

STRAKE (OR STREAK).—A plank of the canoe's hull. The plank next the keel on each side is the garboard strake. The top strake next below the deck is called the covering-board.

TACK.—The forward lower corner of a sail; also the side on which the wind blows on a sail, *e.g.* on the starboard tack the sail will be on the port-side of the boat and *vice versa*. *To tack*, to go about from one tack to the other.

THROAT.—The fore-top corner of a four-cornered fore-and-aft sail.

TRANSOM.—The board across the stern of a boat which forms the shape of this stern when this is neither wherry-shaped nor possessed of a counter.

TOPPING-LIFT.—A rope from the boom to a pulley, sheave, or fairlead near the top of the mast, and then down to a cleat on deck. By hauling on it the boom can be lifted.

WEAR—To bring the boat on to the opposite tack by steering away from the wind and gybing.

WEATHER.—The windward side of anything. *To weather*, to go to windward of an object.

WINDAGE.—Resistance offered by an object to the air or wind.

YARD.—The spar which stretches the head of lugs, gunters, and similar sails, differing from a gaff by not fitting on the mast with jaws.

YAW.—To swerve from the boat's proper course.