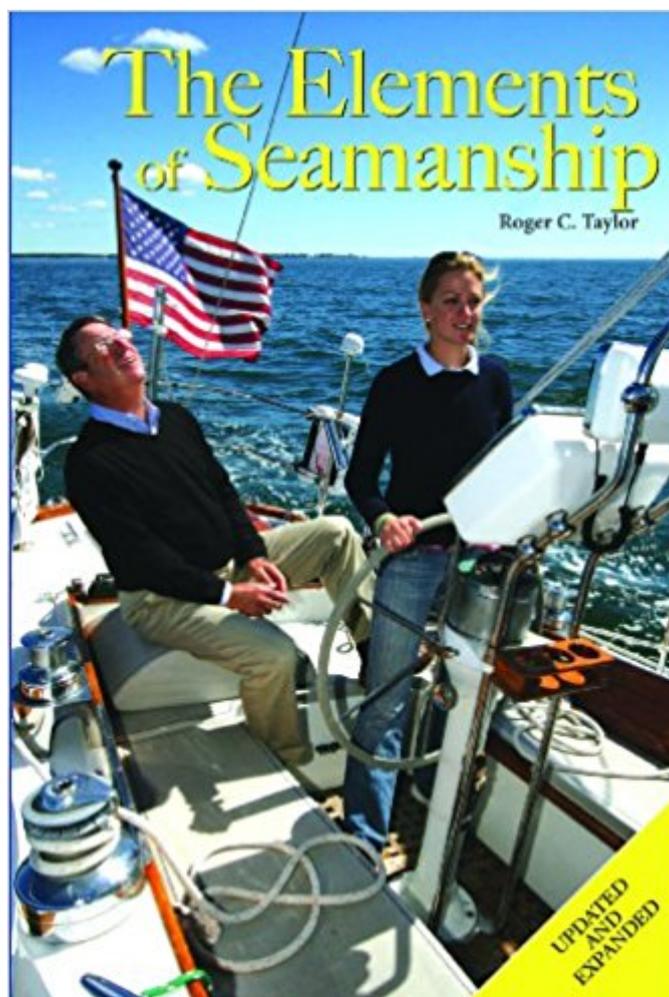


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# The Elements Of Seamanship



## Synopsis

Since it was first published, more than 25 years ago, *The Elements of Seamanship* by Roger C. Taylor, has been read and re-read by thousands of beginner and experienced boaters alike. Now it can be read again in this new updated and expanded edition from Flat Hammock Press. The book is a no-nonsense, straightforward and witty explanation of the practical sea sense gained by the author in his more than 70 years at sea. The 128-page paperback contains five simple chapters, a series of appendixes, a bibliography and an index. This new Third Edition includes the appendix "Keeping a Civil Tongue at Sea" which was in the original hardcover edition. "The Elements of Seamanship has always been my favorite seamanship book," says editor Bob McKenna. "It is the essential nautical reference. We asked Roger for the rights to republish it and he agreed to update it for us."

## Book Information

Paperback: 128 pages

Publisher: Flat Hammock Press; Third Edition edition (November 1, 2009)

Language: English

ISBN-10: 0979594944

ISBN-13: 978-0979594946

Product Dimensions: 6 x 0.5 x 9 inches

Shipping Weight: 7.2 ounces (View shipping rates and policies)

Average Customer Review: 4.3 out of 5 stars 5 customer reviews

Best Sellers Rank: #405,654 in Books (See Top 100 in Books) #112 in Books > Engineering & Transportation > Engineering > Military Technology #46377 in Books > Reference

## Customer Reviews

When Roger C. Taylor relinquished the helm at International Marine in 1986, seventeen years after starting the company with the mission to publish "Good Books About Boats" he thought to run away to sea. He taught old-fashioned seamanship for the WoodenBoat School in Maine and the Caribbean; delivered yachts from southern waters to Maine; delivered a boat from New Rochelle to Rockland, via Grand Manan, and another from St. Martin to Tortola, via St. Lucia; brought a motor-sailer across the Atlantic in the trade winds; skippered charter boats in the Caribbean and South Pacific; and took charge of the Lake Champlain Maritime Museum's replica of a Revolutionary War gunboat and, later, the replica of an 1862-vintage canal schooner for voyages on the Lake, the Hudson River, and the Erie Canal. He cruised the coast between Maine and Long

Island in the Goblin, a 23-foot, gaff-rigged sloop designed and built by his uncle in 1923. On all these ventures except the Atlantic crossing, he was accompanied by his wife, Kathleen Carney (she is too wise to subject herself to 350,000 rolls). Roger and Kathleen now live on board the Water Lily, a 32-foot, Dutch, steel motor cruiser, in which they have patrolled rivers and canals in Holland, Belgium and France. The supervisor of locking-through is Jack, a black Labrador Retriever. Roger is currently working on a biography of L. Francis Herreshoff.

There are lots of introductory books about sailing. This one happens to be my favorite. It's broken down into: Keeping the Water Out, Keeping Her Moving, Keeping Her Where You Want Her, and Keeping Your Reputation. That last chapter covers stuff like right-of-way, rescue, how to sail into a mooring, how to keep your crew safe and fed, things like that. It does a really good job of covering the bare-bones facts about "how to" do all the things in sailing. And, then there's a ton of ... lore, I guess, in there. It's like asking your cantankerous old uncle or grampa what you should know about sailing. "A vessel is an object that either keeps the water in, or keeps it out. This book is concerned with the latter." (probably not an exact quote

I remember reading Mr. Taylor's series of articles when they appeared in WoodenBoat magazine. Enjoyable, and with much wisdom. Having these articles collected in one place, is very nice. I have been sailing for 58 years now, and even with that much water under the keel, I can and have learned from Mr. Taylor. Having said that, this book is both accessible and almost essential for a new sailor. Highly recommended.

I worked with Roger in another life. I had not seen his book in quite sometime...so I bought it just to have it around. The book captures Roger's style well.

Love this book. One of the top 5 on the subject of how-to-sail.

This book is a great read for all but the most seasoned sailors. Taylor doesn't just lecture on doing things the right way; he illustrates (both literally and figuratively) all his point with tips, tricks and anecdotes, and then throws in a few extra for good measure. I plan on re-reading this book, and forcing it on my friends and family who plan to sail. There is one "minor" problem, however. The editor must have lost his or her glasses, because it seems that this version, anyway, is littered with errors, mostly periods where there should be commas. It can be difficult to accept, if that sort of

thing bothers you as it bothers me, but it's completely worth it if you can get past it.

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