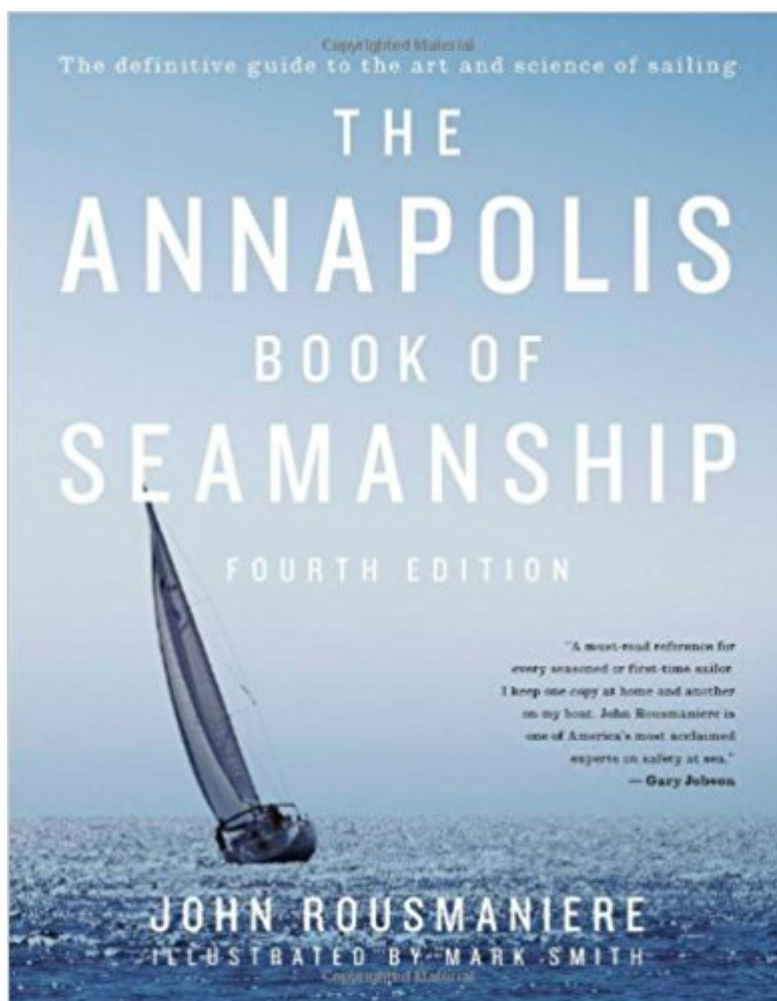


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# The Annapolis Book Of Seamanship: Fourth Edition



## Synopsis

Completely revised and updated to address changes in technology and safety standards, this new edition is the definitive guide to the art and science of sailing. “The art of sailing, maneuvering, and preserving a ship or a boat in all positions and under all reasonable circumstances. With the addition of the words, “and some unreasonable circumstances, too, this definition of “seamanship” is as valid today as when the first edition of this book was published in 1983. The aim remains to advise you the sailor on essential gear, skills, and behavior that enhance your pleasure and safety. This edition of The Annapolis Book of Seamanship is an extensive update. Much of the text is new or revised, and there are many new photos. Throughout, the book stresses the skills and attitudes that comprise what the author calls “The Seamanship Ethos.” The first four chapters cover the boat, basic sailing skills, sail trim, and weather, with the first of many “Hands On” sections with their tips. The topics of health (including seasickness) and on board safety follow, with lessons learned from on-water tests and studies of boating accidents. We look closely at the elements of piloting, navigation, and electronics, including Digital Selective Calling, the US Coast Guard’s emergency communication system. Moving on to the arts of traditional seamanship •anchoring, heavy weather, and emergencies• there is much on modern equipment and skills, again based on experience. The book ends with boat maintenance and the traditions that make sailing the beloved pastime it is. Appendixes include best practices for protecting the marine environment and bringing up children under sail.

## Book Information

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## Customer Reviews

“The Annapolis Book of Seamanship is an essential book for every mariner, and a must-read reference for every seasoned or first-time sailor. I keep one copy at home and another on my boat. Every topic is easy to find, and the graphics and pictures are extremely helpful. John has had a remarkable career as a top small boat sailor, blue water racer, and adventure cruiser and is one of America’s most acclaimed experts on safety at sea.” (Gary Jobson)

“There is no other book as comprehensive or as readable as The Annapolis Book of Seamanship, and this 4th edition sets a new benchmark. Completely revised sections, including safety, heavy weather, electronics, health, emergencies and more, make the book more than 50% new. This is the one book that should be on every sailor’s bookshelf.” (Chris Caswell editor of CharterSavvy, author Greatest Sailing Stories Ever Told)

“Since the first edition, The Annapolis Book of Seamanship has been the definitive source for sailing and seamanship. The new 4th edition brings this essential reference up to date with the latest in equipment and sailing technique. There is nothing else like it. Clear and concise, yet complete; The Annapolis Book of Seamanship covers this vast topic with a clarity in organization, language, and presentation to allow thorough understanding, and with enough depth and detail to provide real substance. This is the book I go to, and the one I recommend to sailors of every experience level.” (Bill Gladstone Director, North U, co-author The Instant Handbook of Boat Handling, Navigation, and Seamanship)

New material in The Annapolis Book of Seamanship (page xi) The 4th edition of The Annapolis Book of Seamanship is an extensive update and development of its predecessors. One-third of the text is new, and so are many photos (almost all of Mark Smith’s brilliant drawings remain). Through all this, the book’s mission has not changed. The aim for 30 years has been to advise you the sailor on essential gear, skills, and attitudes that will enhance your pleasure and safety wherever you sail, in whichever boat you sail. Among the things haven’t changed are that Chapters 1 and 2 continue to provide basic knowledge to help you get started, with much more detail in subsequent chapters. There are more "Hands On" sections with their tips and checklists. A continuing theme is that while modern equipment is a fine thing to have and use, some traditional skills and methods remain important. Equipment updates run throughout the book. The chapters on the boat, sails, rigging, and heavy weather include many new developments in gear and in methods, but the sections that have undergone the most change are the ones on electronic instruments and on safety. The early 21st century has seen the introduction of three GPS-enabled systems: locator beacons, the Automatic Identification System (AIS), and Digital Selective Calling (DSC),

which is the backbone of the U.S. Coast Guard's Rescue 21 system that have transformed the ways in which we communicate on the water. The chapters on health, safety, heavy weather, and emergencies have been completely overhauled to take account of new knowledge about seasickness, hypothermia, fatigue, and other crucial health issues, along with new developments in planning for and managing emergencies and calling for assistance. This edition features a considerable amount of knowledge acquired from four sources with which I have been extensively engaged for many years. Many lessons have been learned in these reviews, and they are reported here.

1. On-water tests. I helped organize and wrote the report for the Crew Overboard Rescue Symposium, held on San Francisco Bay in 2005. This was a significant four days of testing a vast range of safety equipment and methods used in cruising and racing monohulls and multihulls, and in powerboats. Later, when safety concerns turned to sailing dinghies and other small boats, I participated in and wrote the report for tests of sailor retrieval, capsize recovery, and entrapment hold on Long Island Sound in 2012.
2. Hanson Medal reports. Nearly 200 sailors have been awarded the Arthur B. Hanson Rescue Medal by the Safety-at-Sea Committee of U.S. Sailing Association (U.S. Sailing). Each announcement contains a detailed report on the accident. I have served as coordinator of the Hanson Medal program and as a member of the Safety at Sea Committee for many years.
3. Safety seminars. Since speaking at one of the first large safety seminars, held at the U.S. Naval Academy in January 1980 (my subject was lessons learned from the 1979 Fastnet Race storm), I have moderated or spoken at more than 100 of these events, ranging across the country as well as in Canada and England. They include Safety at Sea seminars sponsored by U.S. Sailing, Cruising and Seamanship seminars sponsored by North U (the educational arm of North Sails), and Suddenly Alone and other yacht club safety training events.
4. Inquiries into incidents. I sailed in the stormy 1979 Fastnet Race and wrote a book, *Fastnet, Force 10*, about it. My later storm book, *After the Storm*, concerns accidents and their consequences in maritime history. More recently there have been highly detailed reports of inquiries into seven accidents: the fatal grounding of *PriceWaterhouseCoopers* off Australia (2009); the fatal capsize of a 420 dinghy at Annapolis, Md. (2011); the fatal capsize of *WingNuts* in a race on Lake Michigan (2011); the capsize of *Rambler 100* off Ireland (2011); the fatal grounding of *Low Speed Chase* off San Francisco (2012); the fatal grounding of *Aegean* off San Diego (2012); and the evacuation of a sailor from *Seabiscuit* during the Newport Bermuda Race (2012). I wrote or co-authored the reports on the dinghy, *Wingnuts*, and Newport Bermuda Race incidents. All this should not be read to mean that there are more accidents today than in past

maritime history. Rather, many sailors are working harder to learn from accidents - which is a good sign that the future may be healthier and safer for all of us who go to sea for pleasure and challenge. ã Â John Rousmaniere

Your book shelf has a hole in it if you don't have this title. It is a comprehensive book on the seamanship of mid-size sailing vessels. I say mid-size not to exclude larger and smaller boats. The book covers it all from some basic physics to fabrics. The only thing missing is getting wet. While there is some room for improvement, there isn't much room. If you take sailing seriously, you already have this one.

Outstanding reference. This is very specifically about sailing. I use this in conjunction with Chapman Piloting, which is also a classic text, but more generalized. Each has information the other doesn't have. They just have slightly different focus. If I had a sailboat, I would keep this on board. If I had a powerboat of any real size (say 24' or bigger where I might take it coastal, would keep the Chapman on board.

I just got into sailing in the summer of 2014. This book has been indispensable in covering not only the basics, but many other more advanced topics that I've been curious to learn about. It will continue to be a solid reference point for me as I continue sailing in the coming years.

Great introductory book on sailing. My wife and I are looking to get into sailing, and it has a good, basic start to understanding sailing. The writing is clear, and explains sailing jargon clearly. The one downside is that the pictures in the book didn't print well, being too dark and therefore hard to see what is being demonstrated in the pics. Otherwise, we are satisfied with the wealth of information in the book!

This is the most comprehensive text on sailing that I have read. It is better than the ASA or US Sail course texts because it is contained all in one volume for easy reference.

Awesome book on sailing. I've been consuming sailing information from many sources, but there is little this book does not cover.

I can see why this is the first choice for beginners. Has a great range of topics to introduce people to

sailing and boating.

Beautiful book with loads of information for the new sailor.

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