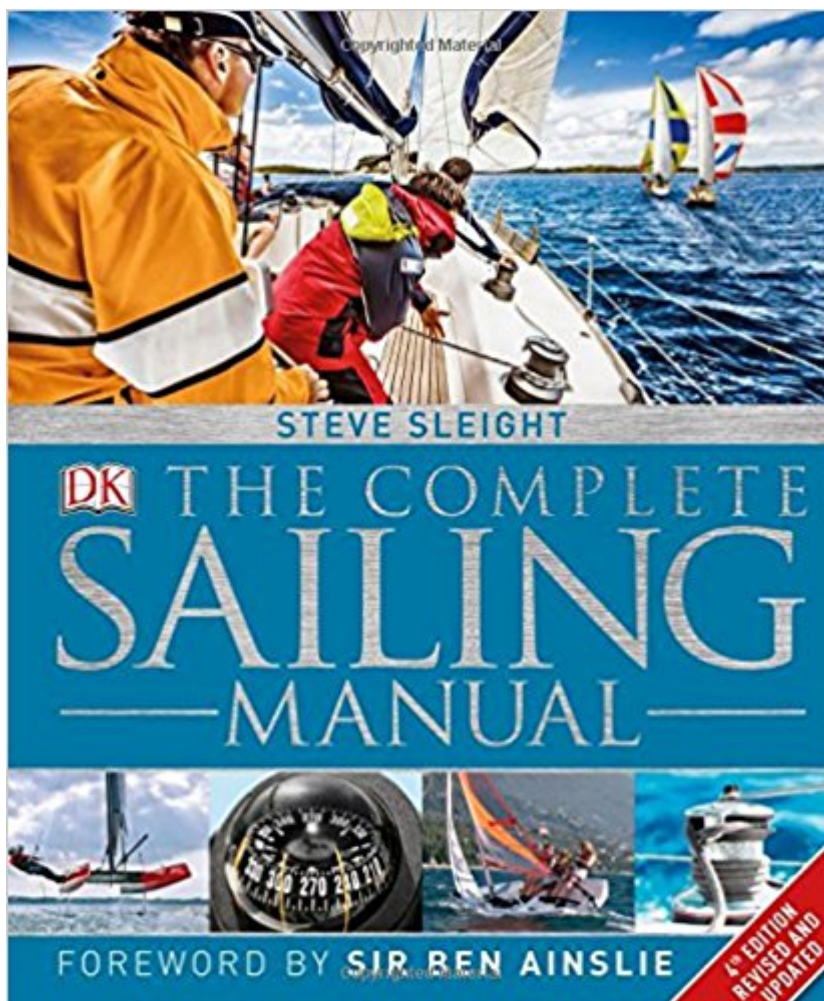


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The Complete Sailing Manual, 4th Edition



Synopsis

An essential reference book for sailing enthusiasts, now in its fourth edition with a foreword by quadruple Olympic gold medalist Ben Ainslie. Learn the basics of sailing, master navigation, and maintain your boat with *The Complete Sailing Manual*, written by instructor and former British national champion Steve Sleight. This authoritative text has clear, annotated diagrams and photographs that answer questions about any sailing situation with thorough coverage of all aspects of sailing and boat ownership. Look up how to rig a dinghy, tie basic knots, or save someone who fell overboard. Revised and updated to include the latest developments in equipment, safety, and activities, including foiling, long-distance cruising, and high-speed, apparent wind-sailing, and newest technology such as modern performance systems and electronic navigation. All rules, regulations, and best practices are also up to date. From the novice to the experienced sailor, *The Complete Sailing Manual* is the perfect book for anyone interested in sailing.

Book Information

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Customer Reviews

True and Apparent Wind True wind is the wind which we feel when stationary. When we sail, we feel apparent wind, which is a combination of the true wind and the wind produced by our motion.

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[Relative Terms](#) The terms

'port' and 'starboard' relate to the boat. Facing the bow, the port side is to the left and the starboard side is to the right. **Single-Handed Dingy** A common and popular

single-hander has an unstayed mast and a single, sleeved sail that slips over the mast. It is designed to be straightforward to rig, launch, sail, and recover alone. [Tuning Your Boat](#) In order to get the best from your boat, especially if you want to do well in racing, you have to set it up to suit your combined crew weight and the type of mast and sails you use.

Bowline If you learn only one knot before you go sailing, make it this one. The bowline is used to make a loop in the end of a rope or to tie to a ring or post. The bowline cannot be untied under load.

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Asymmetric Spinnakers An asymmetric spinnaker is stowed and launched from a chute or pouches, depending on the specific boat design.

The bowsprit is normally retracted when the asymmetric is not being used, so it has to be extended before the sail is hoisted. **Sail Balance** Keeping a sailing boat balanced is important in a cruiser as it is in a dinghy. When a dingy gets out of balance, it is usually quickly apparent as the boat heels, slows down, and develops more weather or lee helm.

Leaving a Marina Berth Before leaving the marina, start the engine and allow it to warm up in neutral while you assess the situation and plan your exit. Consider how the wind and tide will affect the boat as you leave the berth and as you maneuver within the marina.

good reference for sailors and lovely photos

The book was exactly what I was looking for, covers all aspects in a simple clear way, well illustrated and makes it easy to follow information.

I've spent over 8 years living aboard cruising yachts and even, one time, built a cruising yacht from a purchased hull and deck. I've cruised the Pacific, Atlantic and Caribbean visiting I don't know how many ports. Those are my qualifications for my critique of this book. My review concentrates on the large boat section. That said, I enjoyed this book and wish it existed in its current form when I was starting out. I had to buy a bunch of specialized books such as one on heavy weather sailing and another on anchoring to learn 'the ropes'. To my knowing, the only general book, such as this one, was Chapman's when then and maybe now, was power boat oriented. I'm solely a sailing seaman. Looking backward to having read a good deal of this book, I can't remember a factual error of commission. There does

exist some slight errors of omission which is likely inevitable due to limitations in size and scope of any survey book. I do mildly object to some of non-fact based the opinions and recommendations, however. For example, the book recommends both gaff rigged and junk rigged boats for beginners. I've never seen a junk rig in person while sailing and have no idea how they'd go to windward. The gaff rig has many theoretical advantages over the Bermuda but also adds complexity which a newbie doesn't need. The book also, rather oddly, talks on about keel monohulls turning turtle. This is a major issue in multi's but I've never heard of it really occurring in mono's. The book also implies being knocked down in a weighted keel mono is a serious issue. I experienced that twice and the boat auto-righted itself with no drama at all. I was never even concerned with any turtle business. The book recommends signing on as crew on a cruiser to see if it suits you. Great work if you can get it. Finding a berth on a cruising yacht isn't easy by any means. Finding one when you lack any experience is a futile dream. Who'd want you? No, the answer isn't to find a berth but to buy a pocket cruiser and try cruising with it. It can have any rig and be of any hull material just so long as your in and out cost is low. If you like cruising, then go and buy that 50' Hinckley or whatever your heart desires. The trick isn't to decide from the get go what is ideal but rather decide from experience hopefully gained inexpensively. I've seen dozens of folks invest a good deal of their life's savings into a complex sailing yacht intending to sail around the world (or whatever) only to turn back out of fear as soon as they hit blue water for the first time. They then sell their dreamboat for a dramatic loss. Since I can comment on every paragraph in this book, I'll shut up for now out of fear of going overly long. I'll be happy to answer any specific questions or comments to this review in the Comments section provided by . Happy sailing or, maybe happy dreaming about that around the world sail. As to my eight years afloat, I look back at them as the highlight of my life. When it's good, there's nothing better. When it's bad, it makes for good memories.

"The Complete Sailing Manual", 4th edition, by Steve Sleight (lifetime sailing instructor, coach, racing yachtsman and British National Champion) with forward by Sir Ben Ainslee (4 time Olympics sailing gold medalist) is an important source of what every sailor needs to know about recreational, sport, racing and cruising of any size of sailboat or yacht from a small dinghy up to say, a 70 foot. or longer cruising yacht. The 448 pages are printed on high quality paper and well bound to last for years. The publisher is the DK imprint of Penguin, Random House. Meaningful illustrations, most in color, and photographs are used throughout to enable the reader to grasp fundamental principals

and more involved aspects of sailing. I have been sailing for around fifty years, off and on, and can attest that everything presented in this manual made sense to me. The manual is updated for our digital age with satellite supported navigation and GPS. The basics of sailing are covered as though the reader is learning for the very first time how to sail. By the time you reach the end of the manual, you will be learning about advanced sail handling, foiling, sailing keel boats and catamarans, coping with heavy weather, shortening sail for gales, reading the weather at sea, dealing with a capsized, handling a Mayday, and relying upon basic skills and manual work when the electronics fail - as they will from time to time. Plotting and sailing to a course taking into account shipping lanes and areas of high boat traffic are covered in the book as well. Dealing with the humdrum - every bit of it important to a successful cruise or voyage - is covered in this manual. The author seemed to miss nothing that is important on a sailboat even including the operation and maintenance of the head (marine toilet) and how the captain should lead his or her crew. I was so enthused with the manual that I enjoyed reading it cover to cover and will keep a copy aboard any boat on which I am fortunate to sail. The paper book is easier to use than an electronic version and will work in all sort of weather and locations. The one thing the author did not go into was use of a sextant. He does cover charting, reading a chart, marking a course, keeping a log, accounting for the set of the tide and wind speed and effects on keeping your boat on course. But, if you are at sea, well out of sight of land, and your electronic devices and radio fail, you need to know how to plot your position. Mention of the use of a sextant and chronometer and the best ones to have on board would make this book more valuable in my opinion. Celestial navigation might be highlighted as well even though the likelihood of needing to use these old tools is low. To sum up -- a great read, a fine manual, useful for tuning up an old or young sailor's know how. It might save you a lot of money, and perhaps your own life or that of a crew member to know more about how to take care of your boat in all situations. Especially a Man Overboard recovery.

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