

**THE BOAT AND HOW TO
MANAGE IT: A TREATISE
ON THE MANAGEMENT OF
ROWING AND SAILING BOATS**

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The Boat and How to Manage It: A Treatise on the Management of Rowing and Sailing Boats by
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THE BOAT;
AND
HOW TO MANAGE IT:

A TREATISE ON

THE MANAGEMENT OF ROWING AND
SAILING BOATS;

WITH RUDDIMENTARY AND FINISHING LESSONS IN ROWING;
AND PRACTICAL INSTRUCTIONS IN SAILING:

*The Rules of Boat-racing, Yacht-sailing,
&c. &c.*

BY

SALACIA.

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P R E F A C E.

STRANGE to say, there are very few books in our Libraries which treat practically on the Rudiments and Principles of Rowing and Sailing, and the General Management of Open Boats. The Author of this little Treatise has, through life, been devotedly fond of Boating; he has sailed many matches, rowed many races, and often been placed in perilous positions, both at sea and on the river; from all of which considerable experience has been gained. He, therefore, offers this little volume to the Public as a Treatise founded entirely on his own practical experiences.

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THE BOAT;

AND HOW TO MANAGE IT.

ROWING-BOATS.

UNDER this head are comprised boats of all denominations, except steam-boats and sailing-boats.

The rowing-boats which first demand our attention are outriggers, scullers, galleys, and wager-boats. These are, probably, the lightest, longest, narrowest, and most scientifically constructed rowing-boats in the world: and when manned by experienced hands, they are propelled at such a rate that no other form of boat can compete with them. They are the pride of the river Thames, and the glory of the two Universities of Oxford and Cambridge.

These are generally made from a solid piece of mahogany, scooped and hollowed out with the most delicate care and skill, until the whole is scarcely thicker than the edge of a half-crown.

The outside is shaped after the most approved and studied form, and afterwards smoothed and polished till it is as glib and lubricous as a mirror. The inside is strengthened by transverse ribs of tough wood, judiciously fitted and secured across the floor, and up the sides of the boat. The top of the boat is, with the exception only of the central part, in which the rower sits, entirely covered with a thin scantling ; or, what is more usual, waterproof canvas or oil-skin ; the latter is preferable because of its lightness. Bulk-heads perfectly water-tight divide the fore and aft part from the compartment in which the rower sits : and the last named compartment is further protected from spray and broken water by coamings or wash-boards, about one or two inches in height, which are fitted across the boat at the bulk-head divisions.

So shallow is the form of a wager-boat of this description, that when the rower is seated, the top rim on each side, amidships, is not more than from one to two inches above the water ; but it gradually rises to three or four inches at the bows : at the stern it is nearly level with the surface of the water.

A sculler or wager-boat, suitable for one person only, is usually about thirty feet in length and not more than sixteen or eighteen inches in width at the broadest part.

Iron outriggers are firmly affixed to the rim and rowlocks on each side the boat; these stand out several inches from the outer sides of the boat; and so enable the rower to use long and powerful sculls, and give a more extended fulcrum for using the oars, whereby immense power is obtained over the boat. His seat is raised to the level or nearly so, of the top rim of the midship section; and thus a greater command is obtained over the oars. There is also a foot-board or stretcher, which, being fitted to a rack, may be shifted so as to suit the position or length of legs of the rower.

The sculls used by the rower in a boat of this kind, should be of such a length that they over-lap each other five or six inches, when in use in the hands of the sculler.

Stepping in and out of these boats requires care; the boat should be held by a waterman whilst the rower gets in, and until he is fairly seated.

Such is the modern form of boat in which

all distinguished rowing-matches now take place.

Four-oared and eight-oared outriggers are built on a precisely similar plan ; but of course considerably longer, and rather wider amidships. None of these boats have keels.

A four-oared outrigger is usually from forty to fifty feet in length.

An eight-oared outrigger is from sixty to seventy feet in length ; and from two feet, to two feet four inches in breadth at the widest part.

The cost of one of these beautiful eight-oared boats, finished in the best style, is not less than £60. They are built out of a solid straight tree of the best white pine.

The flatter the floor the more buoyant the boat, and the less likely to roll. A flat floored boat will also go through broken water safer than a sharp or cranky bottomed boat.

Eight-oared outriggers are very difficult to steer, and require good judgment and experience.

The coxswain works the rudder by yoke lines: he should be careful not to use the rudder too sharply, or it will impede the progress of the boat. He had better call to his crew to "ease!" on the bow side or stroke side, according to