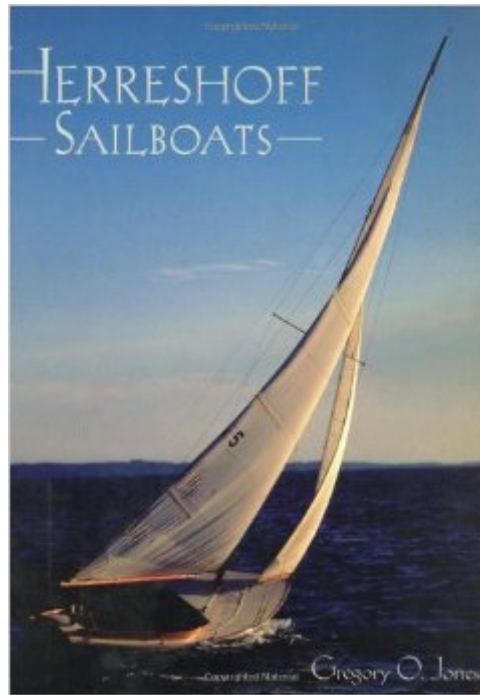


The book was found

Herreshoff Sailboats



Synopsis

Greg Jones. Herreshoff Manufacturing Company in Bristol, Rhode Island, produced the most technically advanced, popular, and prominent boats of their day. Today, Herreshoff boats are recognized as the most historically significant boats of their time, and command some of the highest prices. Herreshoff Sailboats covers some of the major classes of Herreshoff boats including schooners, yawls, ketches, sloops, Q, R-, and J- class yachts, and lances. The story begins with John and Charles Herreshoff who founded the boatyard in 1832. The sale of Herreshoff to the Haeffner Corp. in the 1920s is also profiled. The epilogue explains the company's decision not to build fiberglass boats, and close its doors. Vintage black and white photos will tell the story, and modern color photography will show Herreshoff's role in yachting today.

Book Information

Hardcover: 160 pages

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Customer Reviews

First, the cover shot of a Fish-class boat is stunning and draws you to look time and again. So too, the schooner Eleonora. Author Gregory Jones is an experienced yachting writer with other books and periodical writing experiences. The problem with this book is it is jumbled together lacking good organization and editing. There is some useful information and the quality of some pictures makes this qualified recommendation only. The topic of Herreshoff boats and the reader deserve much better. Jones, uses an interesting mechanism to provide stunningly reasonable estimates of what these boats would cost in 2004 dollars. Unfortunately, how he calculates these numbers is not discussed and leads one to question his method. For example on p. 57 he notes Cup contender

Colonia cost \$45,000 (verified in Guide to The Haffenreffer-Herreshoff Collection) or \$900,000 in 2004 dollars. It is doubtful an 85' waterline, 120' on deck cutter of composite construction, and over 100 tons displacement could be built for anywhere close to \$1 million in 2004, let alone a state of the art vessel. The author does detail the paths of two of Captain Nat's sons who became renowned designers in their own right: A. Sidney DeWitt and Lewis Francis (LFH). New to me was a believable description of why they were unable to assume leadership of the Herreshoff Manufacturing Company and perpetuate fine yacht manufacturing after the founder's death in 1915 and Nat's retirement in 1924. The final chapter, although lacking organization, is on L.F.H.'s work. My problem with the book comes down to factual errors and poor organization, compounded by inaccurate captioning of pictures.

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