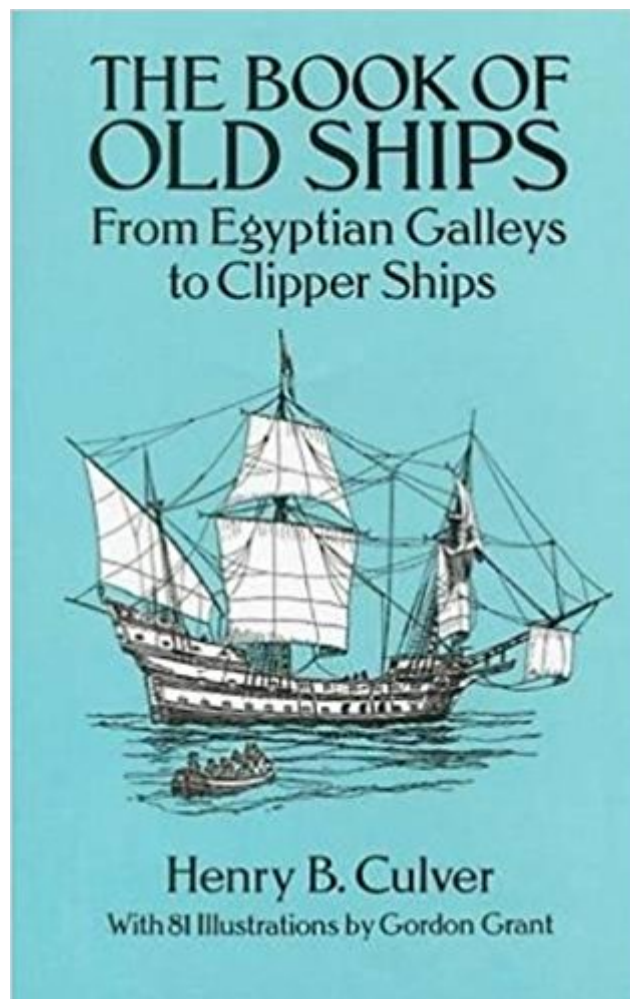




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The Book Of Old Ships: From Egyptian Galleys To Clipper Ships



Synopsis

Of all the ships human beings have constructed to navigate the waters of the world – from a hollowed-out log sharpened at both ends to modern ocean liners weighing thousands of tons – those powered by the wind are among the most interesting and beautiful. In this classic review, noted maritime artist Gordon Grant has created 80 magnificent line illustrations of some of history's most important sailing ships, beginning with a graceful Egyptian galley (c. 1600 B.C.) and ending with a splendid five-masted clipper ship of 1921. Also depicted are a Roman trireme, a Viking longship, a sixteenth-century caravel, an East Indiaman of 1750, an early nineteenth-century brigantine, a New Bedford whaling bark, and dozens of lesser-known vessels, among them the galleass, carrack, buss, and flute. Henry B. Culver, well-known authority on naval history, has provided a detailed, meticulously researched text for each vessel, describing the materials and details of construction, how the ship's design matched its function, the period in which the vessel flourished, romance and lore surrounding the craft, and more. Naval historians and model shipbuilders will value this work as an excellent sourcebook and reference with much information on the evolution of sailing vessels, the origins of shipping, customs of the sea and other pertinent matters; sailing enthusiasts will find it a wonderful browsing book, offering an informative, handsomely illustrated look back at 3,000 years of sailing history.

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Customer Reviews

Of all the ships human beings have constructed to navigate the waters of the world – from a

hollowed-out log sharpened at both ends to modern ocean liners weighing thousands of tons—those powered by the wind are among the most interesting and beautiful. In this classic review, noted maritime artist Gordon Grant has created 80 magnificent line illustrations of some of history's most important sailing ships, beginning with a graceful Egyptian galley (c. 1600 B.C.) and ending with a splendid five-masted clipper ship of 1921. Also depicted are a Roman trireme, a Viking longship, a sixteenth-century caravel, an East Indiaman of 1750, an early nineteenth-century brigantine, a New Bedford whaling bark, and dozens of lesser-known vessels, among them the galleass, carrack, buss, and flute. Henry B. Culver, well-known authority on naval history, has provided a detailed, meticulously researched text for each vessel, describing the materials and details of construction, how the ship's design matched its function, the period in which the vessel flourished, romance and lore surrounding the craft, and more. Naval historians and model shipbuilders will value this work as an excellent sourcebook and reference with much information on the evolution of sailing vessels, the origins of shipping, customs of the sea and other pertinent matters; sailing enthusiasts will find it a wonderful browsing book, offering an informative, handsomely illustrated look back at 3,000 years of sailing history. Dover (1992) unabridged republication of *The Book of Old Ships: and Something of Their Evolution and Romance*, published by Doubleday, Page and Company, Garden City, New York, 1924.

I love the ships of old with their billowing sails and polished wood decks that was a grand time to live but I thank my Lord I live today. But I still love the ships of that time and this book has some really great pictures of the old ships in it.

The author presents a history of sailing ships through illustrations and descriptions that span 2-3 pages. He breaks the subject matter between long ships and round ships and presents the ships in chronological order from ancient galleys to clippers. The content of the description seems to be drawn from personal experience, where possible, and various research sources. The author does use a lot of naval terminology for rigging and ship structure that may leave the young or unversed in the dark. The real glory of the book is not, however, the entertaining prose, but the drawings of the ships. The art ranges from mostly black ink renderings of the ships to a few water colors (at least in my hardcover copy) that are simply beautiful pieces. If you are lucky enough to find a decent early copy (like my 1924 copy) jump on it. Or, if you are interested in seeing what various sailing ships looked like, any copy will do. P-)

I bought this book because I needed reference pictures of ships in order to draw them. This book has 1 illustration per ship. A good overview (some text written) on the old ships and good illustrations too. It would be great to have more pictures, from a couple different angles. This book doesn't help people who need to see details and learn about ship rigging or how they work or anything. But it is a great place on where to start to find out what ships are called and what they look like. I'm not sorry I bought it for the price.

This book is great if you want to know what kind of rigging each ship had. You will not get how many crewman it took to sail each ship unless it's a galley then you can figure it out by how many oars it had. On some you will get the tonnage of a particular ship but not always. You don't get any idea the cargo it was able to hold in tonnage or what type of cargo it mainly shipped. Nothing about what kind of weaponry ie cannon 6 pounder, 12 pounder etc. I did like the pictures. I did learn about ships that I never knew existed. That's why I said fluff in the title.

There isn't much to this book, but if you want a book about old ships, it is exactly that. It certainly won't drown you in detail, but there are drawings and descriptions and lets you get a feel for each ship it describes.

A great book for someone who has a, let's say, curious interest in old sailing ships. There are 30 to 50 ? sketches of old ships, and nicely written snippets about each ship. I was surprised to learn that actually very few details are known about some of the earliest ships.

An easy to consult book , with just enough indication details .

It arrived in good condition

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