
Great Age Of Sail Pinica

The great age of sail, edited by joseph jobe

Heroines and Harlots

The Age of Fighting Sail

Daily Life in the Age of Sailing

When China Ruled the Seas

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Our Age of Sail

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Scurvy

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Our Golden Age of Sail

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Spanish Warships in the Age of Sail, 1700-1860

Age of Sail Returns as Fleet Takes on History

The Golden Age of Sail, with Illustrations from Contemporary Engravings and Paintings in the MacPherson Collection

The Great Age of Sail. [By Various Authors.] Edited by Joseph Jobé. Translated by Michael Kelly. (Reduced, Unabridged Version of the First Edition.).

The Age of Sail, 1775-1853

Exhibition: The Golden Age of Sail

Prostar Sailing Directions 2005 North Coast of Russia Enroute

Daily Life in the Age of Sail

Fifty Great American Short Stories

Great Age Of Sail Pinica

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LEE SHYANNE

The great age of sail, edited by joseph jobe Open Road Media
Traces the discovery of the cure for scurvy by three determined individuals including a navy surgeon, a sea captain, and a charismatic gentleman, tracing the recorded history of the disease, along with its research and cure.

Heroines and Harlots ProStar Publications

Clear all moorings, one-half impulse power and set course for a mare incognitum... A popular culture artifact of the New Frontier/Space Race era, Star Trek is often mistakenly viewed as a Space Western. However, the Western format is not what governs the worldbuilding of Star Trek, which was, after all, also pitched as "Hornblower in space." Star Trek is modeled on the world of the "British Golden Age of Sail" as it is commonly found in the genre of sea fiction. This book re-historicizes and remaps the origins of the franchise and subsequently the entirety of its fictional world--the Star Trek continuum--on an as yet uncharted transatlantic bearing.

The Age of Fighting Sail McFarland

"A fascinating historical account...A snapshot of the American Dream culminating with this country's mid-century greatness" (The Wall Street Journal) as a man endeavors to build the finest, fastest, most beautiful ocean liner in history. The story of a great American Builder at the peak of his power, in the 1940s and 1950s, William Francis Gibbs was considered America's best naval architect. His quest to build the finest, fastest, most beautiful ocean liner of his time, the SS United States, was a topic of national fascination. When completed in 1952, the ship was hailed as a technological masterpiece at a time when "made in America" meant the best. Gibbs was an American original, on par with John Roebling of the Brooklyn Bridge and Frank Lloyd Wright of Fallingwater. Forced to drop out of Harvard following his family's sudden financial ruin, he overcame debilitating shyness and lack of formal training to become the visionary creator of some of the finest ships in history. He spent forty years dreaming of the ship that became the SS United States. William Francis Gibbs was driven, relentless, and committed to excellence. He loved his ship, the idea of it, and the realization of it, and he

devoted himself to making it the epitome of luxury travel during the triumphant post-World War II era. Biographer Steven Ujifusa brilliantly describes the way Gibbs worked and how his vision transformed an industry. *A Man and His Ship* is a tale of ingenuity and enterprise, a truly remarkable journey on land and sea.

Daily Life in the Age of Sailing Gem Online

"One of the most interesting, important, and ambitious books about the conduct, and perhaps the ultimate futility, of war." -- Gunther E. Rothenberg " A] highly scholarly and wonderfully absorbing study." --John Bayley, *The London Review of Books* "What Russell F. Weigley writes, the rest of us read. *The Age of Battles* is a persuasive reminder that even in the age of 'rational' warfare, one can honestly wonder why war seemed an unavoidable policy choice." --Allan R. Millett, *The Journal of American History*

When China Ruled the Seas eNet Press

C.S. Forester's distinguished account of the Anglo-American naval war of 1812. *Age of Fighting Sail* is a shrewd and skillful telling of a complex war that altered the course of history. A must read for lovers of history and wooden sailing ships.

A Man and His Ship ProStar Publications

The new Hanoverian dynasty that came to power with the accession of George I in 1714 inherited the largest navy in the world. In the course of the century, this force would see a vast amount of action against nearly every major navy, reaching a pinnacle of success in the Seven Years War only to taste defeat in the American Revolutionary struggle, when it faced the combined navies of France, Spain, the Netherlands, and the rebellious colonies themselves. Considering the contribution to history of these ships, there is surprisingly little readily available on their careers. Now this gap is comprehensively filled by this superb reference book, outlining the service history of every ship, built, purchased or captured, that fought for the Royal Navy in the great wars of the eighteenth century - well over 2000 vessels. The book is organized by Rate, classification and class, with outline technical and building data, but followed by a concise summary of the careers of each ship in every class. This includes commissioning dates, refit periods, changes of captain, the stations where they served (and when), as well as details of any noteworthy actions in which they took part. It will enable anyone to follow up a casual reference to any warship, and will provide the researcher with a solid core of information on which to base further study. With nothing remotely like it in print, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era.

Life at Sea in the Age of Sail Simon and Schuster

"Bingaman returns to his Iowa roots in this collection of anecdotes, reminiscences, and close calls among fighter pilots and their peers. Recounting first his time in England as an American airman in a NATO squadron, the narrative covers his time in Oregon, the Midwest and Vietnam, detailing the operations -- particularly the idiosyncrasies and frustrations -- of military programs and the officers that oversaw them. In the Cold War shadows cast by Eisenhower and Khrushchev, Bingaman changes locations multiple times, taking his family with him. In Vietnam, as the war unfolds, he finds himself caught between the dangerous requirements of his occupation and an American bureaucracy with strenuous demands but too little regard for the human costs. A careful combination of career savvy and compassion helps Bingaman keep his wits sharp as friends disappear around him and the political situation grows thornier; he manages to survive a war he judged to be 'a complete misfortune' and in which the White House wasted arms, effort and men"--Back cover.

The Pinnacle Seaforth Publishing

Water transportation has played a key role in the Great Lakes region's settlement and economic growth, from providing entry into the new lake states to offering cheap transportation for the goods they produced. There are numerous tales surrounding the Great Lakes shipping trade, but few storytellers have addressed the factors that influenced the use, design, and evolution of the ships that sailed the inland seas. *Sail, Steam, and Diesel: Moving Cargo on the Great Lakes* provides a comprehensive overview of the evolution of Great Lakes ships over the centuries, from small birch-bark canoes originally used in the region to the massive thousand-footers of today. The author also looks at the economics of vessel operation in the context of the expanding scope of the shipping industry, which was crucial in catapulting America into becoming an industrial juggernaut. The captains of industry and the sailors whose labor propelled the trade populate this account, which also offers solemn acknowledgment of the high cost paid in both lost ships and lives. Although they might not realize it, millions of Americans have owed their livelihoods to the Great Lakes boats, and this volume is an excellent way to recognize the importance of this regional industry.

Stories about Birds Bloomsbury Publishing USA

This significant new reference book provides a complete list of the ships of the Royal Navy which were lost at sea in the age of sail. Arranged in chronological order, it includes outline details of each vessel lost and the circumstances of her loss. 1649 is the start date, which coincides with the execution of Charles I and that time when the Royal Navy entered a new phase as an instrument of state: the launch of the steam-powered and iron-hulled *Warrior* in 1860 effectively marks the end of the great era of the wooden-hulled sailing warship. Life at sea in the age of sail was a hazardous pursuit, and there were many reasons for a ship being lost. A correspondent to the *Nautical Magazine* in 1841 detailed some fifty reasons and causes, from being short of crew, abandonment without sufficient cause, the poor condition of a ship, incorrectness of charts, poor dead-reckoning as well as less obvious reasons such as "the presence of captains' wives and other women." Navigational error, particularly before the chronometer allowed for the accurate calculation of longitude, was a common reason, while poor weather in the form of fog or gales was an obvious peril. So many ships suffered the melancholy fate of lonely disappearance -- overwhelmed by storm and sea, and witnessed by none. Collisions and fire feature regularly as does, of course, loss to the enemy. Each entry includes details of the ship, its name and type, tonnage and dimensions, origin and place of build, the circumstances of the loss, the date and a list of the main references used. All this material is presented here in a single and highly accessible volume, and represents a major milestone both in naval research and publishing; it offers too a fund of fascinating and compelling stories of maritime misadventure. Praise for the author's previous work: "This volume is an amazing encyclopaedic, catalogue of British warships lost between 1920 and 1982 It is strongly recommended to historians, authors, researchers and all those with an interest in the history of the Royal Navy and the Second World War." -*Scuttlebut Magazine*

Sail, Steam, and Diesel Indiana University Press

During the Great Age of Sail in the late 1800s, America's West Coast ports were notorious for their double-dealing crimps and captains who preyed upon the unsuspecting and unwary to fill their almost never-ending need for sailors to man their ships.

The Great Age of Sail MSU Press

Intended as a text for college and advanced high school students, *Voyages* covers the entirety of the American maritime experience, from the discovery of the continent to the present. Published in cooperation with the National Maritime Historical

Society, the selections chosen for this anthology of primary texts and images place equal emphasis on the ages of sail and steam, on the Atlantic and Pacific, on the Gulf Coasts and the Great Lakes, and on the high seas and inland rivers. The texts have been chosen to provide students with interesting, usable, and historically significant documents that will prompt class discussion and critical thinking. In each case, the material is linked to the larger context of American history, including issues of gender, race, power, labor, and the environment.

The Age of Battles Bantam Classics

In today's world of satellites and electronic eavesdropping it is hard to appreciate the difficulties involved two centuries ago in collecting and disseminating secret intelligence in time of war. This book treats readers to a close-up look at the ingenious methods used to obtain and analyze secret material and deliver it to operational forces at sea. It brings together information from a variety of sources to provide the first concise analysis of the use and development of intelligence in the days of fighting sail. The British experience from 1793 to 1815 is the book's main focus, but it also includes French and American activity. In addition the book examines how commanders used the information to develop strategy and tactics and win--or sometime lose--battles. A naval intelligence officer himself, author Steven Maffeo illustrates the role of this "dark craft" by concentrating on the experiences of Lord Nelson and his contemporaries. A profoundly complex figure, Nelson epitomized the active acquisition of intelligence and the bold execution of decisions based on an understanding of the material, and Maffeo offers fresh and illuminating information that supports the admiral's high regard for intelligence work. Reading at times like a cloak-and-dagger mystery, the story is filled with examples of how Nelson and his associates dealt with intelligence obstacles and how the outcomes affected their own futures, and, in some cases, the history of the modern world. Maffeo's anecdotes give marvelous insight into the thoughts of the era's important figures, Bonaparte, Pitt, Spencer, and Cochrane--not to mention C.S. Forester's Horatio Hornblower and Patrick O'Brian's Aubrey and Maturin. The author's winning combination of vibrant narrative and zeal for accuracy assures this book a place in the libraries of military and intelligence professionals, historians, and Forester and O'Brian aficionados.

Star Trek and the British Age of Sail Brassey's

A brilliant, far-reaching collection of stories from Washington Irving to John Updike. The Classic Stories Edgar Allan Poe's Ms. Found in a Bottle Bret Harte's The Outcasts of Poker Flat Sherwood Anderson's Death in the Woods Stephen Vincent Benét's By the Waters of Babylon The Great Writers Melville James Dreiser Faulkner Hemingway Steinbeck McCullers The Little-Known Masterpieces Edith Wharton's The Dilettante Finley Peter Dunne's Mr. Dooley on the Popularity of Fireman Charles M. Flandrau's A Dead Issue James Reid Parker's The Archimandrite's Niece

The Great Days of Sail Seaforth Publishing

One hundred years before Columbus and his fellow Europeans began their voyages of discovery, fleets of giant junks commanded by the eunuch admiral Zheng He and filled with the empire's finest porcelains, lacquerware, and silk ventured to the world's "four corners." Seven epic expeditions brought China's treasure ships across the China Seas and Indian Ocean, from Japan to the spice island of Indonesia and the Malabar Coast of India, on to the rich ports of the Persian Gulf and down the East African coast, to China's "El Dorado," and perhaps even to Australia, three hundred years before Captain Cook's landing. It was a time of exploration and expansion, but it ended in a retrenchment so complete that less than a century later, it was a

crime to go to sea in a multimasted ship. In *When China Ruled the Seas*, Louise Levathes takes a fascinating and unprecedented look at this dynamic period in China's enigmatic history, focusing on the country's rise as a naval power that briefly brought half the world under its nominal authority. Drawing on eyewitness accounts, official Ming histories, and African, Arab, and Indian sources, many translated for the first time, Levathes brings readers inside China's most illustrious scientific and technological era. She sheds new light on the historical and cultural context in which this great civilization thrived, as well as the perception of China by other contemporary cultures. Beautifully illustrated and engagingly written, *When China Ruled the Seas* is the fullest picture yet of the early Ming dynasty—the last flowering of Chinese culture before the Manchu invasion.

Voyages, the Age of Sail Naval Institute Press

From the Thirteenth century through the Nineteenth, the waterways of the world provided the major means of transportation for exploration, trade, the military, and even criminals. Find out what life was like for those who chose to sail the high seas, as well as for those who didn't choose to be on board, like wives brought to sea by husbands and slaves en route to the auction block. What were their quarters like? What did they eat? How did they pass their long days at sea? These and other questions are answered in animated prose that brings the lives of ordinary people who oftentimes engaged in extraordinary activities, into sharp focus. First-hand accounts from such sources as personal journals and magazine articles are provided to help bring the time period alive. Students will also learn what life was like in the seaport towns and what the sailors did when they visited these towns, as well as the physical parts of the ships and the different roles different members of the crew played. This engaging history helps to separate fact from fiction while exploring the reasons the sea and sea life have held such prominent roles in popular fiction, and will help students understand what life was truly like for these people.

Most Secret and Confidential Macmillan

Explore in detail the lives of those on the high seas during the age of sail and exploration, as well as those in seaport towns.

The Great Days of Sail Authorsolutions

The publication of this book sees the completion of a monumental work listing the technical details and career histories of every significant British warship between 1603 and 1863. Following three earlier volumes, this one carries forward the story from the post-Napoleonic War reorganisation of the Royal Navy's rating system to the end of sail as the principal mode of propulsion. Although apparently well documented, this is a period of great complexity in the procurement and naval architecture of ships. The introduction of steam radically altered the design of vessels under construction and was later retro-fitted to others, while many 'names' lived a ghostly existence on the Navy List: ships ordered but not started, and in some cases having their intended draughts altered more than once before being cancelled entirely. This book meticulously sorts out and clarifies these confusions a major contribution in itself but for the first time it also provides outline service histories for an era that is largely neglected. Like its companion volumes, the book is organised by Rate, classification and class, with significant technical and building data, followed by a concise summary of the careers of each ship in every class. With its unique depth of information, this is a work of the utmost importance to every naval historian and general reader interested in the navy of the sailing era and the formative years of the steam navy that supplanted it.

The Age of Sail (DVD) Seaforth Publishing

This book is the latest contribution to a unique series in a common format documenting in great detail the warships of the

major naval powers during the age of sail. To date, four volumes have covered the British Navy, two have been devoted to the French Navy and one each to the Dutch and Russian Navies. This volume on the Spanish Navy, for much of its history the third largest in the world, fills the final gap in the ranks of the major maritime powers. This book is the first comprehensive listing of these ships in English and covers the development of all the naval vessels owned or deployed by Spain during the period of the Bourbon monarchy from 1700 to 1860 (including the period of French control during the Napoleonic Wars), but it also sets the scene for that period by summarizing the origins of Spanish naval development under the preceding Habsburg regime. As with previous volumes in the series, the main chapters list all the naval vessels from 1700 onwards (including those 16th century

ships which survived into the new regime in 1700) by type, with the first chapters listing the ships of the line (navíos in Spanish terminology) and frigates in descending order of firepower, and subsequent chapters covering minor and ancillary vessels. Where available, a brief service history of each individual ship is given. A comprehensive introductory section includes a group of background essays designed to provide the reader with a deep understanding of how Spanish naval forces operated, and the context within which they were organized. Certain to become the standard English-language reference work, its publication is of the utmost importance to every naval historian and general reader interested in the navies of the sailing era.

Our Age of Sail Seaforth Publishing

Shiphandling in the Age of Sail University Press of Florida