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KEY=PERSPECTIVES - KENDRA HESTER

MARITIME HISTORY AS WORLD HISTORY

University Press of Florida From the foreword: "In the 21st century the division between the maritime and terrestrial worlds has virtually disappeared. Events and issues that previously involved only maritime subjects need to be reexamined today from the perspective of those events and developments occurring simultaneously ashore. It is through this approach, as demonstrated by this fine collection of essays, that maritime history truly becomes a vehicle for understanding global history." Maritime events today appear to be tied more closely to events ashore than ever before, and seafaring has been the primary catalyst of much of world history. These essays by many of the world's leading scholars present an up-to-date assessment of the field of maritime history in the early 21st century. They offer fresh insights into the impact of seaborne exploration, warfare, and commerce on the course of history, from the independent traditions of ancient Japanese, Arab, and Mediterranean seafarers to the rapid European expansion around the globe from the 16th century onward. The book is organized around the themes of the sea as a theater of exploration, a highway of commerce, an arena for conflict, and a muse for artistic inspiration. The authors utilize information from the earliest recorded voyages to the present to illuminate an era's interesting and universal attributes and the successful explorers' motivations--usually a combination of scientific, political, economic, and religious reasons. They also show that the competing principles of freedom of the seas versus exclusive governance by political entities are central to all discussions of the sea in history. The book underscores how the myriad events that entwine humankind with the sea--both those of written record as well as those of oral tradition--form the substance of a history of worldwide significance. Its wide-ranging perspective will appeal to all readers who seek an engaging evaluation of the significance of the sea in human history. Daniel Finamore is Russell W. Knight Curator at the Peabody Essex Museum in Salem, Massachusetts. Published jointly with the Peabody Essex Museum **New Perspectives on Maritime History and Nautical Archaeology**

THE SEA THEIR GRAVES

AN ARCHAEOLOGY OF DEATH AND REMEMBRANCE IN MARITIME CULTURE

Like other groups with dangerous occupations, mariners have developed a close-knit culture bound by loss and memory. Death regularly disrupts the fabric of this culture and necessitates actions designed to mend its social structure. From the ritual of burying a body at sea to the creation of memorials to honor the missing, these events tell us a great deal about how sailors see their world. Based on a study of more than 2,100 gravestones and monuments in North America and the United Kingdom erected between the seventeenth and late twentieth centuries, David Stewart expands the use of nautical archaeology into terrestrial environments. He focuses on those who make their living at sea--one of the world's oldest and most dangerous occupations--to examine their distinct folkloric traditions, beliefs, and customs regarding death, loss, and remembrance.

EIGHT THOUSAND YEARS OF MALTESE MARITIME HISTORY

TRADE, PIRACY, AND NAVAL WARFARE IN THE CENTRAL MEDITERRANEAN

Offering a general overview of essential facts, including geographical and oceanographic factors that would have affected the navigation of historic ships, major relevant historical texts and documents, the logistical possibilities of ancient ship design, a detailed study of sea currents and wind patterns, and especially the archaeological remains (or scarcity thereof) around the Maltese maritime perimeter, the author argues that Malta mattered far less in maritime history than has been previously asserted.

CHINESE JUNKS ON THE PACIFIC

VIEWES FROM A DIFFERENT DECK

New Perspectives on Maritime H From a Western perspective, junks were among the most mysterious vessels ever to sail the open seas. Offering more than just history, *Chinese Junks on the Pacific* focuses on ten ships, such as the Whang Ho, Ning Po, and Amoy, that sailed to the United States in the early twentieth century. Hans Van Tilburg examines why these ships, some of the last commercial sailing junks of China, came to the West, what they represented, and why we are only now beginning to understand East Asian seafaring. Crowds gathered in San Diego, Los Angeles, San Francisco, and Portland to welcome the ships with a mixture of surprise and derision. In the era of the steamship, these were quaint, unwieldy constructions fashioned to look like sea monsters and bizarre objects of fancy. But they were also traveling cultural objects. Some served as floating museums, displaying grisly weaponry and other artifacts. The arrival of these vessels allowed Western observers a rare glimpse of a littleknown yet sophisticated maritime technology and seafaring culture. Combining history with ethnology, anthropology, maritime archaeology, and nautical technology, Van Tilburg provides a window into the lives of Chinese seafarers, their transpacific experiences, and a critical look at our own crosscultural perceptions. He draws on a wide range of newspaper sources, secondary texts, nautical treatises, archaeological site work, rare historical photos and sketches, and the personal testimony of the sailors themselves to view these junks not only as transport vehicles but as complex cultural artifacts that "speak" of a distant seafaring past and intimate cultural ties to the sea.

ROUGH WATERS

SOVEREIGNTY AND THE AMERICAN MERCHANT FLAG

Naval Institute Press This book traces the evolution of the role of the U.S. Merchant ship flag, and the U.S. merchant fleet itself, from the earliest days of the American Republic to the present. The book shows how the protection of the U.S. flag aboard merchant ships was often the cause for U.S. naval engagements, ranging from minor incidents through full-blown, declared wars. It also spells out how in the 20th and 21st centuries, the American-owned merchant fleet has "fled" from the U.S. flag to foreign registries, under flags of convenience. Many other maritime nations have experienced the same development in recent decades, and the world-wide development of this practice, as well as measures to off-set its ill effects are examined.

ADMIRAL LORD KEITH AND THE NAVAL WAR AGAINST NAPOLEON

"McCranie's book is the first modern biography of Keith, who learned the art of commanding single ships and small squadrons during the American Revolution. Keith eventually commanded four major fleets - the Eastern Seas, the Mediterranean, the North Sea, and the Channel. Though he had never led a fleet into battle, Keith supported joint operations with the British army and its allies while simultaneously maintaining command of the sea and ensuring the free passage of commerce."

THE U.S. COAST GUARD'S WAR ON HUMAN SMUGGLING

This text looks at the United States Coast Guard's war on human smuggling.

SOVEREIGNTY AT SEA

U.S. MERCHANT SHIPS AND AMERICAN ENTRY INTO WORLD WAR I

This book demonstrates that, although President Woodrow Wilson worked to maintain United States neutrality during World War I, his administration's policies resulted in a decision by Germany to unleash unrestricted submarine warfare against all shipping bound for Britain, France, or Italy in the Atlantic.

MARINE VENTURES

ARCHAEOLOGICAL PERSPECTIVES ON HUMAN-SEA RELATIONS

Equinox Publishing (Indonesia) Human-sea relations are important factors in past and present human evolution. Discussions about these relations have ranged from shellfish gathering at beaches to the elaboration of technological, social and cognitive systems for marine foraging. The role of the marine environment is now seen as a primary factor in the understanding of social complexity. Archaeological data and methods are uniquely placed to produce interesting perspectives about human adaptations to the sea through global and local dimensions, geological, archaeological and ethnographic timescales, and empirical studies of cultural practice. This volume brings together an international collection of papers in which human-sea relations are analyzed through various temporal and spatial scales. The themes covered include initial developments and further elaboration of marine foraging, technological and logistical implications of travelling by sea, interrelations between social and cognitive systems, settlement patterns and subsistence of marine hunter-gatherers, landscape archaeology and palaeogeographic models and the role of marine resources in human-sea relations. This volume will be of interest to students, archaeologists and researchers from related disciplines.

EARLY NAVIGATION IN THE ASIA-PACIFIC REGION

A MARITIME ARCHAEOLOGICAL PERSPECTIVE

Springer This book presents the proceedings of the international academic workshop on "Early Navigation in the Asia-Pacific Region: A Maritime Archaeological Perspective" held from June 21-23, 2013 at Harvard University campus and organized by Harvard-Yenching Institute. It includes high-quality papers focusing on the historical shipwrecks investigated by underwater archaeologists from Eastern Asian, including southern China, Vietnam, Thailand, the Philippines, Indonesia and Malaysia, and North America, including California, Oregon and Washington in the US, as well as Mexico. These investigations reveal the history of the early pan-Pacific navigation and maritime globalization from the 16th to the 18th century, covering the background and formation, concept and practice, as well as the results and influence of this early globalization and global economy, emphasizing the maritime archaeological evidence of Spanish exploration of transportation between East Asia and North America. The book provides an excellent opportunity for maritime archaeologists from both sides of the Pacific to share the latest findings and new developments in maritime archaeological exploration. It discusses 16-18th century nautical trade and maritime cultural history and provides a comprehensive overview of research work in the Asia-Pacific region.

UNDERWATER ARCHAEOLOGY

THE NAS GUIDE TO PRINCIPLES AND PRACTICE

John Wiley & Sons Underwater Archaeology: The NAS Guide to Principles and Practice provides a comprehensive summary of the archaeological process as applied in an underwater context. Long awaited second edition of what is popularly referred to as the NAS Handbook Provides a practical guide to underwater archaeology: how to get involved, basic principles, essential techniques, project planning and execution, publishing and presenting Fully illustrated with over 100 drawings and new colour graphics New chapters on geophysics, historical research, photography and video, monitoring and maintenance and conservation

VOYAGES, THE AGE OF ENGINES

DOCUMENTS IN AMERICAN MARITIME HISTORY. 1865-PRESENT

"A two-volume anthology of source readings for maritime history courses"--Publisher's website.

SEA PORTS AND SEA POWER

AFRICAN MARITIME CULTURAL LANDSCAPES

Springer This volume represents a more Africanist approach to the framework of maritime landscapes and challenges of adapting international heritage policy such as the UNESCO convention. While the concept of a maritime landscape is very broad, a more focused thematic strategy draws together a number of case studies in South Africa, Namibia, Tanzania, and Nigeria with a common thread. Specifically, the contributors address the sub-theme of sea ports and sea power as part of understanding the African maritime landscape. Sea ports and surrounds are dynamic centers of maritime culture supporting a rich diversity of cultural groups and economic activities. Strategic locations along the African coastline have associations with indigenous maritime communities and trade centers, colonial power struggles and skirmishes, establishment of naval bases and operations, and World War I and II engagements.

COMMODORE ABRAHAM WHIPPLE OF THE CONTINENTAL NAVY

PRIVATEER, PATRIOT, PIONEER

Abraham Whipple (1733-1819) commanded insurgents who destroyed HMS Gaspee in Narragansett Bay and helped direct the successful invasion of the Bahamas. This little-known, yet intrepid and frequently successful Continental Navy officer contributed significantly to the War for Independence. An esteemed officer of the fleet, he spent his last years in frontier Ohio where he was respected and appealed to younger generations as a "representative of the Revolution." Sheldon Cohen's biography of Whipple presents a look inside the life of a Continental officer. He illustrates at a personal level the complexities of naval warfare, including Whipple's reliance on personal finances and family connections to outfit his ships and pay his crew. Cohen also reveals the commander's treatment as a British prisoner of war, and his eventual migration west, shedding light on experiences shared by many Revolutionary War veterans.

MERCHANT MARINERS AT WAR

AN ORAL HISTORY OF WORLD WAR II

New Perspectives on Maritime H Offers accounts of the wartime experiences of veterans who graduated from the US Merchant Marine Academy - the largest supplier of ships' officers in WWII. This book covers such subjects as Liberty ships, U-Boats, the Battle of the Atlantic, D-Day, the Philippines, the vast Pacific, and the Murmansk Run.

THE OXFORD HANDBOOK OF MARITIME ARCHAEOLOGY

Oxford University Press The Oxford Handbook of Maritime Archaeology is a comprehensive survey of the field at a time when maritime archaeology has established itself as a mature branch of archaeology. This volume draws on the

expertise of nearly fifty international scholars who examine the many distinct and universal aspects of the discipline.

ARCHAEOLOGY AND THE SOCIAL HISTORY OF SHIPS

Cambridge University Press Maritime archaeology deals with shipwrecks and is carried out by divers rather than diggers. It embraces maritime history and analyses changes in shipbuilding, navigation and seamanship and offers fresh perspectives on the cultures and societies that produced the ships and sailors. Drawing on detailed past and recent case studies, Richard A. Gould provides an up-to-date review of the field that includes dramatic new findings arising from improved undersea technologies. This second edition of *Archaeology and the Social History of Ships* has been updated throughout to reflect new findings and new interpretations of old sites. The new edition explores advances in undersea technology in archaeology, especially remotely operated vehicles. The book reviews many of the major recent shipwreck findings, including the *Vasa* in Stockholm, the Viking wrecks at Roskilde Fjord and the *Titanic*.

ROMAN SEAS

A MARITIME ARCHAEOLOGY OF EASTERN MEDITERRANEAN ECONOMIES

Oxford University Press, USA "This book offers an archaeological analysis of maritime economy and connectivity in the Roman east. That seafaring was fundamental to prosperity under Rome is beyond doubt, but a tendency to view the grandest long-distance movements among major cities against a background noise of small-scale, short-haul activity has tended to flatten the finer and varied contours of maritime interaction and coastal life into a featureless blue Mediterranean. Drawing together maritime landscape studies and network analysis, this work takes a bottom-up view of the diverse socioeconomic conditions and seafaring logistics that generated multiple structures and scales of interaction. The material record of shipwrecks and ports along a vital corridor from the southeast Aegean across the northeast Mediterranean provides a case study of regional exchange and communication based on routine sails between simple coastal facilities. Rather than a single well-integrated and persistent Mediterranean network, multiple discrete and evolving regional and interregional systems emerge. This analysis sheds light on the cadence of economic life along the coast, the development of market institutions, and the regional continuities that underpinned integration-despite certain interregional disintegration-into Late Antiquity. Through this model of seaborne interaction, the study advances a new approach to the synthesis of shipwreck and other maritime archaeological and historical economic data, as well as a path through the stark dichotomies that inform most paradigms of Roman connectivity and trade"--

MARINE ARCHAEOLOGICAL PERSPECTIVE OF THE INDIAN OCEAN

Proceedings of the First International Seminar on Marine Archaeology, organised by Indian Navy and Archaeological Survey of India, on 14-15 March, 2003, at New Delhi.

MARITIME ARCHAEOLOGY

A READER OF SUBSTANTIVE AND THEORETICAL CONTRIBUTIONS

Springer Science & Business Media This volume initiates a new series of books on maritime or underwater archaeology, and as the editor of the series I welcome its appearance with great excitement. It is appropriate that the first book of the series is a collection of articles intended for graduate or undergraduate courses in underwater archaeology, since the growth in academic opportunities for students is an important sign of the vitality of this subdiscipline. The layman will enjoy the book as well. Academic and public interest in shipwrecks and other submerged archaeological sites is indicated by a number of factors. Every year there are 80 to 90 research papers presented at the Society for Historical Archaeology's Conference on Historical and Underwater Archaeology, and the Proceedings are published. Public interest is shown by extensive press coverage of shipwreck investigations. One of the most important advances in recent years has been the passage of the Abandoned Shipwreck Act of 1987, for the first time providing national-level law concerning underwater archaeological sites. The legislation has withstood a number of legal challenges by commercial treasure salvors, a very hopeful sign for the long-term preservation of this nonrenewable type of cultural resource. The underwater archaeological discoveries of 1995 were particularly noteworthy. The Texas Historical Commission discovered the *Belle*, one of La Salle's ships, and the *CSS Hunley* was found by a joint project of South Carolina and a private nonprofit organization called NUMA.

THE CAMBRIDGE COMPANION TO HISTORICAL ARCHAEOLOGY

Cambridge University Press The *Cambridge Companion to Historical Archaeology* provides an overview of the international field of historical archaeology (c.AD 1500 to the present) through seventeen specially-commissioned essays from leading researchers in the field. The volume explores key themes in historical archaeology including documentary archaeology, the writing of historical archaeology, colonialism, capitalism, industrial archaeology, maritime archaeology, cultural resource management and urban archaeology. Three special sections explore the distinctive contributions of material culture studies, landscape archaeology and the archaeology of buildings and the household. Drawing on case studies from North America, Europe, Australasia, Africa and around the world, the volume captures the breadth and diversity of contemporary historical archaeology, considers archaeology's relationship with history, cultural anthropology and other periods of archaeological study, and provides clear introductions to alternative conceptions of the field. This book is essential reading for anyone studying or researching the material remains of the

recent past.

BORDERLAND SMUGGLING

PATRIOTS, LOYALISTS, AND ILLICIT TRADE IN THE NORTHEAST, 1783-1820

Passamaquoddy Bay lies between Maine and New Brunswick at the mouth of the St. Croix River. Most of it (including Campobello Island) is within Canada, but the Maine town of Lubec lies at the bay's entrance. Rich in beaver pelts, fish, and timber, the area was a famous smuggling center after the American Revolution. Joshua Smith examines the reasons for smuggling in this area and how three conflicts in early republic history - the 1809 Flour War, the War of 1812, and the 1820 Plaster War - reveal smuggling's relationship to crime, borderlands, and the transition from mercantilism to capitalism. Smith astutely interprets smuggling as created and provoked by government efforts to maintain and regulate borders. In 1793, British and American negotiators framed a vague new boundary meant to demarcate the lingering British empire in North America (Canada) from the new American Republic. Officials insisted that an abstract line now divided local peoples on either side of Passamaquoddy Bay. Merely by persisting in trade across the newly demarcated national boundary, people violated the new laws. and regulate commerce. Consequently, local resistance and national authorities engaged in a continuous battle for four decades. Smith treats the Passamaquoddy Bay smuggling as more than a local episode of antiquarian interest. Indeed, he crafts a local case study to illuminate a widespread phenomenon in early modern Europe and the Americas.

AMERICAN COASTAL RESCUE CRAFT

A DESIGN HISTORY OF COASTAL RESCUE CRAFT USED BY THE UNITED STATES LIFE-SAVING SERVICE AND THE UNITED STATES COAST GUARD

Provides detailed history and technical design information on each and every type of small rescue craft ever used by the United States Life-Saving Service and United States Coast Guard.

SUBMERGED CULTURAL RESOURCE MANAGEMENT

PRESERVING AND INTERPRETING OUR SUNKEN MARITIME HERITAGE

Springer Science & Business Media A symposium held in Quebec City in 2000 by the society for Historical Archaeology entitles **Preserves, Parks, and Trails: Interpreting our Sunken Maritime Heritage** saw fifteen contributors discuss their experiences and ideas about how maritime heritage should be preserved and accessible to the public in the present and future.

THE RESCUE OF THE GALE RUNNER

DEATH, HEROISM, AND THE U.S. COAST GUARD

"A scholarly examination of the problems facing the small boat crews of the twenty-first century, who are just as heroic as their predecessors, is long overdue. Noble allows the people who operate America's modern small rescue platforms to tell their own story. Lives were lost in a scenario that could have been prevented; why should we not ask the tough questions?"--John J. Galluzzo, Scituate Historical Society This on-the-spot narrative of the February 1997 loss of three U.S. Coast Guardsmen from the Quillayute River Station during a maritime rescue is both a commemoration and a report of the failure of the Coast Guard's senior leadership to appreciate and support the work of enlisted men and women at often remote and dangerous small-boat stations. The first in-depth look at a small-boat maritime rescue by the U.S. Coast Guard, this book is also the first to describe the role of those at small-boat rescue stations and of the policy setters at Coast Guard headquarters in Washington, D.C. Its author was in the right place at the right time on a night when everything went wrong. From the first alarm to the dramatic helicopter rescue of the crew of a foundering sailboat, from the onshore rescue of the sole survivor of the first dispatched Coast Guard crew to the tragic losses, this man-against-the-sea tale is told largely in the words of the participants and others who were with author Dennis Noble at the station near La Push, Washington, on the night the tragedy unfolded. Noble also provides an analysis of the state of the Coast Guard, how its current problems have developed, and what effect they have on the service's operations. As the story unfolds, the views of senior enlisted personnel at the station paint a picture of an overworked small-boat rescue force and their feelings toward what they perceive as a distant, and in many cases unaware, officer corps. Noble contrasts these perspectives with those voiced by the investigating commissioned officers and higher-ups at Coast Guard headquarters. Illustrated with 29 photos and maps, Noble's contribution to the annals of maritime history is a riveting account of extraordinary heroism in the face of regrettable human tragedy. Historian Dennis L. Noble served in the U.S. Coast Guard for 21 years.

LUCKY 73

USS PAMPANITO'S UNLIKELY RESCUE OF ALLIED POWS IN WWII

New Perspectives on Maritime H During WWII the submarine USS Pampanito earned six battle stars, sank six Japanese ships, damaged four others, and rescued seventy-three British and Australian POWs from the South China Sea. The chain of events that led to this rescue is truly remarkable. Captured in 1942, forced to spend fifteen months constructing the Burma-Thai Railroad, and then loaded onto floating concentration camps - hellships, as they were

called - the prisoners were in the wrong place at the wrong time when Pampanito and her wolf pack attacked a Japanese convoy. Returning to the coordinates a few days later, the crew was astonished to discover survivors in the water from among the more than 2,200 prisoners who had been aboard the Japanese ships. After picking up these men (the Lucky 73), the officers and crew of Pampanito had them record their thoughts and experiences while the events were still fresh in their minds.

CALIFORNIA MARITIME ARCHAEOLOGY

A SAN CLEMENTE ISLAND PERSPECTIVE

Rowman Altamira San Clemente Island is a microcosm of California coastal archaeology from prehistoric through historic times—not only because of the extensiveness of its archaeological remains but because those remains have been so well preserved. In *California Maritime Archaeology*, the authors use the island as a platform to explore evidence of early seafaring, colonization, paleoenvironmental change, and cultural interaction along the California coast. They make a strong case that San Clemente island should be seen as a kind of "California archaeological Galapagos," offering an extraordinary variety of ancient life as well as surprising information about prehistoric hunter-gatherers of the northern Pacific. The authors' two decades of research have resulted in this rich cultural history that defies widespread assumptions about California's ancient maritime history.

HUMAN IMPACTS ON ANCIENT MARINE ECOSYSTEMS

A GLOBAL PERSPECTIVE

Univ of California Press Archaeological data now show that relatively intense human adaptations to coastal environments developed much earlier than once believed—more than 125,000 years ago. With our oceans and marine fisheries currently in a state of crisis, coastal archaeological sites contain a wealth of data that can shed light on the history of human exploitation of marine ecosystems and marine conservation principles. This groundbreaking volume, the first global survey of these topics, brings together leading researchers working in coastal areas around the world to address the links between archaeology, history, marine ecology, and fisheries management. In eleven case studies from the Americas, Pacific Islands, North Sea, the Caribbean, Europe, and Africa, they cover diverse marine ecosystems ranging from kelp forests to coral reefs and mangroves, reaching into deep history to discover how humans interacted with and impacted these aquatic environments. Utilizing a variety of multidisciplinary analyses and data sets, together they demonstrate the power of archaeology and other historical disciplines to improve our understanding of contemporary environmental problems.

COMMODORE JOHN RODGERS

PARAGON OF THE EARLY AMERICAN NAVY

Schroeder's interpretive biography restores Rodgers to his rightful place in history as the preeminent and most influential naval officer during America's Age of Sail. Between 1798 and 1815, Rodgers fought with distinction in the Naval War with France, the Barbary War, and the War of 1812. He shaped the postwar development of the navy as president of the Board of Navy Commissioners from 1815 to 1835, and he led a major diplomatic mission to the Mediterranean in the mid 1820s. Drawing on extensive manuscript sources—including the voluminous Rodgers family papers—and the wealth of articles, essays, and monographs on American naval history in recent years, Schroeder provides a candid appraisal of Rodgers' personal strengths and weaknesses, professional successes and failures. Resented for his gruff exterior but celebrated for his determination to build a navy of the highest professional standards, Rodgers never revealed to his naval contemporaries the passionate and emotional dimension of his character that is evident in his correspondence with his wife, Minerva, who bore him 11 children. Their letters represent a rare and remarkably detailed account of family life in the 19th century. Schroeder's thorough analysis of official documents offers a fresh perspective on the dramatic events of Rodgers' long career, including his personal involvement in the capture of the French frigate *L'Insurgente* in 1799, the war with Tripoli, the testing of Robert Fulton's experimental torpedoes in 1810, the Little Belt affair in 1811, the escape of the British frigate *Belvidera* in 1812, the defense of Baltimore in 1814, the deadly duel between Stephen Decatur and James Barron in 1820, and the introduction of steam power to the U.S. Navy. This first modern biography of Rodgers since Charles O. Paullin's work in 1910 will be of special interest to scholars and devotees of early American naval, political, and diplomatic history, especially the Age of Fighting Sail.

A CIVIL WAR GUNBOAT IN PACIFIC WATERS

LIFE ON BOARD USS SAGINAW

The USS *Saginaw* was a Civil War gunboat that served in Pacific and Asian waters between 1860 and 1870. During this decade, the crew witnessed the trade disruptions of the Opium Wars, the Taiping Rebellion, the transportation of Confederate sailors to Central America, the French intervention in Mexico, and the growing presence of American naval forces in Hawaii. In 1870, the ship sank at one of the world's most remote coral reefs; her crew was rescued sixty-eight days later after a dramatic open-boat voyage. More than 130 years later, the author led the team that discovered and recorded the *Saginaw*'s remains near the Kure Atoll reef.

ARCHAEOLOGY AND THE SOCIAL HISTORY OF SHIPS

Cambridge University Press Maritime archaeology deals with shipwrecks and is carried out by divers rather than diggers..It embraces maritime history and analyzes changes in ship-building, navigation, and seamanship, and offers fresh perspectives on the cultures and societies that produced the ships and sailors. Drawing on detailed past and recent case studies, Richard A. Gould provides an up-to-date review of the field that includes dramatic new findings arising from improved undersea technologies. This second edition of *Archaeology and the Social History of Ships* has been updated throughout to reflect new findings and new interpretations of old sites. The new edition explores advances in undersea technology in archaeology, especially remotely operated vehicles. The book reviews many of the major recent shipwreck findings, including the *Vasa* in Stockholm, the Viking wrecks at Roskilde Fjord, and the *Titanic*.

SIR SAMUEL HOOD AND THE BATTLE OF THE CHESAPEAKE

The loss by the British fleet of the Battle of Chesapeake Bay in 1781 proved to be a turning point in the American Revolutionary War and led to the fall of the major British base at Yorktown. Sir Samuel Hood commanded the British fleet, but he escaped most of the blame for the loss of the battle and ultimately of the colonies.

BROWN WATER WARFARE

THE U.S. NAVY IN RIVERINE WARFARE AND THE EMERGENCE OF A TACTICAL DOCTRINE, 1775-1970

"R. Blake Dunnivant traces the evolution of riverine warfare in U.S. military operations from its informal inception in the 18th century to its establishment as a formal doctrine in the 20th century. As the key to understanding the emergence, development, and later adoption of this particular military strategy, he examines the conflicts in which riverine tactics figured prominently: the American Revolution, the War of 1812, the Second Seminole War, the Mexican War, the Civil War, the Rio Grande Patrol, the Philippine-American War/Yangtze River Patrol, and the Vietnam War." "Materials from the National Archives, Navy Operational Archives, Marine Corps Archives, Library of Congress, and private collections serve as the basis for his investigation. Engraving, drawings, photographs, and detailed maps enable the reader to visualize the events described in each chapter. Relatively little else has been published with regard to the United States' role on inland waterways, domestic or international. For military historians as well as buffs, *Brown Water Warfare* fills a historical gap as the only complete study for those interested in U.S. riverine military history."--BOOK JACKET.Title Summary field provided by Blackwell North America, Inc. All Rights Reserved

SHIPS, BOATS, PORTS, TRADE, AND WAR IN THE MEDITERRANEAN AND BEYOND

PROCEEDINGS OF THE MARITIME ARCHAEOLOGY GRADUATE SYMPOSIUM 2018

This volume presents the proceedings of the Maritime Archaeology Graduate Symposium 2018, a conference sponsored by the Honor Frost Foundation, dedicated to new and upcoming research focused on maritime archaeology in the eastern Mediterranean and beyond.

EXCAVATING THE HISTORIES OF SLAVE-TRADE AND PIRATE SHIPS

PROPERTY, PLUNDER AND LOSS

Springer Nature

INDUSTRIALIZING AMERICAN SHIPBUILDING

THE TRANSFORMATION OF SHIP DESIGN AND CONSTRUCTION, 1820-1920

Throughout the 19th century, the shipbuilding industry in America was both art and craft, one based on tradition, instinct, hand tools, and handmade ship models. Even as mechanization was introduced, the trade supported a system of apprenticeship, master builders, and family dynasties, and aesthetics remained the basis for design. Spanning the transition from wood to iron shipbuilding in America, Thiesen's history tells how practical and nontheoretical methods of shipbuilding began to be discarded by the 1880s in favor of technical and scientific methods. Perceiving that British warships were superior to its own, the United States Navy set out to adopt British design principles and methods. American shipbuilders wanted only to build better warships, but embracing British practices exposed them to new methods and technologies that aided in the transformation of American shipbuilding into an engineering-based industry. American shipbuilders soon improvised ways to turn U.S. shipyards into state-of-the-art facilities and, by the early 20th century, they forged ahead of the British in construction and production methods. The history of shipbuilding in America is a story of culture dictating technology. Thiesen describes the trans-Atlantic exchange of technical information that took place during this era and the role of the U.S. Navy in that transfer. He also profiles the lives of individual shipbuilders. Their stories will inspire enthusiasts of ships, shipbuilding, and shipbuilding technology, as well as historians and students of maritime history and the history of technology.

SHIPS AND MARITIME LANDSCAPES

PROCEEDINGS OF THE THIRTEENTH INTERNATIONAL SYMPOSIUM ON BOAT AND SHIP ARCHAEOLOGY,

AMSTERDAM 2012

Barkhuis This volume gathers 88 contributions related to the theme 'Ships and Maritime Landscapes' of the Thirteenth International Symposium on Boat and Ship Archaeology (ISBSA 13) held in Amsterdam on the 7th to 12th October 2012. The articles include both papers and poster presentations by experts in the field of nautical archaeology, history of ships and shipbuilding, and naval architecture. The contributions deal not only with the theme of maritime landscapes but also with a variety of ship related subjects, like regional watercraft, construction and typology, material applications and design, outfitting, reconstruction and current research.

X MARKS THE SPOT

THE ARCHAEOLOGY OF PIRACY

New Perspectives on Maritime H "The first comprehensive, scholarly look at the artifactual evidence of real pirates, recovered at both shipwrecks and known pirate bases."--Archaeology Magazine "The reader unused to digesting professional publications will, pardon the pun, sail through this book as if it were a collection of novellas! Not only will he/she learn about the realities of trade in the Caribbean and politics in the time of pirates, but will be treated to the most interesting bits of ephemera such as an inventory of the legendary Captain Morgan's estate. This is the definitive book on Pirates and the research being done to dispel all of the fables."--Dirtbrothers.org "Articles in X Marks the Spot cover a wide range of pirate wrecks and legacies from the Golden Age of Piracy, and give the reader a glimpse into what might be the reality of pirate life and death."--Archaeology.about.com "A serious attempt to determine, through examination of both terrestrial and shipwreck sites, if pirates left such unambiguous traces in the archaeological record that their presence can be recognized in future excavations. Fascinating!"--George F. Bass, founder, Institute of Nautical Archaeology "Piracy occupies an adaptive niche dating back to the very beginnings of maritime enterprise. This volume reclaims that predacious profession from the realm of the unusual and the unique and presents it afresh as a persistent subsystem of normal commerce."--Thomas N. Layton, San Jose State University "Piracy is one of the world's oldest professions on the water. In this volume, a group of leading scholars literally digs into the subject to offer the first comprehensive archaeological look at pirates. . . . The definitive book on the archaeology of piracy."--James P. Delgado, executive director, Vancouver Maritime Museum "A most welcome contribution on the subject of piracy, one that has rarely been systematically addressed by archaeologists."--Barto Arnold, Institute of Nautical Archaeology, Texas A&M University This collection piques the imagination with historical evidence about the actual exploits of pirates as revealed in the archaeological record. The recent discovery of the wreck of Blackbeard's Queen Anne's Revenge, off Beaufort Inlet, North Carolina, has provoked scientists to ask, What is a pirate? Were pirates sea-going terrorists, lawless rogues who plundered, smuggled, and illegally transported slaves, or legitimate corsairs and privateers? Highlighting such pirate vessels as the *Speaker*, which sailed in the Indian Ocean, and the *Whydah*, the first pirate ship discovered in North America (near the tip of Cape Cod), the contributors analyze what constitutes a pirate ship and how it is different from a contemporary merchant or naval vessel. Examining excavated underwater "treasure sites" and terrestrial pirate lairs found off the coast of Madagascar, throughout the Caribbean, and within the United States, the authors explore the romanticized "Golden Age of Piracy," a period brimming with the real-life exploits of Captain Kidd, Blackbeard, Henry Morgan, and the "gentleman pirate" Jean Lafitte. This book will appeal to the general public, with special interest to anthropologists, archaeologists, historians, and divers.

NEW FRONTIERS IN THE NEOLITHIC ARCHAEOLOGY OF TAIWAN (5600-1800 BP)

A PERSPECTIVE OF MARITIME CULTURAL INTERACTION

Springer Nature This book summarizes the systematic research on the Neolithic cultures of Taiwan, based on the latest archaeological discoveries, and focusing on the maritime interactions between mainland southeast China, Taiwan, and southeast Asia during (5600-1800 BP). The study demonstrates and sheds light on the distinctiveness of Taiwan's Neolithic cultures, their interactions with the external cultures of its surrounding regions, the maritime cultural diffusion and early seafaring across sea regions like the Taiwan Strait, Bashi channel and South China Sea. Drawing on the author's deep understanding of Taiwan and its surrounding regions, the book also incorporates recent archeological findings by Taiwanese researchers. Further, based on a new reconstruction of the spatiotemporal framework of Taiwanese prehistoric cultures, the chronologically arranged chapters discuss Neolithic cultures of the early, middle, late and final stage of this island region, revealing the prehistoric cultural development, regional typology and their maritime interactions with surrounding regions. The typological study of the native traits and external cultural influences of each stage of Neolithic culture shows the prehistoric and early history of this key stepping stone in the Asia-Pacific region.

INTERNATIONAL HANDBOOK OF UNDERWATER ARCHAEOLOGY

Springer Science & Business Media Although underwater archaeology has assumed its rightful place as an important subdiscipline in the field, the published literature has not kept pace with the rapid increase in the number of both prehistoric and historic underwater sites. The editors have assembled an internationally distinguished roster of contributors to fill this gap. The book presents geographical and topical approaches, and focuses on technology, law, public and private institutional roles and goals, and the research and development of future technologies and public programs.
