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### **KEY=1600 - ERNESTO MADILYNN**

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#### **THE ARMING AND FITTING OF ENGLISH SHIPS OF WAR, 1600-1815**

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*Brassey's* Gives precise details of the wooden warships built by the Royal Navy between 1600 and 1815, with exact information on sizes and scantlings.

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#### **ENGLISH/BRITISH NAVAL HISTORY TO 1815**

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#### **A GUIDE TO THE LITERATURE**

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*Greenwood Publishing Group* Delivers a comprehensive historiographical and bibliographical survey of academic and printed materials on the maritime and naval history of England and Great Britain from its earliest times to 1815.

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#### **SCIENCE, UTILITY AND BRITISH NAVAL TECHNOLOGY, 1793-1815**

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#### **SAMUEL BENTHAM AND THE ROYAL DOCKYARDS**

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*Routledge* During the French Revolutionary and Napoleonic Wars, the technology employed by the British navy changed not just the material resources of the British navy but the culture and performance of the royal dockyards. This book examines the role of the Inspector General of Naval Works, an Admiralty office occupied by Samuel Bentham between 1796 and 1807, which initiated a range of changes in dockyard technology by the construction of experimental vessels, the introduction of non-recoil armament, the reconstruction of Portsmouth yard, and the introduction of steam-powered engines to pump water, drive mass-production machinery and reprocess copper sheathing. While primarily about the technology, this book also examines the complementary changes in the industrial culture of the dockyards. For it was that change in culture which permitted the dockyards at the end of the Wars to maintain a fleet of unprecedented size and engage in warfare both with the United States of America and with Napoleonic Europe.

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#### **THE MERCHANT SHIP IN THE BRITISH ATLANTIC, 1600—1800**

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#### **CONTINUITY AND INNOVATION IN A KEY TECHNOLOGY**

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*BRILL* In *The Merchant Ship in the British Atlantic, 1600—1800*, Phillip Reid shows how ordinary commercial vessels reflected the risk management strategies of those who designed, built, bought, and sailed them.

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#### **THE ROYAL NAVY 1793-1815**

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*Bloomsbury Publishing* By the end of the Napoleonic Wars in 1815 Britain was the undisputed master of the seas, owing to the power and strength of the Royal Navy. Its fleets, comprising ships of the line, frigates, and gunboats, had doubled in size since the outbreak of the French Revolutionary Wars in 1793, totalling almost a thousand capital vessels. This book examines the commanders, men, and ships of the Royal Navy during the French Revolution and Napoleonic Wars, and discusses the Navy's command structure (from the Admiralty down to ship level) and its organization at sea. The tactics employed in action by a fleet, squadron, and individual ship, respectively are also discussed, as are the medical

services providing a fascinating insight into the navy that ruled the waves.

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## **SHIP MODELS FROM THE AGE OF SAIL**

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### **BUILDING AND ENHANCING COMMERCIAL KITS**

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*Seaforth Publishing* The vast majority of period ship models are built from kits, usually primarily of wood with some ready-made fittings. Although these commercial offerings have improved significantly in recent years, all of them can be enhanced in accuracy or detail by an experienced modelmaker. This book, by an expert ship modeller, distils lessons gleaned from a lifetime practising the hobby to the highest standards, setting out methods of improving basic kits and gradually developing the skills and confidence to tackle the construction of a model from scratch. Using a variety of kits as the starting point, each chapter demonstrates a technique that can be readily improved or a feature that can be replaced to the advantage of the finished model. Topics include hull planking, representing copper sheathing, many aspects of more accurate masting and rigging, and how to replace kit parts and fittings from scratch. Ultimately, the impact of a period model depends on its accuracy, and the book also provides guidance on plans and references, where to find them and how they are best used. The plank-on-frame model, sometimes with exposed frames in the Navy Board style, has always been considered the crowning achievement of period ship modeling, and this book concludes with coverage of the very latest kits that put fully framed models within the reach of ordinary mortals. Offering advice, expertise and inspiration, Ship Models from the Age of Sail has something for anyone interested in building a period ship model, whatever their level of skill.

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## **BRITISH WARSHIPS IN THE AGE OF SAIL 1793 - 1817**

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### **DESIGN, CONSTRUCTION, CAREERS AND FATES**

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*Pen and Sword* The revised edition of this authoritative naval history provides a comprehensive, illustrated guide to the Royal Navy of the Napoleonic Era. A major contribution to naval history, this third volume in Rif Winfield's British Warships in the Age of Sail covers every vessel that served in the Royal Navy between the outbreak of the French Revolutionary Wars and the Battle of Waterloo. Revised to incorporate new research, it details more than 2000 ships—whether purpose-built, captured, purchased or merely hired. Providing comprehensive technical data on the ships, this volume also includes commissioning dates, refit periods, changes of captain, their stations of service, as well as notes on any actions in which they took part. The book is well illustrated with contemporary prints and drawings that show the wide variety of service required of naval vessels in late 18th and early 19th centuries. Specially commissioned general arrangement drawings also depict the most significant classes. In all, it is a fitting tribute to a navy that at the zenith of its power in 1809 comprised one half of all the warships in the world

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## **HMS TRINCOMALEE 1817, FRIGATE**

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*Seaforth Publishing* HMS Trincomalee belonged to a class of 38-gun Fifth Rates which can claim to have been the Royal navy's standard frigate type for the whole of the Napoleonic Wars. Built in India of teak, she is now beautifully restored at Hartlepool, and can justly claim to be the last of Nelson's frigates. As is the case for many historic ships, however, there is a surprising shortage of informative and well illustrated guides, for reference during a visit or for research by enthusiasts—ship modellers, naval buffs, historians or students. This new series redresses the gap. Written by experts and containing more than 200 specially commissioned photographs, each title takes the reader on a superbly illustrated tour of the ship, from bow to stern and deck by deck. Significant parts of the vessel for example, the gun decks, her mast, spars and rigging, and her aft accommodation are given detailed coverage both in words and pictures, so that the reader has at hand the most complete visual record and explanation of the ship that exists. In addition, the importance of the ship, both in her own time and now as a museum vessel, is explained, while her design and build, and her career prior to restoration and exhibition are all described. No other books offer such superb visual impact and detailed information as the Seaforth Historic Ship Series a truly groundbreaking concept bringing the ships of our past vividly to life.

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### **BRITISH PRIVATEERING VOYAGES OF THE EARLY EIGHTEENTH CENTURY**

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*Boydell & Brewer Ltd* The story of hugely ambitious and risky long-distance private voyages, only one of which brought huge returns for investors.

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### **THE SEAFORTH BIBLIOGRAPHY**

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### **A GUIDE TO MORE THAN 4000 WORKS ON BRITISH NAVAL HISTORY 55BC - 1815**

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*Pen and Sword* This remarkable work is a comprehensive historiographical and bibliographical survey of the most important scholarly and printed materials about the naval and maritime history of England and Great Britain from the earliest times to 1815. More than 4,000 popular, standard and official histories, important articles in journals and periodicals, anthologies, conference, symposium and seminar papers, guides, documents and doctoral theses are covered so that the emphasis is the broadest possible. But the work is far, far more than a listing. The works are all evaluated, assessed and analysed and then integrated into an historical narrative that makes the book a hugely useful reference work for student, scholar, and enthusiast alike. It is divided into twenty-one chapters which cover resource centres, significant naval writers, pre-eminent and general histories, the chronological periods from Julius Caesar through the Vikings, Tudors and Stuarts to Nelson and Bligh, major naval personalities, warships, piracy, strategy and tactics, exploration, discovery and navigation, archaeology and even naval fiction. Quite simply, no-one with an interest and enthusiasm for naval history can afford to be without this book at their side.

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### **PEPYSS NAVY**

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### **SHIPS, MEN AND WARFARE, 1649-89**

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*Pen and Sword* This new reference book describes every aspect the English navy in the second half of the seventeenth century, from the time when the Fleet Royal was taken into Parliamentary control after the defeat of Charles I, until the accession of William and Mary in 1689 when the long period of war with the Dutch came to an end. This is a crucial era which witnessed the creation of a permanent naval service, in essence the birth of the Royal Navy. Every aspect of the navy is covered - naval administration, ship types and shipbuilding, naval recruitment and crews, seamanship and gunnery, shipboard life, dockyards and bases, the foreign navies of the period, and the three major wars which were fought against the Dutch in the Channel and the North Sea. Samuel Pepys, whose thirty years of service did so much to replace the ad hoc processes of the past with systems for construction and administration, is one of the most significant players, and the navy which was, by 1690, ready for the 100 years of global struggle with the French owed much to his tireless work. This book is destined to become a major work for historians, naval enthusiasts and, indeed, anyone with an interest in this colourful era of the seventeenth century.

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### **SEVENTEENTH CENTURY PRACTICAL MATHEMATICS**

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### **NAVIGATION BY GREENVILL COLLINS**

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*Routledge* This exciting Greenvill Collins biography is about seventeenth century navigation, focusing for the first time on mathematics practised at sea. This monograph argues the Restoration kings', Charles II and James II, promotion of cartography for both strategy and trade. It is aimed at the academic, cartographic and larger market of marine enthusiasts. Through shipwreck and Arctic marooning, and Dutch and Spanish charts, Collins evolved a Prime Meridian running through Charles's capital. After John Ogilby's successful Britannia, Charles set Collins surveying his kingdom's coasts, and James set John Adair surveying in Scotland. They triangulated at sea. Subsequently, Collins persuaded James to sustain his dead brother's ambition. This, the British coast's first survey took six years. After James's flight, and William III's invasion, Collins led the royal yacht squadron for six years more, garnering funds to publish Great Britain's Coasting Pilot. The Admiralty and civic institutions subsidised what became his own pilot. Collins aided Royal Society members in their

investigations, and his new guide remained vital to navigators through the century following. Charles's cartographic promotion bloomed the most spectacularly in the atlases of Ogilby, Collins and John Flamsteed for roads, harbours, and stars.

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## **BRITISH WARSHIPS IN THE AGE OF SAIL 1817-1863**

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### **DESIGN, CONSTRUCTION, CAREERS AND FATES**

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*Seaforth Publishing* 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.

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## **BRITISH WARSHIPS IN THE AGE OF SAIL 1714-1792**

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### **DESIGN, CONSTRUCTION, CAREERS AND FATES**

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*Pen and Sword* 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.

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## **BRITISH WARSHIPS IN THE AGE OF SAIL 1603-1714**

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### **DESIGN, CONSTRUCTION, CAREERS AND FATES**

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*Pen and Sword* The seventeenth century saw the transformation of Britain from a minor state on the fringes of Europe into a global economic power, whose interests were protected and promoted by the largest navy in the world. The character of this navy was forged by a bloody civil war, three fiercely disputed conflicts with the Dutch, and the first of many wars with the French. In the process the ships themselves were transformed from the surviving galleons that had defeated the Spanish Armada, through huge prestige vessels like Prince Royal and Sovereign of the Seas and the lightly built frigates of the Commonwealth era into warships that were recognizably ships of the line. These radical developments in the design and employment of warships can be followed in detail for the first time in this comprehensive new reference book, which outlines the history of every ship built, purchased or captured that saw naval service during this era. Like its companion volumes on the 1714-1792 and 1793-1817 periods, 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. 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.

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## **AMERICAN REVOLUTION: THE DEFINITIVE ENCYCLOPEDIA AND DOCUMENT COLLECTION [5 VOLUMES]**

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*ABC-CLIO* With more than 1,300 cross-referenced entries covering every aspect of the American Revolution, this definitive scholarly reference covers the causes, course, and consequences of the war and the political, social, and military origins of the nation. • Contains more than 1,300 A-Z entries on various political, social, and military topics connected with the American Revolution • Features contributions from more than 120 distinguished scholars and independent historians from a variety of disciplines • Introduces entries with essays on the war's underlying causes and the events that catalyzed its outbreak, a synopsis of the war, and an analysis of its long-term impact • Includes key documents relevant to the period, including Common Sense, the Declaration of Independence, the Constitution, eyewitness battle accounts, speeches, and treaties • Supplements entries with hundreds of illustrations depicting colonial and Revolutionary America, plus dozens of maps depicting major geopolitical relationships, large-scale military operations, and individual battles on land and sea • Addresses all major Native American tribes involved in the conflict and their role in the war

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## **A HISTORY OF THE WORLD IN SIXTEEN SHIPWRECKS**

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*ForeEdge from University Press of New England* Roman triremes of the Mediterranean. The treasure fleet of the Spanish Main. Great ocean liners of the Atlantic. Stories of disasters at sea fire the imagination as little else can, whether the subject is a historical wreck - the Titanic or the Bismark - or the recent capsizing of a Mediterranean cruise ship. Shipwrecks also make for a new and very different understanding of world history. A History of the World in Sixteen Shipwrecks explores the ages-long, immensely hazardous, persistently romantic, and still-ongoing process of moving people and goods across far-flung maritime worlds. Telling the stories of ships and the people who made and sailed them, from the earliest ancient-Nile craft to the Exxon Valdez, A History of the World in Sixteen Shipwrecks argues that the gradual integration of localized and separate maritime regions into fewer, larger, and more interdependent regions offers a unique window on world history. Stewart Gordon draws a number of provocative conclusions from his study, among them that the European "Age of Exploration" as a singular event is simply a myth - many cultures, east and west, explored far-flung maritime worlds over the millennia - and that technologies of shipbuilding and navigation have been among the main drivers of science and technology throughout history. Finally, A History of the World in Sixteen Shipwrecks shows in a series of compelling narratives that the development of institutions and technologies that made terrifying oceans familiar, and turned unknown seas into sea-lanes, profoundly matters in our modern world.

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## **FIGHTING AT SEA IN THE EIGHTEENTH CENTURY**

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### **THE ART OF SAILING WARFARE**

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*Boydell Press* Naval warfare is vividly brought to life, from first contact through how battles were won and lost to damage repair.

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## **ELI HECKSCHER, INTERNATIONAL TRADE, AND ECONOMIC HISTORY**

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*MIT Press* Eli Heckscher (1879-1952) is celebrated for his contributions to international trade theory, particularly the factor proportions theory of comparative advantage in international trade known as the Heckscher-Ohlin theory. His work in both economic theory and economic history is notable for combining theoretical insights with a profound knowledge of economic history and the history of economic thought. In this volume, leading international economists assess the importance of Heckscher's work and its relevance to the contemporary practice of economic history. The contributors first discuss Heckscher's efforts to forge the discipline of economic history by combining both the historian's careful evaluation of sources and the economist's rigorous models. The Heckscher-Ohlin theory of factor proportions is described and tested empirically. Contributors then apply the theory to historical material, including Mediterranean trade in Biblical times, the economic effects of two periods of plague eight centuries apart, and tariff policy in 35 countries from 1870 to 1938. Heckscher's masterly work on mercantilism, the Continental Blockade, and Swedish economic history is also described and appraised in light of recent historical research. Contributors: Benny Carlson, François Crouzet, Lance E. Davis, Stanley L. Engerman, Ronald Findlay, Harry Flam, Rolf G. H. Henriksson, Eva, Einar, Ivar, and Sten Heckscher, Douglas A. Irwin, Ronald W. Jones, Deepak Lal, Håkan Lindgren, Mats Lundahl, Lars Magnusson, Joel Mokyr, Mats Morell, Patrick O'Brien, Kevin H. O'Rourke, Bo Sandelin, Lennart Schön, Johan Söderberg, Peter Temin, Jeffrey G. Williamson

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## **THE A TO Z OF THE WAR OF 1812**

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*Scarecrow Press* This book covers the period leading up to the war (1803-1812) and the events of the war itself (1812-1815) through the use of a dictionary consisting of more than

1,400 cross-referenced entries covering descriptions of engagements, ships, weaponry, the compositions of regiments, significant political and military figures, and a full list of key places, issues and terms. Also included are a chronology of events, an introductory essay, and a comprehensive bibliography, subdivided by topic and fully annotated.

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### **THE ENCYCLOPEDIA OF NORTH AMERICAN COLONIAL CONFLICTS TO 1775: L-Z**

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*HarperCollins Christian Publishing* "Covers all major wars and conflicts in North America from the late-15th to mid-18th centuries, with discussions of key battles, diplomatic efforts, military technologies, and strategies and tactics ... [E]xplores the context for conflict, with essays on competing colonial powers, every major Native American tribe, all important political and military leaders, and a range of social and cultural issues."--Publisher's Web site.

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### **NAVY BOARD SHIP MODELS**

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*Pen and Sword* From about the middle of the seventeenth century the Navys administrators began to commission models of their ships that were accurately detailed and, for the first time, systematically to scale. These developed a recognised style, which included features like the unplanked lower hull with a simplified pattern of framing that emphasised the shape of the underwater body. Exquisitely crafted, these were always rare and highly prized objects indeed, Samuel Pepys expressed a profound desire to own one and today they are widely regarded as the acme of the ship modellers art. Today examples form the highlights of collections across the world, valued both as art objects and as potential historical evidence on matters of ship design. However, it was only recently that researchers began to investigate the circumstances of their construction, their function, and the identities of those who made them. This book, by two curators who have worked on the worlds largest collection of these models at the National Maritime Museum in Greenwich, summarises the current state of knowledge, outlines important discoveries, and applies this new-found understanding to many of the finest models in the collection. As befits its subject, Navy Board Ship Models is visually striking, with numerous colour photographs that make it as attractive as it is informative to anyone with an interest in modelmaking or historic ships.

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### **THE SLOOP OF WAR**

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#### **1650-1763**

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*Seaforth Publishing* This is the first study in depth of the Royal Navy's vital, but largely ignored small craft. In the age of sail they were built in huge numbers and in far greater variety than the more regulated major warships, so they present a particular challenge to any historian attempting a coherent design history. However, for the first time this book charts the development of the ancillary types, variously described in the 17th century as sloops, ketches, brigantines, advice boats and even yachts, as they coalesce into the single 18th-century category of Sloop of War. In this era they were generally two-masted, although they set a bewildering variety of sail plans from them. The author traces their origins to open boats, like those carried by Basque whalers, shows how developments in Europe influenced English craft, and homes in on the relationship between rigs, hull-form and the duties they were designed to undertake. ??Visual documentation is scanty, but this book draws together a unique collection of rare and unseen images, coupled with the author's own reconstructions in line drawings and watercolour sketches to provide the most convincing depictions of the appearance of these vessels. By tackling some of the most obscure questions about the early history of small-boat rigs, the book adds a dimension that will be of interest to historians of coastal sail and practical yachtsman, as well as warship enthusiasts.

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### **HISTORICAL DICTIONARY OF THE WAR OF 1812**

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*Scarecrow Press* The War of 1812 was an extremely complicated war motivated by British seizures of American vessels and goods, American desire to expand into Canada, and impressment of American sailors into the British Navy. However, these are merely the immediate causes. To fully understand the War of 1812, one must delve deeper into history. This book does just that, as it covers the period leading up to the war (1803-1812) and the events of the war itself (1812-1815) through the use of a dictionary consisting of more than 1,400 cross-referenced entries covering descriptions of engagements, ships, weaponry, the compositions of regiments, significant political and military figures, and a full list of key places, issues and terms. Also included are 21 photographs, 6 maps, a chronology of events, an introductory essay, and a comprehensive bibliography, subdivided by topic and fully annotated.

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## NELSON'S VICTORY

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### 101 QUESTIONS AND ANSWERS ABOUT HMS VICTORY, NELSON'S FLAGSHIP AT TRAFALGAR 1805

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*Bloomsbury Publishing* With the approach of the 200th anniversary of the Royal Navy's greatest battle off Cape Trafalgar on October 21st 1805, much attention will be given to our most tangible symbol of that most ferocious engagement, Nelson's fully preserved flagship HMS Victory. Much has been written about HMS Victory but it is often simplistic and romanticised or clearly aimed at the technical requirements of the naval historian. In *Nelson's Victory*, Peter Goodwin adopts a fresh approach to explain the workings of the only surviving 'line of battle' ship of the Napoleonic Wars. As Victory was engaged in battle during only two per cent of her active service, Peter Goodwin also provides a glimpse into life and work at sea during the other ninety-eight per cent of the time. As technical and historical advisor to the ship in Portsmouth, he is in a unique position to investigate and interpret not only the ship's structure but also the essential aspects of shipboard life: victualling, organisation, discipline, domestic arrangements and medical care. In his role as Keeper and Curator of the ship, the author has been asked thousands of questions by visitors and historians alike. In this volume he has selected 101 of the most important and telling questions and provides full and detailed responses to each: 'What types of wood were used in building Victory?'; 'What was Victory's longest voyage?'; 'How much shot was fired from her guns at Trafalgar?'; 'How many boats did Victory carry?'; 'What was prize money?'; 'What was grog?'; 'When did her career as a fighting ship end?', and 'How many people visit Victory each year?'

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## BILLY RUFFIAN

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*A&C Black* This is the story of the *Bellerophon*, a ship of the line known to her crew as the *Billy Ruffian*. Under fourteen captains, she played a conspicuous part in three of the most famous of all sea battles: the battle of the *Glorious First of June* (1794), the opening action against Revolutionary France; the battle of the Nile (1798), which halted Napoleon's eastern expansion from Cairo; and the battle of Trafalgar (1805), which established British naval supremacy for 100 years and during which her captain was shot dead with a musket ball an hour before Nelson was mortally wounded. But her crowning glory came six weeks after the Battle of Waterloo, when the Napoleon, trapped in La Rochelle, surrendered to the captain of the ship that had dogged his steps for more than twenty years.

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## A GENTLEMAN OF COLOR

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### THE LIFE OF JAMES FORTEN

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*Oxford University Press on Demand* Winch has written the first full-length biography of James Forten, a hero of African American history and one of the most remarkable men in 19th-century America. Born into a free black family in 1766, Forten served in the Revolutionary War as a teenager. By 1810 he had earned the distinction of being the leading sailmaker in Philadelphia. Soon after Forten emerged as a leader in Philadelphia's black community and was active in a wide range of reform activities. Especially prominent in national and international antislavery movements, he served as vice-president of the American Anti-Slavery Society and became close friends with William Lloyd Garrison to whom he lent money to start up the *Liberator*. His family were all active abolitionists and a granddaughter, Charlotte Forten, published a famous diary of her experiences teaching ex-slaves in South Carolina's Sea Islands during the Civil War. This is the first serious biography of Forten, who stands beside Harriet Tubman, Frederick Douglass, Booker T. Washington, and Martin Luther King, Jr., in the pantheon of African Americans who fundamentally shaped American history.

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## FIGHTING TECHNIQUES OF THE EARLY MODERN WORLD

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### EQUIPMENT, COMBAT SKILLS, AND TACTICS

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*Macmillan* An illustrated survey of the fighting techniques and weaponry of the sixteenth through the eighteenth centuries, written by five military experts, offers insight into the methods that were utilized in battle and how the development of period equipment changed the face of warfare. 10,000 first printing.

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## THE FOUNDATIONS OF BRITISH MARITIME ASCENDANCY

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## **RESOURCES, LOGISTICS AND THE STATE, 1755-1815**

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*Cambridge University Press* British power and global expansion between 1755 and 1815 have mainly been attributed to the fiscal-military state and the achievements of the Royal navy at sea. Roger Morriss here sheds new light on the broader range of developments in the infrastructure of the state needed to extend British power at sea and overseas. He demonstrates how developments in culture, experience and control in central government affected the supply of ships, manpower, food, transport and ordnance as well as the support of the army, permitting the maintenance of armed forces of unprecedented size and their projection to distant stations. He reveals how the British state, although dependent on the private sector, built a partnership with it based on trust, ethics and the law. This book argues that Britain's military bureaucracy, traditionally regarded as inferior to the fighting services, was in fact the keystone of the nation's maritime ascendancy.

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## **BATTLESHIPS**

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### **AN ILLUSTRATED HISTORY OF THEIR IMPACT**

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*ABC-CLIO* From ancient times to World War II and the post-war period, this book charts the evolution of the battleship. It provides insightful examinations of the technological and tactical aspects of important warships from around the world and across time.

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## **ON THE ACCOUNT**

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### **PIRACY AND THE AMERICAS, 1766-1835**

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*Apollo Books* This text comprises original monographs, handbills, trial records, newspaper articles, and official reports that deal with piracy in and involving the Americas in the late 18th and early 19th centuries. The author also clarifies the era's historical, legal, literary, and nautical references. The book describes violent mutinies, sea battles, anti-piracy raids on Louisiana islands and Latin American coasts, and the United States' first sustained encounter with the Barbary Corsairs. It also discusses maritime brigands as remarkable as any from piracy's earlier "golden age" and encounter the naval officers and sailors who strove to bring them to rough justice.

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## **NELSON'S NAVY**

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*Bloomsbury Publishing* Despite the many celebrated victories of the British Army during the Napoleonic Wars, the role of the Royal Navy should never be overlooked. The 'wooden walls' formed the country's first and most important line of defence, and ranged throughout the world to protect Britain's trade-routes and in support of the land forces and overseas possessions. This book covers the huge variations in uniforms not just in the Navy but the Royal Marines and Infantry regiments which served alongside naval crews. It also looks at the organisation, training and recruitment of the force and corrects a number of misconceptions regarding impressment and training.

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## **BRITISH NAVAL HISTORY SINCE 1815**

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### **A GUIDE TO THE LITERATURE**

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*Taylor & Francis* A historiographical and bibliographical survey of the published literature of the naval and maritime history of Great Britain in modern times. An annotation in narrative form includes evaluation and critical assessments, integration of the various interpretations, theses, approaches, and methodologies into the overall literature, and suggestions for further research. The bibliographical listing includes selected secondary materials, official publications, dissertations, and important articles in Western languages published since 1960. Annotation copyrighted by Book News, Inc., Portland, OR

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## **'I AM DETERMINED TO LIVE OR DIE ON BOARD MY SHIP.'**

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### **THE LIFE OF ADMIRAL JOHN INGLIS: AN AMERICAN IN THE GEORGIAN NAVY**

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*Troubador Publishing Ltd* John Inglis was born in Philadelphia, the son of a slave trading merchant. 'I am Determined to Live or Die on Board My Ship' covers his action-packed naval

career starting as a midshipman in command of the guns of a frigate in action against the French, and ends as the severely wounded captain of a warship in a closely fought victory against the Dutch. The life of John Inglis was so epic, it could have been a work of fiction. As an underage Lieutenant commanding a schooner hunting smugglers before the Boston Tea Party, he also dined with George Washington before the War of Independence. Having settled in Scotland and inheriting his uncle's Edinburgh estate, he returned to the Navy. Shipwrecked in Norway, he became embroiled in a secret service attempt to persuade Dutch naval commanders to desert. His vessel was involved in the Nore Mutiny and astoundingly, he was held prisoner on his own ship. Honoured by the City of Edinburgh he returned to the navy for another year before giving up his command and being given the rank of Admiral in retirement. The naval career of John Inglis is not just an incredible story but one that enables a close view of life in the eighteenth-century navy.

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## BRITAIN AND THE OCEAN ROAD

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### SHIPWRECKS AND PEOPLE, 1297-1825

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*Pen and Sword History* Britain and the Ocean Road uses new firsthand research and unconventional interpretations to take a fresh look at British maritime history in the age of sail. The human stories of eight shipwrecks serve as waypoints on the voyage, as the book explores how and why Britain became a global sea power. Each chapter has people at its heart - sailors, seafaring families, passengers, merchants, pirates, explorers, and many others. The narrative encompasses an extraordinary range of people, ships and events, such as a bloody maritime civil war in the 13th century, a 17th-century American teenager who stepped from one ship to another - and into a life of piracy, a British warship that fought at Trafalgar (on the French side), and the floating hell of a Liverpool slave-ship, sunk in the year before the slave trade was abolished. The book is full of surprising details and scenes, including England's rudest and crudest streetname, what it was like to be a passenger in a medieval ship (take a guess), how a fragment of the English theatre reached the Far East during Shakespeare's lifetime, who forgave who after a deadly pirate duel, why there were fancy dress parties in the Arctic, and where you could get the best herring. Britain and the Ocean Road is the first of two works aimed at introducing a general audience to the gripping (and at times horrifying) story of Britain, its people and the sea. The books will also interest historians and archaeologists, as they are based on original scholarship. The second book, Black Oil on the Waters, will take the story from the age of steam to the 21st century.

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## SWEDISH NAVAL ADMINISTRATION, 1521-1721

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### RESOURCE FLOWS AND ORGANISATIONAL CAPABILITIES

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*BRILL* This book is a long-term study of organisational capabilities as parts of early modern state formation. Sweden was a largely non-maritime society which nevertheless maintained a large navy as part of the armed forces which created a Baltic empire. Many of the resources came from the peasant society which was exploited in an entrepreneurial fashion by a highly ambitious dynasty. For a long time Sweden was organisationally more advanced than its neighbours but the empire ceased to grow and finally collapsed when other Northern powers developed strong states. The book provides detailed information about the strength of the navy in terms of warships, equipment, guns and men and it relates changes in size and structure to changes in policy.

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## SIX FRIGATES: THE EPIC HISTORY OF THE FOUNDING OF THE U.S. NAVY

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*W. W. Norton & Company* "A fluent, intelligent history...give[s] the reader a feel for the human quirks and harsh demands of life at sea."—New York Times Book Review Before the ink was dry on the U.S. Constitution, the establishment of a permanent military became the most divisive issue facing the new government. The founders—particularly Jefferson, Madison, and Adams—debated fiercely. Would a standing army be the thin end of dictatorship? Would a navy protect from pirates or drain the treasury and provoke hostility? Britain alone had hundreds of powerful warships. From the decision to build six heavy frigates, through the cliff-hanger campaign against Tripoli, to the war that shook the world in 1812, Ian W. Toll tells this grand tale with the political insight of Founding Brothers and the narrative flair of Patrick O'Brian.

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## TARS

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*Hodder* Tars is a gripping firsthand account of life in the Royal Navy at its bloodiest and most temptestuous phase, beginning in 1758. Through the lives of the main protagonists - a small band of sailors from across the ranks - Trafalgar author Tim Clayton paints a vivid picture of the navy and the era, from close-quarter battles and roistering on the streets of London to the political decisions that built up and knocked down empires. In this death-or-glory era the navy became the main weapon of an aggressive and power-hungry

government, and fighting at sea was carried out at ever-closer quarters and with ever-increasing amounts of firepower. Using never-before published first-person sources, Tars takes us through these men's daily struggles as Britain navigated her course on the political map.

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### **THE AMERICAN REVOLUTION 1775-1783**

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### **AN ENCYCLOPEDIA VOLUME 2: M-Z**

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*Routledge* This definitive encyclopedia, originally published in 1983 and now available as an ebook for the first time, covers the American Revolution, comes in two volumes and contains 865 entries on the war for American independence. Included are essays (ranging from 250 to 25,000 words) on major and minor battles, and biographies of military men, partisan leaders, loyalist figures and war heroes, as well as strong coverage of political and diplomatic themes. The contributors present their summaries within the context of late 20th Century historiography about the American Revolution. Every entry has been written by a subject specialist, and is accompanied by a bibliography to aid further research. Extensively illustrated with maps, the volumes also contain a chronology of events, glossary and substantial index.