

## Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

In 2007 a symposium was held at Texas A&M University to celebrate the twenty-fifth anniversary of Texas A&M University Press's publication of the first volume reporting the Yassiada shipwreck site. Seventeen papers from that symposium featured in this book broadly illustrate such varied topics as ships and seafaring life, maritime trade, naval texts, commercial cargoes, and recent developments in the analysis of the Yassiada ship itself.

The Mediterranean Context of Early Greek History reveals the role of the complex interaction of Mediterranean seafaring and maritime connections in the development of the ancient Greek city-states. Offers fascinating insights into the origins of urbanization in the ancient Mediterranean, including the Greek city-state Based on the most recent research on the ancient Mediterranean Features a novel approach to theories of civilization change - foregoing the traditional isolationists model of development in favor of a maritime based network Argues for cultural interactions set in motion by exchange and trade by sea

The foundation of the American Academy in Rome dates back more than one hundred years to the early decades of the last century. Over the years, the Academy has acquired a study collection of material goods from antiquity, including coins, statues and figurines, lamps, stucco and other architectural fragments, jewelry, and inscriptions. While most are Roman in origin, some pieces are Greek or Etruscan. Some were gifts, others come from long-ago excavations, a few were bought. The Collection of Antiquities of the American Academy in Rome, the latest addition to the Supplements to the Memoirs of the American Academy in Rome series, focuses on highlights of the collection.

The aim of the conference was to discuss the contribution of physics and other sciences in archaeological research and in the preservation of cultural heritage. Considering that the mission of ECSAC is to promote the interaction among the diverse cultures of the peoples from the lands on the Adriatic and Ionian seas, it is apt that the major themes were related to the rich history and pre-history of this region - from Greek-Roman archaeology on the eastern Adriatic coasts to the palaeoanthropology of the Neanderthals of the Vindija caves in Croatia, from the Roman city of Aquileia to the pleistocenic cave of Homo heidelbergensis in the Karst of Visogliano (Trieste), from the Roman ship Julia Felix of the Grado lagoon to the ancient bronze Apoxyomenos of the Veli Loscaron;inj waters. A variety of scientific disciplines provide tools and methods that are crucial in reconstructing humanity's past and in preserving material remains that witness the evolution of human culture. Geology reconstructs the history of terrestrial environments, critical for the

evolution and dispersal of humans. Chemistry explains reactions that modify materials left by human activities, including the destructive effects of pollution. Biology has a critical role in archaeology, particularly with the recent advance in analysis of DNA in ancient organic materials.

Old theories for the origins of domesticated animals and plants from the East and the spread of farming and husbandry in Europe have affected generations of archaeologists, resulting in several theories of migrations of populations. However, there is no evidence in the archaeological record of population movements from the East, while so far the contribution of the pre-Neolithic populations of the Aegean has been neglected. This book shows that Mesolithic hunter-gatherers developed a dense maritime network on the Aegean islands and contributed to the Neolithisation process, transferring domesticated species from the East to the Aegean through Cyprus. Their great specialization in fishing and long journeys was due to a tradition that had roots in the Palaeolithic period. This text is based on practical experience from excavations and surface surveys over the past 25 years in Mesolithic and Neolithic sites in the Aegean Basin and continental Greece.

The design, construction and fabrication of complex two- and three-dimensional shapes in civil and naval architecture have always been a particularly demanding part of the art of engineering. This volume presents a comparative knowledge history in these two distinct branches of construction engineering.

In "Neither Letters nor Swimming": The Rebirth of Swimming and Free-diving, John McManamon documents the revival of interest in swimming during the European Renaissance and its conceptualization as an art. Renaissance scholars realized that the ancients considered one truly ignorant who knew "neither letters nor swimming."

The environment in ecological systems includes both physical parameters and biotic attributes, and is a holocoenotic, dynamically interlinked system. Its investigation requires a dialectical approach which examines the different parts, but integrates the organism and the environment into a dynamic whole. Environment and ecology place emphasis on the real world. Many decisions that directly or indirectly affect the balance of our environment are based on individual, community, state, national and international decisions. Given that ecological systems now also involve the economy, ecology and its relationship with the environment are taking on an increasingly important role in today's world. This book includes 32 chapters dealing with the different aspects cited above. It discusses transhumance activities; social changes in new life environments; dendrohistorical studies; recreation and tourism based on natural resources; physical and social geographical studies on the riparian borders; threats and environmental interactions in mountain forest ecosystems; the evolution of the traditional agricultural landscapes; the landscapes of Sierra Nevada; cork oak forests and climate change; the causes of flooding; water scarcity and adaptation in agriculture; nutrient pollution in rivers; ethnobotanical

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

studies; and phenological observations of young beech stands. The topics discussed in this book will attract the attention of students and researchers from different disciplines, and will prove fruitful for all scholars working under the umbrella of environment and ecology studies.

Sheds light on the skills and techniques of the medieval military engineer, over a thousand year sweep.

The Routledge Handbook of Maritime Trade around Europe 1300-1600 explores the links between maritime trading networks around Europe, from the Mediterranean and the Atlantic to the North and Baltic Seas. Maritime trade routes connected diverse geographical and cultural spheres, contributing to a more integrated Europe in both cultural and material terms. This volume explores networks' economic functions alongside their intercultural exchanges, contacts and practical arrangements in ports on the European coasts. The collection takes as its central question how shippers and merchants were able to connect regional and interregional trade circuits around and beyond Europe in the late medieval period. It is divided into four parts, with chapters in Part I looking across broad themes such as ships and sailing routes, maritime law, financial linkages and linguistic exchanges. In the following parts - divided into the Mediterranean, the Baltic Sea, and the Atlantic and North Seas - contributors present case studies addressing themes including conflict resolution, relations between different types of main ports and their hinterland, the local institutional arrangements supporting maritime trade, and the advantages and challenges of locations around the continent. The volume concludes with a summary that points to the extraterritorial character of trading systems during this fascinating period of expansion. Drawing together an international team of contributors, The Routledge Handbook of Maritime Trade around Europe is a vital contribution to the study of maritime history and the history of trade. It is essential reading for students and scholars in these fields.

Nearly every aspect of daily life in the Mediterranean world and Europe during the florescence of the Greek and Roman cultures is relevant to the topics of engineering and technology. This volume highlights both the accomplishments of the ancient societies and the remaining research problems, and stimulates further progress in the history of ancient technology. The subject matter of the book is the technological framework of the Greek and Roman cultures from ca. 800 B.C. through ca. A.D. 500 in the circum-Mediterranean world and Northern Europe. Each chapter discusses a technology or family of technologies from an analytical rather than descriptive point of view, providing a critical summation of our present knowledge of the Greek and Roman accomplishments in the technology concerned and the evolution of their technical capabilities over the chronological period. Each presentation reviews the issues and recent contributions, and defines the capacities and accomplishments of the technology in the context of the society that used it, the available "technological shelf," and the resources consumed. These studies introduce and synthesize the results of excavation or specialized studies. The chapters are organized in sections progressing from sources (written and representational) to primary (e.g., mining, metallurgy, agriculture) and secondary (e.g., woodworking, glass production, food preparation, textile production and leather-working) production, to technologies of social organization and interaction (e.g., roads, bridges, ships, harbors, warfare and fortification), and finally to studies of general social issues (e.g.,

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

writing, timekeeping, measurement, scientific instruments, attitudes toward technology and innovation) and the relevance of ethnographic methods to the study of classical technology. The unrivalled breadth and depth of this volume make it the definitive reference work for students and academics across the spectrum of classical studies.

Boats, Ships and Shipyards Proceedings of the Ninth International Symposium on Boat and Ship Archaeology, Venice 2000 Before the Military Revolution examines European Warfare in the Late Middle Ages from 1300 to 1490. It is not restricted only to well-covered conflicts, like the Anglo-Scottish Wars or the Hundred Years War, but gives due weight to all regions of Europe, including the Empire, the Baltic, the Balkans and the Mediterranean, and considers developments in naval warfare. The Hussite Wars and the wars of the Teutonic Order and the Hanseatic League are covered, as is the expansion of Moscow, the Ottomans and Venice, and battles like Aussig (1426), Copenhagen (1428), Chojnice (1454) are discussed alongside Bannockburn and Agincourt. This age witnesses fundamental change. The feudal system of the High Middle Ages crumbled everywhere in Europe due to climatic change, economic crisis and population decline. This triggered a fiscalization of the military organization, the establishment of taxes and representation of the estates. This book argues that these changes are the most fundamental ones in the military and political organization in Europe until the rise of the constitutional state around 1800 and so comes closer to the original concept of a Military Revolution. It also takes a critical look at other often discussed developments of this age, like the Infantry and Artillery Revolution or the decline of cavalry. Combining a chronological and regional narrative with deeper analysis of themes like chivalry, strategy, economic warfare or military publications makes this book an indispensable read for everyone interested in late medieval history.

The Chronicle of Henry of Livonia, written by a missionary priest in the early thirteenth century to record the history of the crusades to Livonia and Estonia around 1186-1227, offers one of the most vivid examples of the early thirteenth century crusading ideology in practice. Step by step, it has become one of the most widely read and acknowledged frontier crusading and missionary chronicles. Henry's chronicle offers many opportunities to test and broaden the new approaches and key concepts brought along by recent developments in medieval studies, including the new pluralist definition of crusading and the relationship between the peripheries and core areas of Europe. While recent years have produced a significant amount of new research into Henry of Livonia, much of it has been limited to particular historical traditions and languages. A key objective of this book, therefore, is to synthesise the current state of research for the international scholarly audience. The volume provides a multi-sided and multi-disciplinary companion to the chronicle, and is divided into three parts. The first part, 'Representations,' brings into focus the imaginary sphere of the chronicle - the various images brought into existence by the amalgamation of crusading and missionary ideology and the frontier experience. This is followed by studies on 'Practices,' which examines the chronicle's reflections of the diplomatic, religious, and military practices of the christianisation and colonisation processes in medieval Livonia. The volume concludes with a section on the 'Appropriations,' which maps the reception history of the chronicle: the dynamics of the medieval, early modern and modern national uses and abuses of the text.

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

Environment and human habitation have become principal topics of research with the growing interest in the Black Sea region in antiquity. This book highlights their interaction around all the coasts of the region, from different perspectives and disciplines. Here, archaeological excavation and survey combine with studies of classical texts, cults, medicine, and more, to explore ancient experiences of the region. Accordingly, the region is examined from external viewpoints, centred in the Mediterranean (Herodotus, the Hippocratics, ancient geographers, and poets), and through local lenses, particularly supplied by archaeology. While familiar disconnects emerge, there is also a striking coherence in the results of these different pathways into the study of local environments, which embrace not only Graeco-Roman settlement, but also a broader range of agricultural and pastoralist activities across a huge landscape which stretches as far afield as ancient Hungary. Throughout, there are methodological implications for research elsewhere in the ancient world. This book shows people in landscapes across a huge expanse, in local reality and in external conceptions, complete with their own agency, ideas, and lifestyles.

In the last fifty years the investigation of maritime archaeological sites in the sea, in the coastal zone and in their interconnecting locales, has emerged as one of archaeology's most dynamic and fast developing fields. No longer a niche interest, maritime archaeology is recognised as having central relevance in the integrated study of the human past. Within maritime archaeology the study of watercraft has been understandably prominent and yet their potential is far from exhausted. In this book Jon Adams evaluates key episodes of technical change in the ways that ships were conceived, designed, built, used and disposed of. As technological puzzles they have long confounded explanation but when viewed in the context of the societies in which they were created, mysteries begin to dissolve. Shipbuilding is social practice and as one of the most complex artefacts made, changes in their technology provide a lens through which to view the ideologies, strategies and agency of social change. Adams argues that the harnessing of shipbuilding was one of the ways in which medieval society became modern and, while the primary case studies are historical, he also demonstrates that the relationships between ships and society have key implications for our understanding of prehistory in which seafaring and communication had similarly profound effects on the tide of human affairs.

This volume presents eighteen papers by leading Roman historians and archaeologists discussing trade in the Roman Empire during the period c.100 BC to AD 350. It focuses especially on the role of the Roman state in shaping the institutional framework for trade within and outside the empire, in taxing that trade, and in intervening in the markets to ensure the supply of particular commodities, especially for the city of Rome and for the army. As part of a novel interdisciplinary approach to the subject, the chapters address its myriad facets on the basis of broadly different sources of evidence: historical, papyrological, and archaeological. They are grouped into three sections, covering institutional factors (taxation, legal structures, market regulation, financial institutions); evidence for long-distance trade within the empire in wood, stone, glass, and pottery; and trade beyond the frontiers, with the east (as far as China), India, Arabia, the Red Sea, and the Sahara. Rome's external trade with realms to the east emerges as being of particular significance,

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

but it is in the eastern part of the empire itself where the state appears to have adapted the mechanisms of taxation in collaboration with the elite holders of wealth to support its need for revenue. On the other hand, the price of that collaboration, which was in effect a fiscal partnership, ultimately led in the longer term in slightly different forms in the east and the west to a fundamental change in the political character of the empire.

This monograph focuses on the history and development of the topography, layout, and facilities of the ancient port of Seville, located in the lower Guadalquivir River Basin, between the 1st century BC and the 13th century AD. Until now, despite its commercial importance, little has been known about the port's exact position, layout and facilities.

This collection of essays and articles from a wide range of journals is intended to make more accessible to students and scholars some of the most important writing in English in this field from the 1950s to the present day. The volume draws attention to work on both the design and the use of ships in warfare in the period c.1000-c.1500. The collection deals with both the Mediterranean and northern waters in this period and not only makes clear what work has been done in this field but indicates areas where more research is needed.

Between 2007 and 2012 the Department for Underwater Archaeology of the Croatian Conservation Institute from Zagreb and the Department of Humanistic Studies of the Ca' Foscari University of Venice collaborated in the recording, underwater excavation and analysis of the unusually well-preserved wreck of a 16th century Venetian merchantman in the Sveti Pavao shallow off the southern shore of the island of Mljet, Croatia. The shipwreck preserved many personal possessions of the crew as well as a number of bronze artillery pieces and the remains of a cargo of luxury and richly decorated ceramic material from Iznik and other oriental workshops. Although the excavation is not complete, this volume presents the results of the project so far. The methodological and technical aspects of the underwater investigation of the site, mainly by photogrammetry, are described; the historical and archaeological context of navigation in the late Medieval period in the eastern Mediterranean discussed; and the recovered artefacts described and catalogued in detail, together with the remains of the ship and its equipment that, because of depth and of problems of conservation, have been left in situ. The conservation and restoration of the finds are described in an appendix.

A monumental, wholly accessible work of scholarship that retells human history through the story of mankind's relationship with the sea. An accomplishment of both great sweep and illuminating detail, *The Sea and Civilization* is a stunning work of history that reveals in breathtaking depth how people first came into contact with one another by ocean and river, and how goods, languages, religions, and entire cultures spread across and along the world's waterways. Lincoln Paine takes us back to the origins of long-distance migration by sea with our ancestors' first forays from Africa and Eurasia to Australia and the Americas. He demonstrates the critical role of maritime trade to the civilizations of

ancient Egypt and Mesopotamia, and the Indus Valley. He reacquaints us with the great seafaring cultures of antiquity like those of the Phoenicians and Greeks, as well as those of India, Southeast and East Asia who parlayed their navigational skills, shipbuilding techniques, and commercial acumen to establish vibrant overseas colonies and trade routes in the centuries leading up to the age of European overseas expansion. His narrative traces subsequent developments in commercial and naval shipping through the post-Cold War era. Above all, Paine makes clear how the rise and fall of civilizations can be traced to the sea.

It has often been claimed that "monsters"--supernatural creatures with bodies composed from multiple species--play a significant part in the thought and imagery of all people from all times. *The Origins of Monsters* advances an alternative view. Composite figurations are intriguingly rare and isolated in the art of the prehistoric era. Instead it was with the rise of cities, elites, and cosmopolitan trade networks that "monsters" became widespread features of visual production in the ancient world. Showing how these fantastic images originated and how they were transmitted, David Wengrow identifies patterns in the records of human image-making and embarks on a search for connections between mind and culture. Wengrow asks: Can cognitive science explain the potency of such images? Does evolutionary psychology hold a key to understanding the transmission of symbols? How is our making and perception of images influenced by institutions and technologies? Wengrow considers the work of art in the first age of mechanical reproduction, which he locates in the Middle East, where urban life began. Comparing the development and spread of fantastic imagery across a range of prehistoric and ancient societies, including Mesopotamia, Egypt, Greece, and China, he explores how the visual imagination has been shaped by a complex mixture of historical and universal factors. Examining the reasons behind the dissemination of monstrous imagery in ancient states and empires, *The Origins of Monsters* sheds light on the relationship between culture and cognition.

With humans moving easily from water to land, the archaeology of the shore should likewise be seamless. This principle of the "seamlessness" of human interaction with the maritime environment undergirds author Ben Ford's sweeping survey. In *The Shore Is a Bridge: The Maritime Cultural Landscape of Lake Ontario*, Ford explores human interaction with the waters of the lake, spanning the international border, from 5,000 years ago to the early twentieth century. He interprets written and archaeological sources using a maritime cultural landscape approach to investigate how the perception of place influences the interaction between humans and the physical environment. Ford focuses on the lake shore, which served as a link between the maritime and terrestrial worlds of the people who lived around it. Lake Ontario was the first of the Great Lakes to be developed by Europeans, and it was part of the home ranges of the Haudenosaunee (Iroquois), the Huron-Wendat, and the Mississauga, as well as other Native American groups known

only from their archaeological remains. Consequently, Lake Ontario was at the heart of early Great Lakes maritime culture. Using terrestrial and submerged archaeological methods, history, and ethnography, the author meticulously weaves together previously disparate data to construct a cohesive and holistic understanding of this important region from ancient to modern times. *The Shore Is a Bridge* presents a new way to interpret the maritime archaeological record and maritime culture by synthesizing archaeological data, historical documents, and oral histories into an all-inclusive view of the lakeshore.

This book addresses perhaps the most famous episode in Classical mythology: the Wooden Horse of Troy. Through analysis of words, images and wrecks, the author proposes a new interpretation of what Homer actually intended when he spoke of the 'hippos' used by the Greeks to conquer Troy: a particular ship type, used to pay tribute to Levantine kings.

Southeast Asia ranks among the most significant regions in the world for tracing the prehistory of human endeavor over a period in excess of two million years. It lies in the direct path of successive migrations from the African homeland that saw settlement by hominin populations such as *Homo erectus* and *Homo floresiensis*. The first Anatomically Modern Humans, following a coastal route, reached the region at least 60,000 years ago to establish a hunter gatherer tradition that survives to this day in remote forests. From about 2000 BC, human settlement of Southeast Asia was deeply affected by successive innovations that took place to the north and west, such as rice and millet farming. A millennium later, knowledge of bronze casting penetrated along the same pathways. Copper mines were identified and exploited, and metals were exchanged over hundreds of kilometers. In the Mekong Delta and elsewhere, these developments led to early states of the region, which benefitted from an agricultural revolution involving permanent ploughed rice fields. These developments illuminate how the great early kingdoms of Angkor, Champa, and Funan came to be, a vital stage in understanding the roots of the present nation states of Southeast Asia. Assembling the most current research across a variety of disciplines--from anthropology and archaeology to history, art history, and linguistics--*The Oxford Handbook of Early Southeast Asia* will present an invaluable resource to experienced researchers and those approaching the topic for the first time.

*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.

This handbook has two purposes: it is intended (1) as a handbook of Etruscology or Etruscan Studies, offering a state-of-the-art and comprehensive overview of the history of the discipline and its development, and (2) it serves as an authoritative reference work representing the current state of knowledge on Etruscan civilization. The organization of the volume reflects this dual purpose. The first part of the volume is dedicated to methodology and leading themes in current research, organized thematically,

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

whereas the second part offers a diachronic account of Etruscan history, culture, religion, art & archaeology, and social and political relations and structures, as well as a systematic treatment of the topography of the Etruscan civilization and sphere of influence. ?

Sea fortune has always been an issue of good faith and good navigation. While in antiquity, fortuna gubernatrix was praised for shielding the seaborne trade, in the Renaissance fortuna symbolized the conquest of chance and danger. Under such auspices, while relying on risk technologies modern seafaring has never lost its adventurous dimension. Understanding their origin remains a challenge for the history of science and the history of literature.

The period covered in this book, is well known for its epic battles and grand campaigns of territorial conquest, but Hellenistic monarchies, Carthaginians and the rapacious Roman Republic were scarcely less active at sea. Huge resources were poured into maintaining fleets not only as symbols of prestige but as means of projecting real military power across the Mediterranean arena. Taking the period between Alexander the Great's conquests and the Battle of Actium, John Grainger analyses the developments in naval technology and tactics, the uses and limitations of sea power and the differing strategies of the various powers. He shows, for example, how the Rhodians and the Romans eschewed the ever-larger monster galleys favoured by most Hellenistic monarchs in favour of smaller vessels. This is a fascinating study of a neglected aspect of ancient warfare.

From sewn planked boats in Early Dynastic Egypt to Late Roman wrecks in Italy, and the design of Venetian Merchant Galleys, this huge volume gathers together fifty-three papers presenting new research on the archaeology and history of ancient ships and shipbuilding traditions. The papers have been grouped into several thematic sections, including: ships of the Mediterranean; the reconstruction of ancient ships, from life-size reconstructions to computer models; the study of shipyards, shipsheds and slipways of the Mediterranean and Europe; Venetian Galleys of the 15th and 16th centuries; and North European medieval and post-medieval ships. These papers which were presented at the Ninth International Symposium on Boat and Ship Archaeology (ISBSA), held in Venice 2000. Carlo Beltrame is a free-lance archaeologist and contract professor of Maritime archaeology at Università Ca' Foscari of Venice and of Naval archaeology at Università della Tuscia of Viterbo. He specialises in the archaeology of ship-construction from antiquity until the Renaissance period and methodology in maritime archaeology.

In recent years, there has been intense debate about the reality behind the depiction of maritime cityscapes, especially harbours. Visualizing Harbours in the Classical World argues that the available textual and iconographic evidence supports the argument that these representations have a symbolic, rather than literal, meaning and message, and moreover that the traditional view, that all these media represent the reality of the contemporary cityscapes, is often unrealistic. Bridging the gap between archaeological sciences and the humanities, it ably integrates iconographic materials, epigraphic sources, history and archaeology, along with visual culture. Focusing on three main ancient ports – Alexandria, Rome and Leptis Magna – Federico Ugolini considers a range of issues around harbour iconography, from the triumphal imagery of monumental harbours and the symbolism of harbour images, their identification across the Mediterranean, and their symbolic, ideological and propagandistic messages, to the ways in which

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

aspects of Imperial authority and control over the seas were expressed in the iconography of the Julio-Claudian, Trajan and Severii periods, how they reflected the repute, growth and power of the mercantile class during the Imperial era, and how the use of imagery reflected euergetism and paideia, which would inform the Roman audience about who had power over the sea.

12 expert nautical archaeologists, present the latest information from excavations and explore the conceptual basis for shipbuilding traditions.

Eight months into its maiden voyage to the Indies, the Dutch East India Company's Batavia sank on June 4, 1629 on Morning Reef in the Houtman Abrolhos off the western coast of Australia. Wendy van Duivenvoorde's five-year study was aimed at reconstructing the hull of Batavia, the only excavated remains of an early seventeenth-century Indiaman to have been raised and conserved in a way that permits detailed examination, using data retrieved from the archaeological remains, interpreted in the light of company archives, ship journals, and Dutch texts on shipbuilding of this period. Over two hundred tables, charts, drawings, and photographs are included.

The Netherlands housed a number of widely-known, envied, and emulated centers of accumulation during the early-modern period. Raw and manufactured goods passed through Dutch port cities, linking the country to global cycles of accumulation and exchange. Its institutions of learning and culture similarly served as internationally famous centers of accumulation that furthered knowledge and cultural production, embodied in the form of books, maps, prints, exhibits, and the like. This collection of essays brings together the Dutch histories of manufacture, commerce, and global exchange along with the histories of knowledge and cultural circulation during the 17th and 18th centuries by anatomizing the multi-faceted concept of accumulation. The book explores the processes that led to the formation of concentrated, often hybrid, sites of material, intellectual, and cultural accumulation in the Netherlands and its overseas stations, as well as the concerns and consequences to which the successes and challenges of accumulation gave rise. It will be of interest to historians of science, technology, culture, and economics. (Series: Low Countries Studies on the Circulation of Natural Knowledge - Vol. 2)

Since 2007 the Jaffa Cultural Heritage Project has endeavored to bring to light the vast archaeological and historical record of the site of Jaffa in Israel. Continuing the effort begun with *The History and Archaeology of Jaffa 1*, this volume is a collection of independent studies and final reports on smaller excavations that do not require individual book-length treatments. These include overviews of archaeological research in Jaffa, historical and archaeological studies of Medieval and Ottoman Jaffa, reports on excavations by the Israel Antiquities Authority at both the Postal Compound between 2009 and 2011 and the Armenian Compound in 2006 and 2007, and studies of the excavations of Jacob Kaplan and Haya Ritter-Kaplan in Jaffa on behalf of the Israel Department of Antiquities and Museums from 1955 to 1974.

The 10th International Symposium on Boat and Ship Archaeology was held in Roskilde, Denmark in 2003. The theme of the meeting was "Connected by the Sea", and was designed to emphasize the role of the sea, seafaring and watercraft as bridges rather than barriers.

Maritime archaeology tends to take place within national borders, with a national focus, yet the very premise of seafaring is the desire to travel beyond the horizon to establish contact with other places and cultures. The conference theme was chosen to encourage the maritime archaeological community to think in international terms.

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

## Bookmark File PDF Boats Ships And Shipyards Proceedings Of The Ninth International Symposium On Boat And Ship Archaeology Venice 2000 None

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.

In Apocalyptic Cartography, Chet Van Duzer and Ilya Dines analyse an unstudied fifteenth-century German manuscript that contains a rich collection of strikingly original world maps. These include early thematic maps and maps illustrating the events of the Apocalypse.

This is a collection of essays that aims to offer a vertical history of war in the Mediterranean Sea, from the early Middle Ages to early modernity, putting the emphasis on the changing face of several different aspects and contexts of war over time.

[Copyright: 038d7fbc5206235af6a7169bc8612277](#)