

Great Age Of Sail Pinica

A dramatic portrait of the legendary sea commander traces his rapid rise from an uneducated Dickensian childhood in mid-19th-century Nova Scotia to the leader of ships that experienced high-danger adventures, including a first documented solo journey around the world. Reprint.

Narratives of cultural encounter in colonial North America often contrast traditional Indian coastal-dwellers and intrepid European seafarers. In *Storm of the Sea*, Matthew R. Bahar instead tells the forgotten history of Indian pirates hijacking European sailing ships on the rough waters of the north Atlantic and of an Indian navy pressing British seamen into its ranks. From their earliest encounters with Europeans in the sixteenth century to the end of the Seven Years' War in 1763, the Wabanaki Indians of northern New England and the Canadian Maritimes fought to enhance their relationship with the ocean and the colonists it brought to their shores. This native maritime world clashed with the relentless efforts of Europeans to supplant it with one more amenable to their imperial designs. The Wabanaki fortified their longstanding dominion over the region's land- and seascape by co-opting European sailing technology and regularly plundering the waves of European ships, sailors, and cargo. Their campaign of sea and shore brought wealth, honor, and power to their confederacy while alienating colonial neighbors and thwarting English and French imperialism through devastating attacks. Their seaborne raids developed both a punitive and extractive character; they served at once as violent and honorable retribution for the destructive pressures of colonialism in Indian country and as a strategic enterprise to secure valuable plunder. Ashore, Indian diplomats engaged in shrewd transatlantic negotiations with imperial officials of French Acadia and New England. Positioning Indians into the Age of Sail, *Storm of the Sea* offers an original perspective on Native American, imperial, and Atlantic history.

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

The 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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Whether you're a novice or experienced skipper, everything you need to know about sailing is in this ebook. A market leader in sailing guides, the fourth edition of *The Complete Sailing Manual* is packed with informative text from former British national champion Steve Sleight, and includes a foreword by Olympic gold medalist Sir Ben Ainslie. Steve Sleight's expert advice is brought to life with breathtaking action photography and clear illustrations. This invaluable e-guide offers extensive coverage of sailing practice, including foiling catamarans, apparent wind sailing, long-distance cruising, and electronic navigation. From tying knots and boat care to vital equipment, learn all you need to know to become a sailor and boat owner. Further your understanding of the sport and develop your technique with information on the science and physics of sailing a boat. *The Complete Sailing Manual* also shows you how to become a confident competitor with tips on the etiquette, rules, and techniques of racing a course. Includes essential information, handy diagrams, and step-by-step artwork.

This volume represents a multi-disciplinary effort to examine East Africa and the Western Indian Ocean. Multiple lines of evidence drawn from linguistics, archaeology, history, art history, and ethnography come together in novel ways to highlight different aspects of the region's past and offer innovative avenues for future research.

Gathers classic short stories by such authors as Washington Irving, Edgar Allen Poe, Edith Wharton, Mark Twain, Henry James, O. Henry, Jack London, Dorothy Parker, James Agee, and John Updike

This volume collects eight essays that all attempt to answer two key concerns: did markets for seafarers exist in the age of sail; and, if so, were these markets efficient? The question was initially approach by Charles Kindleberger, who claims a market is efficient if it permits free access for employer and employee, is supply and demand match

balance so that wages increase, and that labour must command the same price across the market. The first four focus on the broadly defined early-modern period, and all agree on the existence of the markets but are divided over whether or not they are efficient. The second section asks the same questions of the nineteenth century, and receives similar answers. All of the essays take issue with the definition and application of the term 'efficiency' when approaching their conclusions. Each author is considered an expert within their field, and all base their research on the North Atlantic. Section 1: These essays focus on the early-modern period of maritime history. Carla Rahn Phillips considers the market for maritime labour in early-modern Spain, finding that despite the necessity of sailors and existence of the market, wages remained low and skilled maritime labourers did not have bargaining power, rendering the system inefficient. Vince Walsh examines Salem, Massachusetts, and finds that the market within Salem was efficient yet would only recruit within Salem and suffered as a result. Paul van Royen focusses on seventeenth and eighteenth century Netherlands, and finds the organisations functioned well but enable huge discrepancies in wages. David Starkey chose eighteenth century England, noting a fluctuation between efficiency and inefficiency across markets. All authors find their work linked by the prevalence of these markets and their own difficulties in determining 'efficiency' within these economies. Section 2: These essays focus on the maritime history of the nineteenth century. David Williams discusses the emergence on the advance note and the tremendous influence it had on market behaviour, indicating inefficient markets. Yrjo Kaukiainen considers Finland's history of interconnected local maritime labour markets, but also struggles to quantify their 'efficiency' after also taking issue with the ambiguous phrase. Lewis R. Fischer addresses the imbalance of wages in Norwegian maritime markets and finds that despite the integration from local to regional markets, the system remained inefficient. Finally, Morten Hahn-Pedersen and Poul Holm consider the fishing and shipping markets in Denmark and believe the wage inconsistencies reflect an inefficient system.

This study examines roleplaying games (RPGs) as both a literary and cultural phenomenon, in which the text's producers take the role of an authorial multiplicity. --- ABSTRACT: Authorship has undergone drastic revision in the twentieth century. A fundamental transformation in literature, wherein the author has become a multiplicity of voices, is evinced by the development of roleplaying games as both literary and cultural texts. The literary roots of roleplaying games are self-evident, as they draw on writers such as H. P. Lovecraft and J. R. R. Tolkien. However, a consequence of the development of the roleplaying game has been a subsequent departure from these authorial beginnings; roleplaying games have irrevocably transformed the role of the writers who inspired them, altering the authorial position to become a border-blurring multiplicity. Not only do roleplaying game designers reinterpret literary texts as literary games, often borrowing rules material from other designers in the process, in modifying the function of the author from a single creative entity to an empowered storytelling among groups roleplaying games further complicate previous distinctions between author and audience. Players create a fictional world as a group endeavor, authoring a complex structure of fantasy that addresses Freudian concepts of dreams and wish fulfillment. In this way, roleplaying becomes a locus for issues of identity, including questions of performance, spectatorship, and gender construction. And by allowing play in regard to identity, roleplaying games are able to transgressively navigate expressions of difference, encouraging players to subtly work against the traditional split between spectacle and narrative. The thriving fan subculture surrounding roleplaying only emphasizes the transgressiveness of the hobby; this is a social formation that aggressively utilizes new technology such as the internet, through which fans are able to explore culturally subversive methods of authoring in the face of hostility from the surrounding cultural environment. They, too, are active producers and manipulators of meanings, rather than passively accepting dominant ideology. By fusing the broader perspectives of literary and cultural criticism with personal experiences, this study examines the development of roleplaying games from the fiction of individual writers to the interactive roleplaying based on them, wherein fiction writers, the hobby's creators, designers, editors, publishers, fans, players, and the cultural environment are all invested with the creative power to contribute meaningfully to the narrative.

In today's world of satellites and electronic spying it is hard to appreciate the difficulties involved two centuries ago in collecting and disseminating secret intelligence in a time of war. This book provides a close-up look at the ingenious methods used to obtain and analyze secret material and deliver it to operational forces at sea during the age of fighting sail. It brings together information from a variety of sources to present a concise analysis of the use and development of intelligence, focusing on the British experience from 1793 to 1815, but it also covers French and American activity. In addition the book examines how commanders used the information to develop strategy and tactics and win--or sometime lose--naval battles.

Peter Blake was one of the best-known sailors of our time; he served as a Special Envoy of the United Nations Environment Program and took great interest in sustainable economic development. In a 30-year sailing career he won every significant bluewater race on the planet, including the America's Cup and the Whitbread Around the World; and slashed the record for the fastest non-stop circumnavigation under sail. His murder in the Amazon made headlines worldwide.

Two centuries before the daring exploits of Navy SEALs and Marine Raiders captured the public imagination, the U.S. Navy and Marine Corps were already engaged in similarly perilous missions: raiding pirate camps, attacking enemy ships in the dark of night, and striking enemy facilities and resources on shore. Even John Paul Jones, father of the American navy, saw such irregular operations as critical to naval warfare. With Jones's own experience as a starting point, Benjamin Armstrong sets out to take irregular naval warfare out of the shadow of the blue-water battles that dominate naval history. This book, the first historical study of its kind, makes a compelling case for raiding and irregular naval warfare as key elements in the story of American sea power. Beginning with the Continental Navy, Small Boats and Daring Men traces maritime missions through the wars of the early republic, from the coast of modern-day Libya to the rivers and inlets of the Chesapeake Bay. At the same time, Armstrong examines the era's conflicts with nonstate

enemies and threats to American peacetime interests along Pacific and Caribbean shores. Armstrong brings a uniquely informed perspective to his subject; and his work—with reference to original naval operational reports, sailors' memoirs and diaries, and officers' correspondence—is at once an exciting narrative of danger and combat at sea and a thoroughgoing analysis of how these events fit into concepts of American sea power. Offering a critical new look at the naval history of the Early American era, this book also raises fundamental questions for naval strategy in the twenty-first century.

Battle at Sea looks at every aspect of the story of warfare on, above, and under the sea, including classic naval engagements daring raids carried out on ships in harbor, and landing operations such as D-Day, where control of the sea was essential to transport land forces to new battlefronts. Special features within the book include: graphic and dramatic battle catalogs relating the stories of the men, ships, and organizations behind history's greatest naval conflicts; spectacular 3D digital artworks following the crucial stages of key battles, step by step; profiles of naval crew — the captain, officers, gunners, quartermaster, surgeon, cooks, and boatswains — exploring their changing roles throughout history; eyewitness accounts recreating the experience of the opposing forces in key battles, whether preparing for conflict, in the heat of battle, or dealing with the aftermath of an engagement; photographic tours revealing the intricate details of surviving or reconstructed warships—from an Ancient Greek trireme to a nuclear-powered submarine; features on weapons and technology highlighting developments in naval warfare, from boarding equipment to sonar, cannons to missiles, and propulsion through steam to nuclear power. Battle at Sea is organized into five chapters that are arranged in chronological order. Ancient Wars covers the Egyptians, the Greeks, the Romans, and the great naval battles between warring Chinese dynasties; Medieval Battles charts the era from the fall of Rome to 1500CE; Gun, Sail, and Empire chronicles the European powers setting out on voyages of exploration and colonization; Iron Wars ends with World War II; Technology and Terrorism outlines how naval forces played a crucial role in the balance of terror during the Cold War and still have a vital part to play in the uncertainties of the modern world.

A murdered heiress, a missing necklace, and a train full of shifty, unusual, and suspicious characters leaves Daisy and Hazel with a new mystery to solve in this third novel of the Wells & Wong Mystery series. Hazel Wong and Daisy Wells are taking a vacation across Europe on world-famous passenger train, the Orient Express—and it's clear that each of their fellow first-class travelers has something to hide. Even more intriguing: There's rumor of a spy in their midst. Then, during dinner, a bloodcurdling scream comes from inside one of the cabins. When the door is broken down, a passenger is found murdered—her stunning ruby necklace gone. But the killer has vanished, as if into thin air. The Wells & Wong Detective Society is ready to crack the case—but this time, they've got competition.

Freshwater Heritage: A History of Sail on the Great Lakes, 1670-1918 represents the culmination of a lifelong passion for sailing and for the history of sail as it applies to Canada.

Author/sailor/boat builder Don Bamford takes us deep into the psyche of sailing as it applies to historical events on the Great Lakes and to stories of the people and places there at the time. His extensive historical research takes us back to the time of European contact, through the fate of the luckless Griffon and the achievements of the French in the era of sail. From the 1760s through to 1815, Bamford chronicles the glory years of the brigs, the schooners, the snows and the warships that dominated the lakes during the war years, with a particular emphasis on the War of 1812 and the race for naval domination of the Great Lakes. Much deserving attention is given to the shipbuilders and to the challenges of constructing these vessels in the wilderness of the colonies, all supported by carefully researched detail. Bamford also documents the critical role played by sailing vessels in the settlement process as newly arrived immigrants struggled to establish a home in a new land. The commercial role of sail on the Great Lakes is captured through the refinements to the schooners, the place of ships in the fur trade, the early days of fishing the lakes as an industry, the role of the timber droghers, the stone hookers and the first ore carriers of the first part of the 20th century. Never before has the place of sailing vessels in the early history of Canada's Great Lakes been so inclusive, and made so accessible to the general reader. Richly illustrated with archival visuals and photographs of significant works of art, and supported by a full index and extensive end matter, Freshwater Heritage is a must for both the armchair historian and those who love to sail.

The only sailing manual you will ever need, covering everything from sailing basics to making repairs and mastering navigation. The undisputed market leader in sailing guides, this fully revised and updated sailing manual, with a foreword by quadruple Olympic gold medallist Sir Ben Ainslie, answers questions about any sailing situation, with thorough coverage of all aspects of sailing and boat ownership. In DK's The Complete Sailing Manual, former British national champion Steve Sleight offers a wealth of expert advice and guidance in the form of a complete course on seamanship, which is brought to life with breathtaking action photography and clear instructions. Fully revised, this new edition features all of the latest developments in sailing—including foiling, long-distance cruising, and high-speed apparent-wind sailing—and navigation, with technology such as modern performance systems and electronic navigation. It also highlights the latest rules, regulations, and best practices necessary for every avid sailor, from the novice to the seasoned seaperson. Includes essential information, handy diagrams, and step-by-step illustrations, The Complete Sailing Manual is the ultimate sailing ebook to keep by your side when you're out on the waves.

How the introduction of steam, iron, and steel required new rules and new ways of thinking for the design and building of ships. In the 1800s, shipbuilding moved from sail and wood to steam, iron, and steel. The competitive pressure to achieve more predictable ocean transportation drove the industrialization of shipbuilding, as shipowners demanded ships that enabled tighter scheduling, improved performance, and safe delivery of cargoes. In Bridging the Seas, naval historian Larrie Ferreiro describes this transformation of shipbuilding, portraying the rise of a professionalized naval architecture as an integral part of the Industrial Age. Picking up where his earlier book, Ships and Science, left off, Ferreiro explains that the introduction of steam, iron, and steel required new rules and new ways of thinking for designing and building ships. The characteristics of performance had to be first measured, then theorized. Ship theory led to the development of quantifiable standards that would ensure the safety and quality required by industry and governments, and this in turn led to the professionalization of naval architecture as an engineering discipline. Ferreiro describes, among other things, the technologies that allowed greater predictability in ship performance; theoretical developments in naval architecture regarding motion, speed and power, propellers, maneuvering, and structural design; the integration of theory into ship design and construction; and the emergence of a laboratory infrastructure for

research.

Christian Beamish, a former editor at *The Surfer's Journal*, envisioned a low-tech, self-reliant exploration for surf along the coast of North America, using primarily clothes and instruments available to his ancestors, and the 18-foot boat he would build by hand in his garage. How the vision met reality – and how the two came to shape each other – places *Voyage of the Cormorant* in the great American tradition of tales of life at sea, and what it has to teach us.

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

Looks at the environmental history of commercial fishing in the North Atlantic Ocean and the relationship between humans and the sea.

America's most influential literary figure worldwide is familiar to most readers of short fiction through only about a dozen stories. This is because many of Poe's tales depend on knowledge a reader in 1835 or 1845 might have had that a typical reader in 2000 would not. In this extensively annotated and meticulously edited selection of Poe's short fiction, Stuart Levine and Susan F. Levine connect Poe to major literary forces of his era and to the rapidly changing U.S. of the 1830s and 1840s, discussing Shelley, Carlyle, Byron, Emerson, and Hawthorne, as well as the railroad, photography, and the telegraph. In the process, they reveal a Poe immersed in the America of his day--its politics, science, technology, best-selling books, biases, arts, journalism, fads, scandals, and even sexual mores--and render accessible all thirty-two stories included here. The general Introduction, the headnote to each story, and the annotations included in this volume have been extensively revised from the editors' critically acclaimed editions of the complete short fiction: *The Short Fiction of Edgar Allan Poe: An Annotated Edition* (1976, 1990).

Scurvy took a terrible toll in the Age of Sail, killing more sailors than were lost in all sea battles combined. The threat of the disease kept ships close to home and doomed those vessels that ventured too far from port. The willful ignorance of the royal medical elite, who endorsed ludicrous medical theories based on speculative research while ignoring the life-saving properties of citrus fruit, cost tens of thousands of lives and altered the course of many battles at sea. The cure for scurvy ranks among the greatest of human accomplishments, yet its impact on history has, until now, been largely ignored. From the earliest recorded appearance of the disease in the sixteenth century, to the eighteenth century, where a man had only half a chance of surviving the scourge, to the early nineteenth century, when the British conquered scurvy and successfully blockaded the French and defeated Napoleon, Scurvy is a medical detective story for the ages, the fascinating true story of how James Lind (the surgeon), James Cook (the mariner), and Gilbert Blane (the gentleman) worked separately to eliminate the dreaded affliction. Scurvy is an evocative journey back to the era of wooden ships and sails, when the disease infiltrated every aspect of seafaring life: press gangs "recruit" mariners on the way home from a late night at the pub; a terrible voyage in search of riches ends with a hobbled fleet and half the crew heaved overboard; Cook majestically travels the South Seas but suffers an unimaginable fate.

Brimming with tales of ships, sailors, and baffling bureaucracy, *Scurvy* is a rare mix of compelling history and classic adventure story.

From the author of *Mayflower*, *Valiant Ambition*, and *In the Hurricane's Eye*--the riveting bestseller tells the story of the true events that inspired Melville's *Moby-Dick*. Winner of the National Book Award, Nathaniel Philbrick's book is a fantastic saga of survival and adventure, steeped in the lore of whaling, with deep resonance in American literature and history. In 1820, the whaleship *Essex* was rammed and sunk by an angry sperm whale, leaving the desperate crew to drift for more than ninety days in three tiny boats. Nathaniel Philbrick uses little-known documents and vivid details about the Nantucket whaling tradition to reveal the chilling facts of this infamous maritime disaster. *In the Heart of the Sea*, recently adapted into a major feature film starring Chris Hemsworth, is a book for the ages.

Arms and the State is a history of Britain's first and foremost modern armaments company, the Armstrong Whitworth Company, from its origins in 1854 to 1914. It focuses on the role of Sir William G. Armstrong, an engineer and entrepreneur who transformed his modest mechanical engineering business into a vast industrial enterprise which invented, developed, manufactured and sold heavy guns and warships throughout the world. *Arms and the State* reconstructs the global arms trade as it follows Armstrong's companies selling the latest weapons to both sides in the American Civil War, Egypt, Turkey and Italy in the 1860s, to China, Chile and Japan in the 1870s and 1880s, and became Britain's leading armaments company in the age of the naval arms races that preceded the First World War. In so doing, it discusses varied topics such as the social and political nature of technological innovation, the quality of Britain's late-Victorian entrepreneurs, and the impact of armaments on British politics, defence policies, the international arms trade and imperialism. *Arms and the State* situates the history of the company in its technological, political and international contexts, with particular attention given to the role of British Parliamentary politics and the inner workings of the War Office and Admiralty bureaucracies. The central narrative is Armstrong's role in the militarization of technology in the 1850s, the commercialization of the armaments trade on a global scale in the 1860s and 1870s, and the emergence of the British military-industrial state in the 1880s and 1890s. *Arms and the State* provides a history of the people, the technology and the business of the Arms trade. It is a fascinating story of the domestic politics, the foreign policy and strategic calculations, the manipulation of the press and the bureaucratic intrigues that lay behind the invention, production and proliferation of the first weapons of mass destruction.

British Warships in the Age of Sail 1817-1863 Design, Construction, Careers and Fates Seaforth Publishing

Few Americans, black or white, recognize the degree to which early African American history is a maritime history. W. Jeffrey Bolster shatters the myth that black seafaring in the age of sail was limited to the Middle Passage. Seafaring was one of the most significant occupations among both enslaved and free black men between 1740 and 1865. Tens of thousands of black seamen sailed on lofty clippers and modest coasters. They sailed in whalers, warships, and privateers. Some were slaves, forced to work at sea, but by 1800 most were free men, seeking liberty and economic opportunity aboard ship. Bolster brings an intimate understanding of the sea to this extraordinary chapter in the formation of black America. Because of their unusual mobility, sailors were the eyes and ears to worlds beyond the limited horizon of black communities ashore. Sometimes helping to smuggle slaves to freedom, they were more often a unique conduit for news and information of concern to blacks. But for all its opportunities, life at sea was difficult. Blacks actively contributed to the Atlantic maritime culture shared by all seamen, but were often outsiders within it. Capturing that tension, *Black Jacks* examines not only how common experiences drew black and white sailors together--even as deeply internalized prejudices drove them apart--but also how the meaning of race aboard ship changed with time. Bolster traces the story to the end of the Civil War, when emancipated blacks began to be systematically

excluded from maritime work. Rescuing African American seamen from obscurity, this stirring account reveals the critical role sailors played in helping forge new identities for black people in America. An epic tale of the rise and fall of black seafaring, *Black Jacks* is African Americans' freedom story presented from a fresh perspective.

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.

" --Allan R. Millett, *The Journal of American History*

Focusing on the Tsarist and Soviet empires of Russia, Lieven reveals the nature and meaning of all empires throughout history. He examines factors that mold the shape of the empires, including geography and culture, and compares the Russian empires with other imperial states, from ancient China and Rome to the present-day United States. Illustrations.

Working with archival records at whaling museums in libraries from private archives and interviews with people whose ancestors were whaling masters Finley culls stories from the lives of 54 black whaling captains to create a portrait of what life was like for these leaders of color on the high seas.

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