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Long Ships and Round Ships

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Long Ships And Round Ships

Karin Nielsen-Saines



Long Ships And Round Ships:

Long-ships from the beginning of the Christian era to end of the Crusades John Forsyth Meigs, 1924 The Book of Old Ships Henry B. Culver, 2012-09-26 DIV Superb authoritative history of sailing vessels with 80 magnificent line illustrations Galley bark caravel longship whaler many more Detailed informative text on each vessel by noted naval historian Introduction div *Venetian Ships and Shipbuilders of the Renaissance* Frederic Chapin Lane, 2018-12-01 ORIGINALLY published in 1934 this major study by Frederic Lane tracks the rise and decline of the great shipbuilding industry of Renaissance Venice Drawing on a wealth of archival sources Lane presents detailed descriptions of the Venetian arsenal including the great galleys that doubled as cargo ships and warships the sixteenth century round ships which introduced dramatic innovations in rigging and were less vulnerable to attack than the galleys and the majestic galleons whose straight lines and greater speed made them ideal for merchantmen but whose narrowness made them liable to capsize if loaded with artillery Lane also includes vivid accounts of the rivalries between the famous shipbuilders of the period There was the impassioned competition between Leonardo Bressan and Marco Francesco Rosso to design the quickest lightest galley a contest that Bressan won when Rosso was crushed to death the race between Vettor Fausto and Matteo Bressan to build the best galleon for use against pirates and the rivalry between Bernardo di Bernardo and Nicol Palopano to be the master builder of great merchant galleys Additional chapters detail the actual process of ship construction from the design stage to framing and ribbing the hull to building the rigging the organization and activity of the shipbuilders craft guilds and the various private shipyards and the development and management of the Arsenal Tables and appendixes detail the types measurements number and capacity of the ships as well as the wages of the shipbuilders *The Art and Archaeology of Venetian Ships and Boats* Lillian Ray Martin, 2001 Presents a brief history of Venetian art and then catalogues each known piece of Venetian art that depicts watercraft Through detailed analysis of these images the author reveals important facts about the construction rigging and use of these watercraft **The Edinburgh Review** , 1804 **Elizabethan Sea-Dogs: A Chronicle of Drake and His Companions** William Charles Henry Wood, In the early spring of 1476 the Italian Giovanni Caboto who like Christopher Columbus was a seafaring citizen of Genoa transferred his allegiance to Venice The Roman Empire had fallen a thousand years before Rome now held temporal sway only over the States of the Church which were weak in armed force even when compared with the small republics dukedoms and principalities which lay north and south But Papal Rome as the head and heart of a spiritual empire was still a world power and the disunited Italian states were first in the commercial enterprise of the age as well as in the glories of the Renaissance North of the Papal domain which cut the peninsula in two parts stood three renowned Italian cities Florence the capital of Tuscany leading the world in arts Genoa the home of Caboto and Columbus teaching the world the science of navigation and Venice mistress of the great trade route between Europe and Asia controlling the world s commerce Thus in becoming a citizen of Venice Giovanni Caboto the

Genoese was leaving the best home of scientific navigation for the best home of sea borne trade His very name was no bad credential Surnames often come from nicknames and for a Genoese to be called Il Caboto was as much as for an Arab of the Desert to be known to his people as The Horseman Cabott ggio now means no more than coasting trade But before there was any real ocean commerce it referred to the regular sea borne trade of the time and Giovanni Caboto must have either upheld an exceptional family tradition or struck out an exceptional line for himself to have been known as John the Skipper among the many other expert skippers hailing from the port of Genoa *Elizabethan Sea-Dogs* William Wood,2018-04-05

Reproduction of the original Elizabethan Sea Dogs by William Wood Essays in the Economic History of the Atlantic World

John McCusker,2005-08-15 Written by one of the leading authorities on trade and finance in the early modern Atlantic world these fourteen essays revised and integrated for this volume share as their common theme the development of the Atlantic economy especially British America and the Caribbean Topics treated range from early attempts in medieval England to measure the carrying capacity of ships through the advent in Renaissance Italy and England of business newspapers that reported on the traffic of ships cargoes and market prices to the state of the economy of France over the two hundred years before the French Revolution and of the British West Indies between 1760 and 1790 Included is the story of Thomas Irving who challenged and thwarted the likes of John Hancock Samuel Adams Alexander Hamilton George Washington and Thomas Jefferson **A Brief History of Venice** Elizabeth Horodowich,2013-02-07 In this colourful new history of Venice Elizabeth Horodowich one of the leading experts on Venice tells the story of the place from its ancient origins and its early days as a multicultural trading city where Christians Jews and Muslims lived together at the crossroads between East and West She explores the often overlooked role of Venice alongside Florence and Rome as one of the principal Renaissance capitals Now as the resident population falls and the number of tourists grows as brash new advertisements disfigure the ancient buildings she looks at the threat from the rising water level and the future of one of the great wonders of the world **The History Of Greece** William Mitford,1808 A Short History of the Sailing Ship Romola Anderson,R. C. Anderson,2012-06-11 Amply illustrated book traces evolution of the sailing ship over the course of 6 000 years from vessels of ancient Egypt to full rigged clipper ships of the 19th century 20 halftones and 134 figures **A History of Sea Power** William Oliver Stevens,Allan F. Westcott,2022-09-04 A History of Sea Power is a meticulously curated anthology that navigates through the expansive and tumultuous waters of naval history The collection artfully examines the crucial role of sea power from ancient times to modern day conflicts offering a wide ranging exploration of maritime influence on global dynamics The pieces encompass a spectrum of literary styles from rigorous academic analysis to captivating historical narratives each contributing to a comprehensive understanding of the subject Standout pieces include those that vividly depict pivotal naval battles and the evolution of maritime strategy underscoring the transformative impact of sea power on the course of history Authors William Oliver Stevens and Allan F Westcott bring an authoritative voice to this anthology drawing from their extensive backgrounds

in naval history and maritime strategy Their editorial oversight ensures that the collection thoughtfully engages with various historical cultural and strategic facets of sea power By integrating voices from diverse historical contexts the anthology aligns with both scholarly research and a broader initiative to recognize the intersection of naval strength and global influence The varied contributions create a tapestry that deepens the reader's appreciation of historical and contemporary maritime affairs This collection stands as a vital resource for readers eager to explore the profound influence of naval forces across eras A History of Sea Power offers a unique opportunity to engage with a multiplicity of perspectives and styles each piece contributing to a dialogue that bridges past and present It is recommended for anyone seeking an educational and insightful journey through the complexities of sea power its historical significance and its enduring legacy on the world stage

Venice, A Maritime Republic Frederic Chapin Lane, 1973-11 A history of Venice from the earliest times Crusades Ships and navigation Byzantine and Gothics Humanism Renaissance Merchant shipping Scuole The Story of the Seaman John Forsyth Meigs, 1924 **Travel Guide to Europe, 1492** Lorenzo Camusso, 2013-12-24 On the eve of the five hundredth anniversary of the discovery of the Americas it bears remembering that in 1492 as Columbus was making his historic voyage Europe was flourishing at the very height of the Renaissance that transformed a continent In art politics commerce and society the medieval world had given way to the modern era But what was Europe really like then What did London Paris Rome and the other great centers of culture actually look like and what was it like to travel from one to the other when the horse and the sailing ship were the most expeditious means available How long would a typical journey take Where would one stay and what could one eat along the way And whom might one expect to meet Both kings and pilgrims to be sure In *Travel Guide to Europe 1492* the noted Italian historian Lorenzo Camusso offers modern day readers and would be adventurers ten itineraries for trips commonly taken in both the near and far reaches of fifteenth century Europe Whether Camusso's wayfarer is an ambitious young banker on the road From Florence to Bruges the great painter Albrecht Dürer on his way from Nuremberg to Venice a shipbuilder whose highly prized craft takes him from Seville to Antwerp via Barcelona Beaune and Paris or a lonely pilgrim wandering from Vézelay to far off Santiago de Compostela he offers a vivid account of what such a journey would be like the sights sounds perils and pleasures and in so doing he renders the very fabric of day to day life during this momentous era in Europe's history *Lectures and essays* James William Gilbart, 1865 **The Works of James William Gilbart ...: Lectures and essays** James William Gilbart, 1865 *Sailing ships* E. Keble Chatterton, 2025-03-02 In *Sailing Ships* E Keble Chatterton offers an intricate exploration of the maritime world documenting the evolution of sailing vessels from ancient times to the modern era Written with a blend of meticulous research and engaging prose the book captures the aesthetic and functional aspects of these magnificent ships Chatterton's literary style is characterized by vivid descriptions and a historical narrative that conveys the significance of sailing ships in commerce exploration and warfare This work is firmly situated within the maritime literature that gained momentum in the early 20th

century providing readers with a rich tapestry of knowledge and visual imagery E Keble Chatterton an accomplished author and maritime historian possessed a profound affinity for the sea which undoubtedly influenced his writing His extensive career included roles as a journalist and editor and his passion for nautical history is evident in his comprehensive analyses Through Chatterton s lens the era of sailing ships is not merely a bygone age but a vibrant chapter of human ingenuity and adventure reflecting both the technological progress and cultural narratives of the time For enthusiasts of maritime history and aficionados of nautical literature *Sailing Ships* is an indispensable volume that illuminates the elegance and complexity of these vessels Chatterton s insightful commentary and profound respect for the subject matter not only provide entertainment but also inspire deep reflections on humanity s relationship with the sea This book is highly recommended for those seeking to understand the historical significance and enduring legacy of sailing ships

Sailing Ships and Their Story :the Story of Their Development from the Earliest Times to the Present Day Edward Keble Chatterton,1915

Crisis and Change in the Venetian Economy in the Sixteenth and Seventeenth Centuries Brian Pullan,2013-11-05

The decline of Venice remains one of the classic episodes in the economic development of modern Europe Its contrasts are familiar enough the wealthiest commercial power in fifteenth century Europe the strongest western colonial power in the eastern Mediterranean found its principal fame three centuries later in carnival and the arts This metamorphosis from commercial hegemony to fashionable pleasure and landed wealth was however a complex process It resulted not so much from the Portuguese voyages of discovery at the beginning of the sixteenth century as from increasing Dutch and English competition at its end and from industrial competition chiefly from beyond the Mediterranean Several of the Articles Dr Pullan has chosen to illustrate these changes are made available in English for the first time and two have been revised for this book Four deal with the fortunes of entrepot trade and shipbuilding which had furnished the basis of Venetian wealth and influence in the Middle Ages four others examine the new fields of enterprise which Venice explored in the sixteenth and seventeenth centuries and which helped to compensate for the decline in traditional activities This classic book was first published in 1968

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Long Ships And Round Ships Introduction

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