Cannibals and Carnage
Thrilling Tales of the Sea: Volume One
Graham Faiella

True-life stories of seafarers facing danger and death in the 19th and early 20th centuries

Summary
The first of Graham Faiella’s thrilling collections of tales focuses on stories of cannibals (both indigenous peoples and desperate crews stranded at sea) and carnage. Recounting the true-life adventures and misfortunes of mariners in the 19th and early 20th centuries, these are stories of courage and infamy, and often awful deaths in remote places where social norms were battered and, ultimately, shattered. These were human dramas, and lives lived on the edge. Be thankful for your safe passage. Illustrated with old prints and engravings, as well as old maps.

Contributor Bio
Graham Faiella has personally sailed as crew on yachts, twice across the Atlantic, and on a 1750 ton motor yacht around the world in 18 months. He has written several non-fiction works and accumulated a library collection of c.1000 books on ships, seafarers and navigation, etc.

Misery, Mutiny and Menace
Thrilling Tales of the Sea: Volume Two
Graham Faiella

True-life stories of seafarers facing danger and death in the 19th and early 20th centuries

Summary
The second of Graham Faiella’s thrilling collections of tales gathers stories of mutiny, misery and menace. Recounting the true-life adventures and misfortunes of mariners in the 19th and early 20th centuries, these are human stories of misery and hardship, personal conflicts, tensions and often dreadful deaths. These stories make it abundantly clear how hard life was for mariners throughout history. Including reported accounts of ghost ships, sea monsters, and kraken, the stories are illustrated with contemporary engravings and maps.

Contributor Bio
Graham Faiella has personally sailed as crew on yachts, twice across the Atlantic, and on a 1750 ton motor yacht around the world in 18 months. He has written several non-fiction works and accumulated a library collection of c.1000 books on ships, seafarers and navigation, etc.
**Life Under the Jolly Roger**
*Reflections on Golden Age Piracy*
Gabriel Kuhn

**Summary**
Over the last couple of decades, an ideological battle has raged over the political legacy and cultural symbolism of the “golden age” pirates who roamed the seas between the Caribbean Islands and the Indian Ocean from roughly 1690 to 1725. They are depicted as romanticized villains on the one hand and as genuine social rebels on the other. Life Under the Jolly Roger examines the political and cultural significance of these nomadic outlaws by relating historical accounts to a wide range of theoretical concepts—reaching from Marshall Sahlins and Pierre Clastres to Mao Zedong and Eric J. Hobsbawm via Friedrich Nietzsche and Michel Foucault. With daring theoretical speculation and passionate, respectful inquiry, Gabriel Kuhn skillfully contextualizes and analyzes the meanings of race, gender, sexuality, and disability in golden age pirate communities, while also surveying the breathtaking array of pirates’ forms of organization, economy, and ethics. Life Under the Jolly Roger also provides an extensive catalog of scholarly references for the academic reader. Yet this delightful and engag...

**Contributor Bio**
Gabriel Kuhn is an author, translator, and union activist. He has published widely in English and German. His texts have been translated into more than a dozen languages. He is the author of *Sober Living for the Revolution* and *Soccer vs. the State*.

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**Pirates, Buccaneers, the Republic & the Caribbean**
*Legends and Treasures of the Golden Age of Piracy*
Sona Books

**Summary**
In the 17th and 18th centuries, sailing from Europe or Africa to the Americas, or trading from India to Central America, was a risky undertaking. Ferocious storms and barely-understood diseases weren’t the only threats; ruthless pirates lurked on the horizon, craving wealth and reputation. This book covers everything you want to know about the legendary Golden Age of Piracy. Uncover the true stories of the bloodthirsty buccaneers who made their fortune plundering the high seas, from Captain Kidd and Edward "Blackbeard" Teach to female pirates Anne Bonny and Mary Read. Find out what life was really like aboard a pirate ship, from the roles of the crew to divvying out the spoils. Investigate the founding and exploits of the notorious Flying Gang, a band of fierce pirate captains, and the piratical haven they founded on the island of New Providence in the Bahamas. Packed with incredible illustrations and insights into the period, this is the perfect guide for anyone who wants to learn about this famed Golden Age of history.
Sealink British Ferries
Ian Collard

A lavishly illustrated look at this much-missed company. Ian Collard tells the fascinating story of this unique shipping company.

Summary
Sealink’s antecedents go back to the packet boats of the days before steam. The invention of the steam engine greatly assisted the development of the railways and led to the growth of the packet boats. The private railway companies recognized the need for an integrated transport system which included operating service across the sea routes. The Big Four railway companies were nationalized in 1948 and their shipping services came under the control of the British Transport Commission. In 1968 a Shipping and International Services Division of the British Railways Board was formed. This separate division operated under the brand name of Sealink. In 1979 the assets of the Shipping and International Services Division were transferred to Sealink UK Limited, a wholly owned subsidiary company. With a wealth of previously unpublished images, Ian Collard tells the fascinating story of this unique shipping company.

Contributor Bio
Ian Collard a well-known local author and has written many books on ocean liners and cargo ships, particularly those sailing out of Liverpool itself. Acknowledged as one of the local experts, he has even appeared on radio to tell of his times as an author.

A Maritime Lexicon
Arabic Nautical Terminology in the Indian Ocean
Abdulrahman Al Salimi, Eric Staples
**Thomas Summers & Co.**

**Boatbuilders of Fraserburgh**

Mike Smylie

The first history of a well-known and prolific Scottish boatbuilder

**Summary**

The post-war fishing industry was quick to recover from six years of restricted fishing. In Fraserburgh the three yards of James Noble, J. & G. Forbes of Sandhaven and William Noble had all been producing standard MFVs throughout the war, and afterwards continued to be busy so it wasn’t surprising when a new yard, opened by three local men, appeared on the scene. Tommy Summers, Bill Duthie and George McLeman had all served apprentices with James Noble and they set up business as a partnership once they had designed a new boat, drawn out the plans and made the moulds. This was to be a Summer’s yole, and she was to be the first of many. Between 1949 and 1964, the yard produced 92 fishing vessels and a couple of yachts. More prolific than Nobles of Girvan or Campbeltown Shipyard, and equally renowned for quality, many of these boats survive to this day, some fishing, some converted to pleasure.

**Contributor Bio**

MIKE SMYLIE is a maritime historian specialising in the fishing industry. He has written widely on the subject for many books and magazines. He is a founder member of the 40+ Fishing Boat Association and edits their thrice-yearly newsletter Fishing Boats.

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**Guide to the Crew of Titanic (2nd Edition)**

**The Structure of Working Aboard the Legendary Liner**

Günter Bäbler

Filling an important gap in the existing literature for Titanic enthusiasts

**Summary**

Much has been written about *Titanic*, however, until now little mention has been made about the intricate world of the ship’s complement, which comprised more than the total of third-class passengers alone. *Titanic* researcher Günter Bäbler examines in detail the working structure of the crew, including the complex arrangement of the engineering department and information on tips, salaries, and hidden bonuses, while each of the 899 crew members on board is mentioned. This valuable study breathes life into the forgotten but significant story of the ship and its relationship to its crew, of whom over 75 per cent died when *Titanic* sank.

**Contributor Bio**

Günter Bäbler was co-founder of the Swiss Titanic Society and its president since 1998, and has worked as an adviser for many international historical and cultural projects about *Titanic*, including for documentaries, exhibitions, films and theater. He has published numerous articles for the *Swiss Titanic Society* and written books on the Swiss passengers and crew of *Titanic*, *Carpathia* (*Titanic’s* rescue ship), a bibliography on all German *Titanic* books, and a *Titanic* book aimed at younger readers.
White Star Liners at War
A History Through Illustrations
Patrick Mylon

The story of a great shipping line and its vessels through conflicts, in rare postcards and images

Summary
During the time the White Star Line existed, Britain was involved in both the Boer Wars and World War I. The White Star vessels contributed greatly to the British war effort in each conflict. They didn't always make it out intact, *HMHS Britannic* an example of a beautiful liner to be lost after hitting a mine. After the merger of White Star with Cunard in 1934, several of the company's vessels went on to serve in World War II. Patrick Mylon has compiled the first book to concentrate on what happened to the White Star ships in wartime, weaving together ship histories and moving human stories to create a poignant and evocative book filled with rare imagery.

Contributor Bio
Patrick Mylon spent his working life in the travel industry. He began what would become a lifetime's hobby collecting White Star memorabilia in 1983 and now has a collection of more than 4,000 items. He has previously written *The White Star Collection*, *The Unseen Olympic*, and *RMS Titanic: The Wider Story*.

A Long Night for the Canteen Boat
Vic Ould

As WW2 progressed and convoys of merchant ships were lost to the enemy the Royal Navy provided armed escorts.

Summary
As WW2 progressed and convoys of merchant ships were lost to the enemy the Royal Navy provided armed escorts.

The very last escort vessel then became known as ‘THE CANTEEN BOAT’.

The vessel would be commanded by the lowest ranking of the Royal Navy escort Vessels.

H.M.S. CASSANDRA a brand new Destroyer was in her last stages of "Working up ".

The story here is remarkable how an inexperienced war ship and ships company battled the odds with
The Sunken Gold
A Story of World War I Espionage and the Greatest Treasure Salvage in History
Joseph A. Williams

Summary
On January 25, 1917, HMS Laurentic struck two German mines off the coast of Ireland and sank. The ship was carrying 44 tons of gold bullion to the still-neutral United States via Canada in order to finance the war effort for Britain and its allies. Britain desperately needed that sunken treasure, but any salvage had to be secret since the British government dared not alert the Germans to the presence of the gold.

Lieutenant Commander Guybon Damant was the most qualified officer to head the risky mission. Wild gales battered the wreck into the shape of an accordion, turning the operation into a multiyear struggle of man versus nature. As the war raged on, Damant was called off the salvage to lead a team of covert divers to investigate and search through the contents of recently sunk U-boats for ciphers, minefield schematics, and other secrets. The information they obtained, once in the hands of British intelligence, proved critical toward Allied efforts to defeat the U-boats and win the war.

But Damant had become obsessed with completing his long-deferred mission. His team struggled fo...

Pirates
Truth and Tales
Helen Hollick

Summary
The historian R. H. Tawney famously wrote, 'The sixteenth century lives in terror of the tramp.' The eighteenth century lived in terror of the tramps of the seas – pirates. Pirates have fascinated people ever since. It was a harsh life for those who went 'on the account', constantly overshadowed by the threat of death – through violence, illness, shipwreck, or the hangman’s noose. The lure of gold, the excitement of the chase and the freedom that life aboard a pirate ship offered were judged by some to be worth the risk. Helen Hollick explores both the fiction and fact of the Golden Age of piracy, and there are some surprises in store for those who think they know their Barbary Corsair from their boucanier.

Everyone has heard of Captain Morgan, but who recognises the name of the aristocratic Frenchman Daniel Montbars? He killed so many Spaniards he was known as 'The Exterminator'. The fictional world of pirates, represented in novels and movies, is different from reality. What draws readers and viewers to these notorious hyenas of the high seas? What are the facts behind the fantasy? He...

Contributor Bio
Helen started writing as a teenager. Published in the UK with her Arthurian Trilogy and two Saxon novels, she was selected by US publisher, Sourcebooks, and became a USA Today bestseller. Her Sea Witch Voyages are nautical-based adventures with a touch of fantasy, and are inspired by the Golden Age of Piracy. She is the founder of Discovering Diamonds, a review blog for historical fiction, and lives in Devon.
Pirate Women
The Princesses, Prostitutes, and Privateers Who Ruled the Seven Seas
Laura Sook Duncombe

Summary
In the first-ever comprehensive survey of the world’s female buccaneers, Pirate Women tells of the women, both real and legendary, who through the ages sailed alongside—and sometimes in command of—their male counterparts. These women came from all walks of life but had one thing in common: a desire for freedom. History has largely ignored these female swashbucklers, until now. Here are their stories, from ancient Norse warriors like Awilda, Stikla, and Rusla; to Sayyida al-Hurra of the Barbary corsairs; from Grace O’Malley, who terrorized shipping operations around the British Isles; to Cheng I Sao, who commanded a fleet of 400 ships off China in the early 19th century. Author Laura Sook Duncombe also looks beyond the stories to the storytellers and mythmakers. What biases and agendas motivated them? What did they leave out? Pirate Women explores why and how these stories are told and passed down and how history changes depending on who is recording it. It’s the largest overview of women pirates in one volume and chock-full of swashbuckling adventures. In this book, pirate women are ...

Contributor Bio
Laura Sook Duncombe is a lawyer and a writer whose work on women pirates has appeared on Jezebel. She lives in Tulsa, Oklahoma.

Classic Boats
Nigel Sharp

Summary
Featuring 180 wonderful images, Classic Boats offers an accessible, beautifully illustrated guide to some of the stunning craft that can be seen around the shores of Europe today. Covering a wide range of vessels – some dating back to the nineteenth century and extensively restored, while others are just a few years old – Nigel Sharp’s writing and photographs truly bring the subject to life. Classic boat regattas continue to grow in number and popularity throughout the world, and the breathtaking range of boats shown in this lavishly illustrated volume offers some explanation as to why they continue to captivate the hearts and minds of boating enthusiasts and the general public alike.

Contributor Bio
Nigel Sharp spent 35 years in various project management positions in the boatbuilding industry before becoming a freelance marine writer and photographer in 2010. He is a lifelong sailor who currently owns a 1963 Nordic Folkboat and he is the Commodore of St Mawes Sailing Club.
Batavia

Peter FitzSimons

Summary

The Shipwreck of the Batavia combines in just the one tale the birth of the world's first corporation, the brutality of colonisation, the battle of good vs evil, the derring-do of sea-faring adventure, mutiny, ship-wreck, love, lust, blood-lust, petty fascist dictatorship, criminality, a reign of terror, murders most foul, sexual slavery, natural nobility, survival, retribution, rescue, first contact with native peoples and so much more. Described by author Peter FitzSimons as "a true Adults Only version of Lord of the Flies, meeting Nightmare on Elm Street," the story is set in 1629, when the pride of the Dutch East India Company, the Batavia, is on its maiden voyage en route from Amsterdam to the Dutch East Indies, laden down with the greatest treasure to leave Holland. The magnificent ship is already boiling over with a mutinous plot that is just about to break into the open when, just off the coast of Western Australia, it strikes an unseen reef in the middle of the night. While Commandeur Francisco Pelsaert decides to take the long-boat across 2000 miles of open sea for help, hi...

Contributor Bio

Peter FitzSimons is a journalist with the Sun-Herald and the Sydney Morning Herald, and the author of more than 20 books, including How Hemlines Predict the Economy and Mawson.

Great Passenger Ships that Never Were

Damned By Destiny Revisited

David L. Williams, Richard P. Kerbrech

A revised and enhanced new edition of this classic work, filling an important gap in maritime history

Summary

Great Passenger Ships That Never Were is a completely revised and updated edition of the authors’ classic work Damned by Destiny: a comprehensive account of all the world’s projects for large passenger ships (over 20,000 gross tons) which, for one reason or another, never entered service. Some were still-born on the drawing board or in the model shop, some met with disaster after they had been launched but were still incomplete, others were diverted to wartime service which they never survived. Potentially, some were the greatest liners ever conceived and would have surpassed the most famous, not only in speed and splendour, but in size and appearance. They were all the victims of circumstance – a fate narrowly missed by a few of the most celebrated passenger ships which did make it into commercial service.
Lost Legends of the Lakes
An Illustrated History
Robert McGreevy

Summary
Now in Paperback! A unique study of the maritime heritage of the Great Lakes from an Artist's viewpoint featuring over fifty paintings & drawings of Great Lakes ships starting with the Griffon and ending with the Edmund Fitzgerald. Marine Artist and historian Robert McGreevy has devoted a lifetime to painting and researching ships of the Great Lakes. This new book features many never before illustrated ships from all periods of our maritime history. Special attention has been given to ships that sank, often showing what the wreck looks like today and the circumstances surrounding its loss. Lost Legends of the Lakes is a carefully researched, illustrated, and written chronicle of our freshwater history. Paperback, 144 pages, over fifty illustrations in color.

Contributor Bio
Born in Belfast, Northern Ireland, Robert McGreevy is a Great Lakes historian and marine artist whose family history is steeped in the shipbuilding industry. McGreevy's grandfather and father worked for Harland & Wolff, Belfast's biggest shipbuilder; additionally, in 1912, his grandfather worked on the building of the Titanic. During his formative years and surrounded by talk of shipbuilding, McGreevy began building models and sketching ships. McGreevy's interest in ships had him wondering what ships looked like in their proper environment and this curiosity spurred his interest in painting. With no known photographs capturing the image of many ships, McGreevy delved into research by studying a ship's enrollment papers and reading contemporary accounts. McGreevy has completed over 300 paintings of Great Lakes ships, encompassing all periods of ship design and development. A historian first and an artist second, by relying on his technical training and drawing in perspective, through his paintings, McGreevy is able to share the results of his research.

The Adventures of Onyx and The Race to Mackinac
Tyler Benson, David Geister

Summary
The Chicago to Mackinac Island sailboat race has entered the final mile of their 333 mile journey, but they're in trouble. An overnight weather shift is causing high gusts and huge waves. More than 350 sailboats are trying to make it to the finish line in the Round Island Passage. The Coast Guard is on high alert, but Onyx's puppies, Search and Rescue, are rambunctious and creating a distraction on the response boat. The puppies are still in training and haven't learned to stay calm and listen to commands like Onyx does. But when the crew needs assistance locating and rescuing the drifting sailor, Search and Rescue prove that they can truly live up to their names.

Contributor Bio
Tyler Benson is from St. Louis, Michigan. He has served in the United States Coast Guard for more than 18 years. He began writing short stories about his search and rescue adventures in the Coast Guard to educate his three young daughters about what Daddy does when he goes on duty for 48 hours at a time. He wanted his daughters to learn the importance of service to their country and helping those in need. To help his daughters better understand his job, Tyler wrote the stories featuring his real station's morale dog, Onyx. These stories soon evolved into a dream. This dream would be a tribute and a way to bring recognition to all who serve or have served in the United States Coast Guard. Tyler is still currently serving in the United States Coast Guard in Highlands, New Jersey, where he lives with his wife, Kristy, and four children. David Geister is a Minneapolis, Minnesota-based artist who specializes in historical art, picture book illustrations and landscape paintings. He has illustrated over a dozen children's books including, The Adventures of Onyx series, B is for Batt...
How Does a Lighthouse Work?
Roman Belyaev

Summary
How can we tell one lighthouse from another? What does a lighthouse keeper do? Where are the most unusual lighthouses in the world? Depart on an enchanting voyage with the school children in this book to discover the answers to these questions along with other fascinating facts about lighthouses and how they work. A charming journey through the science and history of lighthouses around the world.

Contributor Bio
Roman Belyaev is an author and illustrator who lives and works in Moscow.

Titanic
A Journey Through Time
John P. Eaton, Charles A. Haas

Summary
A unique chronology, this fascinating volume tells Titanic’s full story, moment by moment, from the birth of the key players to the latest expeditions, recovery, and exhibition of artifacts. It provides a feast of information and illustrations as well as the latest scientific information from the wreck site. Fully updated with recent developments in Titanic’s on-going story, this superlative book is the result of many years of painstaking historical research on three continents and is an essential reference work.

Contributor Bio
John P. Eaton and Charles A. Haas are often acknowledged as the world’s foremost Titanic authorities, and are the only historians to have participated in three expeditions to the liner’s wreck site and made perilous 12,500-foot dives to Titanic. They are the authors of Titanic: Destination Disaster and Titanic: Triumph and Tragedy.
**Call of the North Wind**  
*Voyages and Adventures on Lake Superior*  
Marlin Bree

Marlin Bree is the coauthor of *Alone Against the Atlantic* and author of *Wake of the Green Storm*. He is the recipient of the 2004 Boating Writers International award for journalistic excellence. He writes for *Cruising World*, *Ensign*, *Northern Breezes*, and *Small Boat Advisor* and has a monthly column in...

**Summary**

In *Call of the North Wind*, the author retraces voyages of lost ships, early explorers and heroic sea captains in a rich narrative of adventure and history of Lake Superior. As he sails along the Shipwreck Coast in a 35-foot catamaran, Marlin Bree goes on the track of the Edmund Fitzgerald and reconstructs the last hours of the giant boat—and meets up with some of the infamous storms that took it down with the loss of all hands. He delves into the legends and folklore of the first explorers of the Big Lake and the incredible Warriors of the Storm (They had to go out—they didn't have to come back.) A fascinating voyage that will fascinate and sometimes surprise you.

**Contributor Bio**

Marlin Bree is the author of numerous boating books including *Broken Seas*, *Call of the North Wind*, *In the Teeth of the Northeaster*, *Wake of the Green Storm*, *the Boat Log & Record*, *the Dangerous Book for Boaters*, and co-authored *Alone Against the Atlantic* with sailor Gerry Spiess. He is the two-time winner of Boating Writers International's Grand Prize Award for outstanding maritime journalism. He contributes to numerous magazines including the *Ensign*, *Small Craft Advisor*, and *Cruising World*. He is a former editor of the *Sunday* magazine for the *Minneapolis Tribune*.

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**Boatbuilding**  
*Cold-moulded and Strip-Planked Wood*  
Ian Nicolson

**Summary**

Cold-moulded wood boatbuilding predates fibreglass and has been used successfully for sailing dinghies, offshore racing yachts, fast multihulls and powerboats, and even rowing shells. It involves bonding together layers of wood veneers or thin planks to make a strong, lightweight and watertight hull. Modern glues, particularly epoxy resins, gave cold-moulding a boost and improved both its strength for weight and longevity. Strip-planking is a related technique using narrow strips of wood, and it too has been improved by modern adhesives. The two forms of building can also be combined. Both of these techniques have been used in some excellent boats, by both professionals and amateurs. They are particularly suited to one-off or short series production, and allow the moulds to be dismantled and even modified for later use. Cost and time factors are attractive, and even for amateurs without a high degree of woodworking skill good results are quite feasible. This book is a practical guide to both methods, starting from the design requirements, necessary tools and working conditions, and cho...

**Contributor Bio**

Ian Nicolson joined Alfred Mylne the Second as a full design partner at the age of 31. These two very different personalities worked together for 20 years to produce a variety of craft. At the same time, Nicolson set up a boat survey organisation which became the most successful in Scotland, so that he went all over the world doing surveys. Ian has had 23 books published and many hundreds of technical articles. He has had his own magazine column since 1955.
Catboats
From the Boards of the Benford Design Group
Jay Benford

Summary
A collection of inventive catboat designs, from the boards of the Benford Design Group, ranging from 17' to 22' long. Both centerboard and keel designs are shown. All have cabins and cruising accommodations, and have classic, traditional styling. Alternate rigs are also included for some of the designs plus photos of the completed boats.

Contributor Bio
Jay Benford has been sailing and designing catboats for half a century. He is the author of Cruising Designs, Pocket Cruisers & Tabloid Yachts/1, Small Craft Plans, and Small Ships. He lives in St. Michaels, Maryland.

Practical Junk Rig
Design Aerodynamics & Handling
H. G. Hasler, J. K. McLeod

Summary
The authoritative source used by designers and builders worldwide for designing, building, and sailing a Chinese junk-rig

This encyclopedic volume synthesizes 25 years of research and development of this unique rig as adapted to Western craft. It is a work that has been welcomed by the growing number of yachtmen and designers throughout the world who already enjoy the benefits of the junk rig or who wish to do so. Practical Junk Rig examines the design and aerodynamic theory behind junk rigs and discusses how best to sail them. It outlines the rig in detail, the principles that underlie it, considers possible alternative shapes and arrangements and analyzes performance, all assisted by a wealth of detailed line illustrations.

Contributor Bio
H. G. Hasler was a lieutenant colonel in the Royal Marines and was awarded the OBE for his services in Norway in 1940 and the DSO for leading a daring raid on German shipping in 1942. He was the author of cruising guides, invented the modern yacht wind vane self-steering gear, and founded the Single-Handed Transatlantic Race in 1960 and the Round Britain Race. J. K. McLeod became close friends with HG Hasler in 1961, sailing Hasler's junk-rig Jester on Loch Ness where Hasler was setting up the first Loch Ness Monster investigation. He became Hasler’s partner in 1963 and was his enthusiastic disciple until Hasler’s untimely death. He currently sails his own 47-foot Chinese schooner Rôn Glas to further develop the advantages of the junk rig.
Building Badger
& the Benford Sailing Dory Designs
Jay Benford, Pete Hill

Summary
Popularized by the bestselling Voyaging on a Small Income, the Badger design of Benford sailing dories is fully dissected in the comprehensive guide to its conception, design, and construction. With sections by a skilled Badger builder, the in-depth, how-to includes detailed architectural plans of each boat for DIY enthusiasts, while commentary reveals the designer's logic behind the idea, the sailing capabilities and clever innovations of the boat, and builder's tips on choosing the best tools and materials to execute the plan. Featured boats include the twin keel cutter, the Baby Badger, and the sailing dory Donna, among others.

Contributor Bio
Jay Benford is the author of Pocket Cruisers & Tabloid Yachts, Small Craft Plans, and Small Ships. He lives in Easton, Maryland. Pete Hill built the first Badger sailing dory, gaining recognition for his skilled woodworking. He lives on a boat and sails around the world.

The First and the Fastest
Comparing Robin Knox-Johnston and Ellen MacArthur's Round-the-World Voyages
Nigel Sharp

Summary
This is the story of two single-handed non-stop round-the-world voyages: Robin Knox-Johnston’s in 1968/9 and Ellen MacArthur’s in 2004/5. Although there were similarities (both voyages started and finished in Falmouth, for instance, and neither sailor was in a conventional race) the story is mainly one of contrasts, mostly as a consequence of 36 years of technological developments. These gave MacArthur the opportunity for a considerably faster voyage, but that came at a price in that her trimaran B&Q provided more challenges than Knox-Johnston’s monohull Suhaili. MacArthur is no longer “the fastest” – her time has since been beaten by two Frenchmen – but she is still the fastest British sailor solo circumnavigator, while Knox-Johnston will always be “the first”.

Contributor Bio
Nigel Sharp spent 35 years in the boat building and repair industry, mostly in various project management-type positions. He had a change of course in 2010 when he became a freelance marine writer. Since then he has had many articles published, as well as three books.
**Cruising Designs (4th Edition)**

**Jay Benford**

**Summary**

First published in 1975, this classic guide is a collection of basic boat plans of a variety of Benford designs, ranging in size from 7 to 131 feet in length and selected from the custom designs created over the past three decades. It is designed as the spark to fire one’s ideas about the sort of boat one really wants or to suggest an idea for a new boat. The fourth edition includes a number of designs new since the third edition and is heavily illustrated with photographs and plan drawings.

**Contributor Bio**

Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.

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**Cruising Sailboat Kinetics**

**Danny Greene**

**Summary**

A boat-design handbook written for the everyday, nonprofessional sailor, it demystifies boat-design terminology and concepts and opens up for recreational sailors a new world of understanding why sailboats act the way they do. It explains how boat designers transform sailing dreams and abstract design criteria into today’s sleek, functional, three-dimensional craft. The first half of the book is a primer, a beginner’s guide to design terminology and concepts, laced with photos and clear, nontechnical illustrations, while the second half of the book is a heavily illustrated showcase of the best cruising-sailboat designs, including a lengthy explanation of what makes each design special.

**Contributor Bio**

Danny Greene is a practicing naval architect and was the technical editor on the staff of Cruising World magazine, where he edited the "Designs" column for many years. Green lives aboard Brazen, a 32-foot cruising sailboat built to his own design, and has logged more than 50,000 cruising miles on a variety of boats, often sailing singlehanded.
Yacht Designs
William Garden

Summary
Garden's career as both a yacht designer and builder spanned well over six decades and untold hundreds of boats. Garden's writing style is just as far-ranging and eclectic as his boats, whimsical and informative, light-hearted yet solidly grounded, serious, thought-provoking and thoroughly engaging. The original edition of Yacht Designs was published in 1977 and, after several printings, had gone completely out of print. Bill Garden revised and expanded the essays from the original edition and added over 30 more boats, many never before published, and even a few dream ships that were never built. Each essay is as different as the boat it describes, sometimes explaining the building process or a particular aspect of it in detail, or the events that led to a design, or the individuals involved, or the evolution of a yacht type, or Bill's own unique outlook on life and the boats he loved. Discover why Bill Garden has been an inspiration to succeeding generations of yacht designers!

Contributor Bio
William Garden was a self-confessed recluse who lived and worked in British Columbia. His island workshop, Toad's Landing, was a haven of boat design and boatbuilding. Bill Garden's work is an inspiration to succeeding generations of yacht designers.

Traditional Fishing Boats of Europe
Mike Smylie

Summary
For hundreds of years the design of fishing boats has followed traditional methods. Mike Smylie, author of Traditional Fishing Boats of Britain & Ireland (also published by Amberley) follows this seminal work with a new book on the fishing boats of Europe. The designs vary a lot, from the Mediterranean shore to the north of Norway, taking into account the catch, the climate and the seas. Covering the whole of Europe, Mike Smylie brings together the differing types of boat, with notes on their design, construction and use. Profusely illustrated, the book is the first to attempt coverage of all of the vernacular craft of the European coastline.

Contributor Bio
Mike Smylie is a regular sight at fishing festivals in Britain and Europe, smoking herring and talking about fishing boats. He is the acknowledged expert on British traditional fishing boats. He is the author of thirteen published books and the co-founder of the 40+ Fishing Boat Association which was founded in 1995 against the background of the scrapping of decommissioned fishing vessels. He is the editor of their thrice yearly magazine entitle Fishing Boats. He is acknowledged as one of the experts on Britain's fishing industry and has been interviewed on both television and radio about the subject. He lives in Bristol.
Boats by Purdy
Alan Dinn

Summary
This fascinating and authoritative history of the Purdy Boat Company, one of the most famous makers of custom yachts and racing boats in the 1920s and 1930s, is based on official company documents and correspondence and on reminiscences of family members and boat owners, and augmented by many photographs and line drawings of classic Purdy boats. The name "Purdy" evokes a bygone era of classic race boats and cruisers, and contributions to this book from owners and former owners of Purdy boats, librarians and museum officials, classic-boat enthusiasts, family members, and others, make it a living testimony to Ned and Gil Purdy, designers and builders of some of the best raceboats and cruisers America has ever known.

Contributor Bio
Alan E. Dinn has a master's degree in applied mathematics and is a grandson of Ned Purdy (of the Purdy Boat Company) He lives in Port Washington, New York.

Building Sweet Dream
Marc Pettingill

Summary
A complete how-to manual covering all phases of building and finishing six versions of a 12-, 13- or 14-foot arc-bottom canoe. It includes dimensioned hull plans, a detailed building sequence heavily illustrated with step-by-step photographs, tips and techniques for painting and varnishing, and hard-to-find background and reference material. Anyone with a few basic hand and electric tools and a small workshop or one-car garage can undertake this project for any level of boatbuilding or canoeing experience.

Contributor Bio
Marc Pettingill is a retired USCG officer, continuing his love of the sea in creating and building boats.
Building the Six-Hour Canoe

Richard Butz, John Montague, William Bartoo

Summary
A guide to building a canoe that contains scale plans, specifications, a tool list, step-by-step instructions, and even a helpful explanation of how to paddle the canoe. All the building operations are clearly illustrated with photos and sketches. The canoe is constructed from a single 4’x16’ (or two 4’ x 8’ sheets) sheet of marine plywood and a few pieces of dimensional lumber and, with epoxy glued seams, is watertight from the moment it hits the water. When completed, the canoe is 15’3” in length with a 31½” beam. Inexpensive to build using ordinary tools and materials, the canoe gives everybody access to boatbuilding and a boat.

Contributor Bio
William Bartoo, Richard Butz, and John Montague founded the watercraft studies program at Buffalo State College. They have all been involved in boatbuilding for decades. They all live in Buffalo, New York.

Building the Weekend Skiff

Richard Butz, John Montague

Summary
Offers detailed plans and instructions for building a simple boat at low cost with easily obtainable materials and basic hand tools, the skiff in this manual is 15 feet in length, can hold two adults or several children, and is adaptable for oars, sail, or a small outboard engine. A fun way to spend a weekend and get an excellent small boat easily and inexpensively, it is a great family project, ideal for introductory boat-building courses and for community and school-based boat-building experiences.

Contributor Bio
Richard Butz and John Montague founded the watercraft studies program at Buffalo State College. They have been involved in boatbuilding for decades.
**Pocket Cruisers & Tabloid Yachts/1 (Revised)**

Jay Benford

**Summary**
A salty collection of complete building plans for six small cruising boats, including a fantail steam launch (17' or 25'), working tugboat (14' or 20'), supply boat (20'), cruiser (14' or 20'), long-distance-sailing cruiser (14'), or fantail catboat (20'). Among the most popular designs offered by Benford, special effort has been made to reproduce the plans to scale, so that the builder will be able to work easily from the prints in the book.

**Contributor Bio**
Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.

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**Small Craft Plans (Revised)**

Jay Benford

**Summary**
Taken from Benford's original drawings and reduced in scale, the plans for each of the 15 small boats included in this collection are nevertheless complete and ready for lofting full size. The boats range in size from 7' to 18' and can be varied for rowing, sailing, or small outboard engine.

**Contributor Bio**
Jay Benford is the publisher of Tiller Publishing. He lives in St. Michaels, Maryland.
**Small Ships (5th Edition)**

Jay Benford

**Summary**

Containing scores of study plans for tugs, freighters, ferries, excursion boats, trawler yachts, houseboats, and fishing vessels, this latest volume of ideas is thoroughly revised, updated, and expanded, with a tremendous variety of styles and types of small ships. Each design is a salty and practical cruising vessel and is introduced with a brief description of its creation and history and accompanied by layout drawings and/or photos. Many of the designs trace their origins to working vessels and heritage powerboats, and all have a refreshing frankness about them, absent of any tricky styling, glitter, or glitz.

**Contributor Bio**

Jay Benford is a yacht designer who started designing yachts in 1962. He lives and practices in Easton, MD.

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**Celebration of Sail**

*The Marine Art of Roy Cross RSMA*

Roy Cross

**Summary**

This beautiful book features paintings by one of the foremost marine painters working today. Over more than 30 years Roy Cross has created a volume of work celebrating the peak of the development of the naval and merchant sailing vessel, from the late 18th to the late 19th centuries. This book is the first review of Roy’s marine paintings to be published. Dozens of his best paintings are showcased in full color and accompanied by detailed captions giving historical information on each of the vessels featured.
The Rise and Fall of Harland and Wolff

Tom McCluskie

Summary
The full history from a well-known ex-employee and advisor to James Cameron for Titanic
Harland and Wolff, the shipbuilder to the world, enjoyed a mighty heyday before crashing into obscurity. This illustrated book chronicles its history from its creation to the present day. This is the fascinating story of arguably the world's greatest and best known shipbuilding company from glory days to collapse, told from the unique perspective of someone who was there at the time. Today the company is no longer involved in shipbuilding, now maintaining a small ship repair operation, but at its peak it employed more than 45,000 people. Employee and archivist Tom McCluskie sheds light on many little-known facts about the company, delves into the human interest stories, and recounts both the mighty zenith and ignominious end of this great company.

Contributor Bio
Tom McCluskie is the author of Anatomy of the Titanic and Titanic and Her Sisters. His 38-year career at Harland & Wolff saw him rise from mail boy to head of the draughting department, retiring as admin and archive manager. He was technical consultant to James Cameron on Titanic.

Koombana Days

Annie Boyd

Summary
The elegant, ultra-modern SS Koombana arrived in Western Australia in March 1909; after only three years of service in the North West of Australia, the ship and her entire complement disappeared in a late-summer cyclone off the Pilbara coast in 1912. All 156 lives were lost but the wreck was never found. This thoroughly researched and compelling book comes closer than ever before to solving the mystery of Australia's most significant maritime disaster. Author Annie Boyd spent months camping along the coast, diving and investigating wrecks, researching the Koombana, and meeting with descendants of those lost in the tragedy. This insightful account is the culmination of her work, which includes a 20,000 page online resource with background material and primary sources.

Contributor Bio
Annie Boyd is an experienced diver and maritime history researcher who investigates shipwrecks in Western Australia.
Narrow Boat
L. T. C. Rolt

Summary
The History Press
9780750960618
Pub Date: 10/1/14
Ship Date: 10/1/14
$30.95 USD/$34.95 CAD/$14.99 GBP
Discount Code: LON
Trade Paperback
232 Pages
Carton Qty: 32
History / Europe
HIS015000
9 in H | 6 in W | 0.8 in T | 1 lb Wt

Shipwrecks of Sussex
Wendy Hughes

Summary
The Sussex coastline can boast to be one of the most wreck-rich regions in the English Channel. In fact there are over 4,000 recorded wrecks along the coast. Over the years many ships that have sailed along the Sussex coast have run aground owing to the fierce currents and shallow sand banks, as treacherous seas appear from nowhere when the tide or the weather changes. Revealing the events behind many of the shipwrecks that have occurred along the Sussex coastline, this book features a wealth of fascinating stories, from the Indiana's cargo of oranges and lemons that covered the beach and were retrieved by hungry locals to ships torpedoed by acts of war, and the recent wreck of the Ice Prince that spectacularly deposited many tons of timber upon Worthing beach in January 2008. With personal accounts and many old engravings and photographs, this book will fascinate locals and enthusiasts alike.

Contributor Bio
Wendy Hughes is a prolific local history author with twenty non-fiction books to her credit and over 1,700 articles. Originally from Wales but now living in Worthing, she runs a prose writing group and gives talks on creative writing as well as writing a regular column on Welsh traditions. She is also membership secretary of the Society of Woman Writers & Journalists.
The Lighthouse
The Mystery of the Eilean Mor Lighthouse Keepers
Keith McCloskey

Summary
What really happened to the mysteriously vanished lighthouse keepers of the Flannan Isles—a true story, evocative of The Shining

On December 26, 1900, the vessel Hesperus arrived at Eilean Mor in the remote Outer Hebrides with relief lighthouse men and fresh provisions. Staffed by three keepers, the lighthouse had been in operation for a year, but no light had been seen from Eilean Mor for 10 days. Upon arrival, the superintendent, Robert Muirhead, found the lighthouse to be completely deserted, and a subsequent search of the surrounding island failed to show any sign of what happened to the keepers. The last entry in the lighthouse logbook had been made on December 15, and contained a number of strange and distressing entries that offered clues as to the mental state of the men. One was reported to have been crying, while another had become "very quiet."

When it was revealed that the men's oilskin coats were missing and the clock in the lighthouse had stopped, inevitable theories surrounding the keepers' fates were soon put forward. These included a giant wave washing them away, murd...

Contributor Bio
Keith McCloskey is the author of Airwork: A History and Mountain of the Dead.

And Now the Shipping Forecast
A Tide of History Around Our Shores
Peter Jefferson

Summary
This affectionate look at the revered British radio broadcast surveys the history and lore of the four-times daily announcements of weather reports and forecasts for the seas around the coasts of the British Isles. Written from the perspective of an announcer who read the on-air forecast for nearly 40 years, this book begins with the genesis of the forecast itself. This narrative spans from 19th-century inventions of the Beaufort wind scale and Fitzroy's barometer and the founding of the British Meteorological Office to maritime codes, conventions, and traditions and life on the ocean wave. With a look at how technological progress has intervened in the collation, production, and transmission of the Shipping Forecast, this book shows how the broadcasts earned such a deep-rooted place in the audiences' psyche.

Contributor Bio
Peter Jefferson is a former radio announcer and news reader for the British Broadcasting Corporation who read the Shipping Forecast up until his retirement. Since then he has performed voiceovers and appeared on various radio and television programs, including The Bill, Holby City, My Family, and Never Mind the Buzzcocks.
**Charting the Oceans** (2nd Edition)
Peter Whitfield

**Summary**
Mastery of the sea has been crucial in world history: the transition from the medieval to the modern world was marked by the emergence of ships from their European home waters out into the Atlantic, Indian and Pacific Oceans. Solving the problem of ocean navigation was an essential prelude to achieving international powers and the maritime nations left a unique visual record of their response to the challenge of the sea. In succession Spanish, Portuguese, Dutch, French and English mariners used their charts to express their claims to sovereignty of the seas and territories newly revealed by their naval explorers. This revised and updated book traces the history of charts not as technical documents but as eloquent witnesses to the discovery of the world beyond Europe, and to man’s evolving knowledge of the oceans. These charts employed a vivid artistic idiom which expressed man’s passionate feeling for the sea: the gilded compasses, the nightmarish sea-creatures, the stately ships, the royal crests—all these were fused into a unique art-form, which flourished for four centuries. Featu...

**Contributor Bio**

Peter Whitfield is a leading expert in map history and exploration. His previous books include *London: A Life in Maps* and *Cities of the World: A History in Maps*.

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**Ships to Remember**
1400 Years of Historic Ships
Rorke Bryan, Austin Dwyer

**Summary**
*Ships To Remember* is a beautifully illustrated collection of stories about remarkable ships. Some are famous, but many, like the tugs *Yelcho*, *Foundation Franklin*, and *Turmoil* are virtually unknown. The book includes two boats, the *Bounty*’s launch and the *James Caird*, which completed two of the most extraordinary voyages in maritime history, but all of the vessels had interesting and dramatic careers and were involved in many major historical incidents. They include the catastrophic sinking and eventual recovery of the *Vasa*, Nelson’s triumph at the Battle of Copenhagen, Darwin’s epochal voyage on *HMS Beagle*, and pivotal World War II relief of Malta by the tanker, *Ohio*.

**Contributor Bio**

Rorke Bryan is a specialist in geomorphology and dryland management who has published widely and worked in all over the world. Austin Dwyer graduated from the Burnley School of Professional Art, Seattle, taught Illustration and Design, and co-founded Cohen-Dwyer Advertising and Marketing. A prominent marine artist, he has exhibited widely and won numerous awards.
The Portsmouth Dockyard Story
From 1212 to the Present Day
Paul Brown

Summary
From muddy creek to naval-industrial powerhouse; from constructing wooden walls to building Dreadnoughts; from maintaining King John’s galleys to servicing the enormous new Queen Elizabeth-class aircraft carriers: this is the story of Portsmouth Dockyard. Respected maritime historian Paul Brown’s unique 800-year history of what was once the largest industrial organisation in the world is a combination of extensive original research and stunning images. The most comprehensive history of the dockyard to date, it is sure to become the definitive work on this important heritage site and modern naval base.

Contributor Bio
PAUL BROWN was born and brought up in Gosport, Hampshire. From a naval family and with a life-long interest in maritime affairs and the history of Portsmouth, he is a retired academic and now a writer, researcher, speaker and photographer who has lectured at the National Maritime Museum, Greenwich. He lives in Northamptonshire and has previously written Maritime Portsmouth and Historic Sail.

The Hermione
Lafayette’s Warship and the American Revolution
Emmanuel de Fontainieu, Henry Kissinger, Ségolène ...

Summary
Enhanced by illustrations, maps, and letters, this book provides a museum-quality experience detailing the thrilling accomplishments of Lafayette and his legendary warship, the Hermione, in support of the colonists’ cause during the American Revolutionary War. Lafayette, on a secret mission from King Louis XVI, was to inform George Washington and the Congress that France would support the American colonies in their conflict with Great Britain. Once on American soil, Lafayette shed his diplomatic role for an important military assignment, helping to mastermind the decisive Virginia campaign that brought hostilities to an end. While Lafayette excelled on the battlefield, his ship, the Hermione, was burnishing its own legend as part of the crucial maneuvers that led to the defeat of the much larger British navy—and ensured the American victory. The descriptions offer fascinating insights into the building of the arsenal in Rochefort under Louis XIV and Colbert, the development of the French navy, 18th-century naval strategy, and shipbuilding techniques. Also profiled is the ambitious un...
A Maritime History
Abdulrahman Al Salimi, Eric Staples

Summary
This interdisciplinary work emphasizes the maritime dimensions of Oman’s past, as both archeologists and historians delve into a variety of sources to unearth its rich history. It explores Oman’s long and enduring relationship with the sea, which has had a profound impact on its history. The inhabitants of Oman who sailed to Mesopotamia and the Indus Valley in the Bronze Age helped initiate the beginnings of long-distance maritime commerce. The frankincense trade that flourished in the Iron Age connected Oman with the larger western Indian Ocean and Greco-Roman worlds. With the coming of Islam, Oman became part of a much larger series of Islamic maritime networks that extended from East Africa to China, sailing across the seas carrying peoples, goods, and ideas. European maritime incursions such as the Portuguese invasions eventually fostered maritime trade with Europe, and the establishment of the Ya’rubid and Al Bu Sa’id maritime empires increased interaction with East Africa and later the Atlantic world. In the modern period, Oman has made the transition from a traditional economy...

Contributor Bio
Abdulrahman Al Salimi is a professor of Islamic studies at the Institute of Shariah Sciences in Oman and the editor-in-chief of Tolerance, a journal dedicated to discussions of present-day religious and political issues. Eric Staples is the director of Maritime Heritage Projects at The Sultanate of Oman.

The Cultural History of the South China Sea
Shangji SiTu

Summary
As the cradle of the ancient Maritime Silk Road, the South China Sea plays an important role in the history of civilization. Since the South China Sea opened to the outside world as a commercial port in 111 BC, it has experienced ups and downs. With dynasties changing over time, the Chinese South China Sea has undergone dramatic changes and experienced rises and falls along with the economic and cultural development of the Maritime Silk Road. It is still one of the most active and dynamic regions across China, and even the whole world.

This book reviews the history and analyzes the current situation and bright future of the South China Sea. In this book the social, economic and cultural synthesis in the South China Sea is examined, as well as trade and cultural communications. The scope of the book centers around economic, trade and cultural development, which is the starting point and main theme.

Contributor Bio
SiTu Shangji, professor and doctoral supervisor, is director of Society for Research on Pearl River Culture.
The Aberdeen Line
George Thompson Jnr's Incomparable Shipping Enterprise
Peter H. King, Sir Andrew Leggatt

Summary
Founded in 1825 by the 21-year-old George Thompson Jnr, the Aberdeen Line developed over 100 years into being one of the best-respected shipping lines in Britain. Initially traversing the short sea, Atlantic, South American, Far Eastern and Antipodean trade routes before settling to become the longest serving line on the Australian trade, the Aberdeen Line navigated commercial takeovers by the Oceanic Steam Navigation Co., Shaw Savill and Albion, Lord Kylsant's Royal Mail Group and Furness Withy, before becoming all but forgotten when it finally furled its sails in 1957. Here Peter H. King seeks to bring this once prominent shipping line's history to light once more for the enjoyment of shipping enthusiasts and maritime enthusiasts everywhere.

Contributor Bio
Captain Peter H. King has 59 years' experience in the merchant shipping industry. Beginning as a BP cadet and seeing officer service in the New Zealand Shipping Co., he moved to a marine support role that led to him being based in Aberdeen, where he became fascinated by the Aberdeen Line. Since then, he has held a post at Trinity House and is now the principal of a marine surveying practice. He is liveryman of the Honorable Company of Master Mariners and a Fellow of the Nautical Institute.

Great Lakes Indians
A Pictorial Guide
William J. Kubiak

Summary
What were North American Indians really like? Too often, we base our perceptions of North American Indians on what we see in the movies or on television. In many instances these perceptions are misleading or simply incorrect. Now, with growing recognition of our country's valuable cultural heritage comes a renewed interest in and a new appreciation for North America's first inhabitants. Accented with over one hundred sketches and paintings by the author, Great Lakes Indians make an important contribution toward a better understanding of the North American Indians who lived in this region. The striking illustrations will help you visualize and understand many interesting features of Indian life. This book provides a thorough history of the people of the Great Lakes region. Easy-to-read maps show the areas inhabited by each culture group, and lists of identifying names add to the book's usefulness. Brief surveys of each group's history and movement help to complete the overall picture.

Contributor Bio
William J. Kubiak, a recognized authority on American Indians who lived in the Great Lakes area, is known for his extensive collection of source materials and his graphic portrayals of Indians. His oil paintings hang in a number of private homes and public buildings.
**Great Stories of the Great Lakes**

Dwight Boyer

**Summary**

The first commercial ship to sail the Great Lakes promptly vanished on its maiden voyage, a prophetic beginning to the grim and tragic history of navigation on the world's greatest fresh-water seas. The ribs and plates of thousands of vessels - the immigrant ships, brigs, schooners, steel freighters, and even big salt-water tramp ships, built to go anywhere in the world - today lie fathoms deep, victims of fierce storms, collisions, fires, shoals, and the myriad hazards of navigation. Here, too, are the ghosts of the men who sailed them, tramping the decks of lost ships. It is typical of the sailor's lot, too, that while they died as heroically as their brethren on salt water, many of them perished unknown and unheralded. Written by a newspaperman who had spent years collecting and documenting the history of lakeships and the men who sailed them, Great Stories of the Great Lakes brings to light the heroism, tragedy, and humor, largely overlooked by history, that was and is part and parcel of the evolution of the great inland oceans. These are true stories of the ships and men who played...

**Contributor Bio**

Dwight Boyer (November 18, 1912 in Elyria, Ohio – October 15, 1978 in Willoughby, Ohio) was a reporter and marine historian of the Great Lakes. He wrote for The Blade (Toledo, Ohio) from 1944-1954, and for The Plain Dealer (Cleveland, Ohio) from 1954-1978. Boyer specialized in feature-length narratives of life aboard Great Lakes lake freighters, often concentrating on stories of mystery and disaster. He had many friends in the shipping trade and among the newsgatherers of the Great Lakes ports, and carefully weighed the information they gave him. He excelled in constructing a conjectural trajectory for the cargo vessels that disappeared in the great storms of the past, never being seen in again in their home port or any other harbor of refuge. Boyer discussed the 1882 foundering of the SS Asia, the 1927 disappearance of the SS Kamloops, and the 1929 foundering of the SS Milwaukee, in Ghost Ships of the Great Lakes (1968), and retold an account of the 1975 disappearance of the SS Edmund Fitzgerald in his last book, Ships and Men of the Great Lakes (1977).

**Ladies of the Lakes**

Jim Clary

**Summary**

Jim Clary’s unquestionable marine art talent is traced to his early days as a schoolboy. He remembers vividly having his ears boxed while drawing in his arithmetic. But his love for the sea and ships no doubt began during the years he lived near the Detroit River, fishing and playing amidst the sea gulls and the beckoning whistles of passing vessels. This he believes established his strong desire to paint ships. When the family moved to the rural town of Richmond, Michigan, Jim spent much of his time in nearby St. Clair, a small town along the St. Clair River, which deepened his interest in ship’s lore, and led him to devote his full talents to painting ships and collecting bits and pieces on maritime history. Like most of the famous marine artists of the past, Clary is self-taught. His natural talent gradually came alive through the combined effort of drawing and the love and knowledge of ships. Thus having relied on extensive reading, research, and experience, he brings to his work the most accurate possible interpretation of each subject. During his endless search for data and det...

**Contributor Bio**

The prolific and unquestionable talent of marine artist, author, and historian Jim Clary is traced to his early days as a schoolboy. He remembers vividly having his ears boxed while drawing in arithmetic. Yet his love for the sea and ships no doubt began during those early years when he lived near the Detroit River, fishing and playing amidst the sea gulls and the beckoning whistles of passing vessels. This environment, he believes, established his strong desire to paint ships. So when the family moved to the rural town of Richmond, Michigan, he spent much of his time in nearby St. Clair, a small town along the St. Clair River, deepening his interest in ship’s lore and led him to devote his full talents to painting ships and collecting bits and pieces of maritime history. Like most of the famous marine artists of the past, Clary is self-taught. Hungry for and fascinated by maritime lore, his natural talent evolved through the combined effort of drawing and the love and knowledge of ships. Thus having relied on extensive study and experience, his works are profound statements of historic...
Lore of the Lakes
Dana Thomas Bowen

Summary
Thrilling true stories of Great Lakes ships fill this 320-page volume. Highlights of events in Great Lakes history are told in the beginning chapter encapsulating great moments of adventure on the Inland Seas. This is followed by true tales of bygone and later ships of the lakes fleets, combining romance and industry to tell the saga of commercial shipping. Here are the tales of the sturdy lake vessels from the earliest explorer and fur trader to the more modern lake steamer. This book is "all boat" from cover to cover and includes nearly one hundred photographs. This expansive collection of pictures is a rare assemblage. Appeal is enhanced in this volume by a list of the Great Lakes major ship disasters, tables of sailing distances between various lake ports, sailing times for a normal transit, a nautical scale and a thorough index to the more than three hundred and fifty ships mentioned in the book.

Contributor Bio
A native of Cleveland, Ohio, Dana Thomas Bowen (1895-1980) has always been fascinated by the Great Lakes. His books have remained in print for over 60 years, offering a lively history of these inland seas he loved so much.

Memories of the Lakes
Dana Thomas Bowen

Summary

Contributor Bio
A native of Cleveland, Ohio, Dana Thomas Bowen (1895-1980) has always been fascinated by the Great Lakes. His books have remained in print for over 60 years, offering a lively history of these inland seas he loved so much.
**Michigan Ghost Towns of the Lower Peninsula**

R. L. Dodge

**Summary**
Michigan: the way it was. Michigan Ghost Towns compiles settlements and communities that have faded into Michigan's history and legend: Bamfield and Bryant were stations or stops on the AuSable & North Western Railway, a narrow gauge track extending from AuSable to Commins, in Oscoda County. In 1908 Charlie Cote, a Frenchman, was the only inhabitant of Bryant. Orral A. Wardlow, now living at Glennie (1970), said Charlie could feed and sleep half-a-dozen people and his place was ""modestly"" famous for his pea soup. Wardlow said Harry Garrett and Ray Rose were supervisors on the railroad. ""The train, which made one round trip daily, was made up of 20 to 25 bunk cars for hauling logs, and whatever boxcars were needed to haul freight, which was not much. The daily arrival of this train at Glennie was something to look forward to, and greeted by the whole town."" ""Billie Ellis, the conductor, would go into Joe Solomon's general store and help himself to a smoked herring that was always handy on top of the counter,"" Wardlow said. ""I don't remember that he ever paid for one, and Joe ne...

**Contributor Bio**
Born in Lansing, Michigan in 1918, Roy L. Dodge was a descendant of Michigan pioneers. He started investigating Michigan ghost towns in 1954. He was a well-known writer, with many articles appearing in leading newspapers around the state. In 1970, he wrote the first of what would become his extremely popular series on Michigan ghost towns.

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**Michigan Ghost Towns of the Upper Peninsula**

R. L. Dodge

**Summary**
Michigan: the way it was. Michigan Ghost Towns compiles settlements and communities that have faded into Michigan's history and legend: ""Baraga County's $2,000,000 Ghost Railroad"" (Reprinted from the September 23, 1964 Issue of the L'Anse Sentinel by permission) A few rusty nails, some old telegraph poles and a bed grown over with brush and trees in the Huron Mountain district is all that remains today of a $2,000,000 railroad which never ran a train of cars and failed to bring in a cent of revenue. For several years men labored in the wilderness to lay 35 miles of tracks through rocky gorges and swamps from the mining town of Champion (now a ghost town) to Huron Bay. At Huron Bay an immense ore dock, buildings and homes were erected in preparation for a rush of business which the promoters of the Huron Bay and Iron Range Railway thought would make them wealthy. Pequaming: One of the largest ghost towns in the Upper Peninsula with buildings still standing is Pequaming. Located about 8 miles north of L'Anse, the huge smokestacks and water towers are visible from the L'Anse waterfront...

**Contributor Bio**
Born in Lansing, Michigan in 1918, Roy L. Dodge was a descendant of Michigan pioneers. He started investigating Michigan ghost towns in 1954. He was a well-known writer, with many articles appearing in leading newspapers around the state. In 1970, he wrote the first of what would become his extremely popular series on Michigan ghost towns.
Michigan Haunts and Hauntings
Marion Kuklo

Summary
Do you believe in ghosts? You will after reading this compilation of tales of the supernatural from Michigan’s rich oral history! Some stories, such as the North American Indian legends and a few of the older accounts are from the author’s personal folklore collection. Each was carefully researched from interviews with witnesses whenever possible. This permits many obscure and fascinating details in these tales of haunts and hauntings which in turn illuminate our local cultural heritage. Also contains a map of the haunted sites for readers who want to do a little research into Michigan’s enthralling past on their own!

Contributor Bio
Marion Kuclo - known best as Gundella - is a descendent of the Green Witches of Scotland and an active member of a traditional coven. An avid collector of folklore and ghost stories, Gundella has gained a widespread reputation for exciting and dramatic story-telling. She has been a frequent contributor to the Detroit Free Press, the Detroit News, and the Observer-Eccentric Newspapers, writing articles on subjects ranging from superstition and the occult, to travel and culinary arts, and, of course, ghost stories.

Ships and Men of the Great Lakes
Dwight Boyer

Summary
Ships and men of the Great Lakes spans more than a century of Great Lakes history in a series of true, thoroughly documented dramas, most of them describing the misadventures of vessels and the men who sailed them. What ever happened to the sturdy old SOO CITY—what caused her to vanish with all hands? There was no mystery, however, about why the Daniel J. Morrell went down one stormy night in November 1966, although the survival of crewman Dennis Hale and his graphic account of his encounter with a ghostly stranger on the life raft is another matter. Stories of dreadful tragedy and unbridled stupidity are intermingled with unsurpassed acts of heroism such as recounted in the ill-fated voyage of the passenger steamer Erie. One August 9, 1841, the Erie left her dock at Buffalo, New York bound for Chicago with stops in Erie, Cleveland, and Detroit with over three hundred passengers aboard. She never made it! The W.W. Arnold was smashed to pieces on Lake Superior in 1869, when aids to navigation were practically nonexistent. Yet, 106 years later, in 1975, the gigantic ore carrier, Edmund Fi...

Contributor Bio
Dwight Boyer (November 18, 1912 in Elyria, Ohio – October 15, 1978 in Willoughby, Ohio) was a reporter and marine historian of the Great Lakes. He wrote for The Blade (Toledo, Ohio) from 1944-1954, and for The Plain Dealer (Cleveland, Ohio) from 1954-1978. Boyer specialized in feature-length narratives of life aboard Great Lakes lake freighters, often concentrating on stories of mystery and disaster. He had many friends in the shipping trade and among the newsgatherers of the Great Lakes ports, and carefully weighed the information they gave him. He excelled in constructing a conjectural trajectory for the cargo vessels that disappeared in the great storms of the past, never being seen in again in their home port or any other harbor of refuge. Boyer discussed the 1882 foundering of the SS Asia, the 1927 disappearance of the SS Kamloops, and the 1929 foundering of the SS Milwaukee, in Ghost Ships of the Great Lakes (1968), and retold an account of the 1975 disappearance of the SS Edmund Fitzgerald in his last book, Ships and Men of the Great Lakes (1977).
**Ships of the Great Lakes**

James P. Barry

**Summary**
From the Indian canoe to the largest ships, this fascinating book carries the reader through three centuries of marine growth and adventure on the Great Lakes. A classic long out of print, the volume is now available in this revised and expanded edition, which portrays the sweep of history on the Great Lakes through story and illustration. The fur trade, naval battles, the rise and fall of the great passenger ships, and the development of huge cargo carriers are portrayed in vivid detail. The history of the Great Lakes is seen through the eyes of the courageous men who sailed the Lakes as well as through the sharp eyes of travelers such as Margaret Fuller and Charles Dickens. The text, historic drawings and photos portray every vessel and event of importance in 300 years of ships and men on the Great Lakes.

**Contributor Bio**
Jim Barry's history of the maritime disasters of the Great Lakes is well researched and documented. It includes 149 black-and-white photographs of wrecks from the late 19th century as well as the 20th century. The author includes a comprehensive bibliography, notes, and an index. James Barry made his first voyage on a lake freighter at the age of eight, and soon afterward learned to sail in a Mackinaw boat. His interest in the Great Lakes continued through a career as a Regular Army Officer, a university administrator, director of an arts organization, and editor of a quarterly review. Seven of his previous books have dealt with various aspects of the Lakes. Barry's other published books include: Ships of the Great Lakes: Georgian Bay, The Sixth Great Lake; The Fate of the Lakes; The Battle of Lake Erie; The Great Lakes and Georgian Bay an Illustrated History. Barry's newest title, Old Forts of the Great Lakes: Sentinels in the Wilderness, continues the tradition of comprehensively researched and dramatically presented titles about the Great Lakes and their history.

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**Shipwrecks of the Great Lakes**

Dana Thomas Bowen

**Summary**
Tales of shipwrecks have a definite fascination and a universal appeal. They are not only exciting and thrilling but usually contain some element of mystery. They recount the struggle of man to survive, pitting himself, or in several instances-herself, and the ship against the elements of destruction, calling forth his utmost skill, his strength, and his ingenuity, often with his very life as the high stake. Some emerge heroes; others are never heard from again. In this book are told only a selected number of the outstanding number of the shipwrecks of the Great Lakes. To attempt to put into a single book all the shipwrecks occurring on the Great Lakes would be sheer folly. Here are true tales of dozens of thrilling shipwrecks told in an interesting manner - complete with dozens of photographs. Heroic rescues from Duluth to the St. Lawrence make fascinating reading. Shipwrecks are recounted, covering a period of over one hundred years, from the old wooden immigrant steamers and the lofty-masted sailing vessels, up to the present ships of today. Much lake lore is woven into the tales of...

**Contributor Bio**
A native of Cleveland, Ohio, Dana Thomas Bowen (1895-1980) has always been fascinated by the Great Lakes. His books have remained in print for over 60 years, offering a lively history of these inland seas he loved so much.
Strange Adventures of the Great Lakes
Dwight Boyer

Summary
Relates twelve true adventures of ships and their crews on the Great Lakes.

Contributor Bio
Dwight Boyer (November 18, 1912 in Elyria, Ohio – October 15, 1978 in Willoughby, Ohio) was a reporter and marine historian of the Great Lakes. He wrote for The Blade (Toledo, Ohio) from 1944-1954, and for The Plain Dealer (Cleveland, Ohio) from 1954-1978. Boyer specialized in feature-length narratives of life aboard Great Lakes lake freighters, often concentrating on stories of mystery and disaster. He had many friends in the shipping trade and among the newsgatherers of the Great Lakes ports, and carefully weighed the information they gave him. He excelled in constructing a conjectural trajectory for the cargo vessels that disappeared in the great storms of the past, never being seen in again in their home port or any other harbor of refuge. Boyer discussed the 1882 foundering of the SS Asia, the 1927 disappearance of the SS Kamloops, and the 1929 foundering of the SS Milwaukee, in Ghost Ships of the Great Lakes (1968), and retold an account of the 1975 disappearance of the SS Edmund Fitzgerald in his last book, Ships and Men of the Great Lakes (1977).

Norman F. Smith

Summary
Of Michigan's great wealth of natural resources, few have been more important in the past or are more highly valued today than our forests and the trees which compose them. Not only are they a continuous source of raw materials for industry and agriculture but they affect the climate, water resources, and soil, purify our air, furnish food and shelter for wildlife and are indispensable to our vast recreational and scenic areas. They form a basic part of our diverse natural environment - our "biodiversity." Their protection and management are vital to the state's wellbeing. Industries which depend upon trees for their existence are major employers and rank high in the state's economy. The annual production and manufacture of forest products is measured in billions of dollars. The recreation "industry," including vacation travel, resorts, food, lodging, hunting, fishing, and camping, is likewise a multi-billion dollar a year business. Equally important is the intangible wealth which trees bring to us through sheer enjoyment of beauty and love of nature. Whether in field, fencerow, ...

Contributor Bio
Norm Smith is a native of Ann Arbor and a graduate forester, with A.B., B.S.F., and M.F. degrees from the University of Michigan, where he specialized in forest management and forest recreation. His career with the Department of Natural Resources spanned the years from 1937 to 1976, including 27 years with the Forestry Division in Lansing during which time he was involved with forest use planning and development. He played a direct role in the growth of the State Forest campground system in the 1950s, in the establishment of scenic forest drives and riding and hiking trails, and in the preparation of informational material. From 1964 until his retirement in 1976 he was Chief of the Office and Planning Services, responsible for the development of the first statewide Michigan Recreation Plan, and for initiating the Natural Rivers and Wilderness and Natural Areas programs. In 1966 he was appointed to the State Board of Registration for Foresters, and served as a member for 10 years. Norm is a collector of old things, and his office in his home in East Lansing contains such forest memora...
True Tales of the Great Lakes

Dwight Boyer

Summary

Here is another of Dwight Boyer's books on the world's largest inland seas. His painstaking research has uncovered many long-forgotten adventures and tragedies of freshwater ships and sailors. He offers new material on the dramatic events that took place on each of the lakes during the terrible storm of 1913, a four-day weather convulsion in which twelve ships and their crews vanished forever, and approximately 300 sailors perished. Here too is the tragic story and the bitter aftermath of the capsizing of the excursion steamer Eastland, which sank in the Chicago River in 1915 with a loss of 835 lives. In a lighter vein there is the tragi-comedy involving the City of Dresden, which had to jettison 500 kegs and 1,000 cases of whiskey to the delight of the farmers of Long Point on Lake Erie. This memorable collection contains many more authentic stories of ships, people and happenings. They run the gamut from sacrifice and superb bravery to carelessness, poor judgement, wanton disregard for human life, and often just plain bad luck.

Contributor Bio

Dwight Boyer (November 18, 1912 in Elyria, Ohio – October 15, 1978 in Willoughby, Ohio) was a reporter and marine historian of the Great Lakes. He wrote for The Blade (Toledo, Ohio) from 1944-1954, and for The Plain Dealer (Cleveland, Ohio) from 1954-1978. Boyer specialized in feature-length narratives of life aboard Great Lakes lake freighters, often concentrating on stories of mystery and disaster. He had many friends in the shipping trade and among the newsgatherers of the Great Lakes ports, and carefully weighed the information they gave him. He excelled in constructing a conjectural trajectory for the cargo vessels that disappeared in the great storms of the past, never being seen again in their home port or any other harbor of refuge. Boyer discussed the 1882 foundering of the S.S. Asia, the 1927 disappearance of the S.S. Kamloops, and the 1929 foundering of the S.S. Milwaukee, in Ghost Ships of the Great Lakes (1968), and retold an account of the 1975 disappearance of the S.S. Edmund Fitzgerald in his last book, Ships and Men of the Great Lakes (1977).

Wrecks and Rescues of the Great Lakes

A Photographic History

James P. Barry

Summary

The waters of the Great Lakes are among the most treacherous in the world. Violent storms churn up waves and unpredictable currents capsize large vessels or cast them onto shoals and rocks where they are battered to pieces. An estimated 10,000 ships have fallen prey to the fury of the Great Lakes during the 150 years of their navigational history. This figure compares to an equal number of disasters which have occurred over the past 300 years around the British Isles. Yet despite the fascinating nature of the topic and the enormity of the problem, there has been an absence of informative published material on this theme. James P. Barry's Wrecks and Rescues of the Great Lakes fills the gap. Shipwrecks on the Great Lakes began almost as soon as there were ships to be wrecked. One of the first vessels built there by the French, the Frontenac, was wrecked in 1679. The book reveals the severity of the weather through dramatic photographs of shipwrecks, and graphic descriptions of the events surrounding them. The Victorian and Edwardian wrecks on the Canadian shore are depicted in minute detail...
Great Atlantic Liners of the Twentieth Century in Color
William H. Miller, Anton Logvinenko

Summary
The Golden Age of Liner travel was from the early 1900s to the 1950s, a period dominated by black and white photography, with little colour views. William H Miller and Anton Logvinenko show off colour views if the magnificent ships, from the Mauretania and Lusitania to the German four stackers, as well as Olympic and Titanic and the crack liners of the 1920s and 1930s, including Paris, Normandie and Queen Mary. Experience the glamour of liner travel as it was for the Edwardians and through the 1920s and 1930s, in colour, as never seen before. The great transatlantic liners were often photographed in their home ports, as well as at sea, and the images here give an idea of the splendour that was ocean liner travel in the golden age of shipping.

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history. Anton Logvinenko, from Kiev, has used modern technology to colourise accurately the photographs.

Mistress of Science
The Story of the Remarkable Janet Taylor, Pioneer of Sea Navigation
John S. Croucher, Rosalind F. Croucher

Summary
It is hard to imagine a more male-dominated field in the nineteenth century than sea navigation. This was the high-point of the British Empire and sea navigation drove it. Yet in the midst of this domain Janet Taylor emerged as a young woman able to match the best male minds in the field. She was one of the most remarkable scientists of the period, and yet until now her story has not been told. A gifted mathematician, astronomer, author and instrument maker, she also possessed extraordinary skills as a teacher of navigation and businesswoman. The sixth of eight children, Janet Taylor was born in 1804, in Wolsingham, County Durham. By the age of nine her outstanding intellectual abilities were already apparent and she was awarded a special scholarship by Queen Charlotte. She then continued her education in languages, science and mathematics. In so doing, she overcame her humble beginnings and became one of the most prominent figures in the nautical world. The only woman in over 200 years to patent a nautical instrument, her journey led her to extraordinary heights and earned her the...
**Lords of the Lake**  
*The Naval War on Lake Ontario, 1812-1814*  
Robert Malcomson

**Summary**  
Of all the struggles that took place along the border between the United States and Britain’s provinces in Canada during the War of 1812, the one that lasted the longest was the battle for control of Lake Ontario. Because the armies depended on the lake for transportation, controlling it was a key element in the war on land. Both Britain and the US threw manpower and resources into efforts to build inland navies, culminating on the British side in a ship larger than Nelson’s Victory. This is the first full-length study of this aspect of the War of 1812.

**Contributor Bio**  
The late Robert Malcomson was a leading expert on the War of 1812 and the Age of Sail on the Great Lakes. He wrote several acclaimed books, including Capital in Flames: The American Attack on York, 1813 and A Very Brilliant Affair: The Battle of Queenston Heights, 1812, and was well known for the battlefield tours he led at Queenston Heights for the Friends of Fort George.

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**Britain’s Canals: A Handbook Revised Edition**  
Nick Corble

**Summary**  
With over 2,000 miles of navigable waterway in the UK, Britain’s canals are an asset to be treasured by everyone. Nick Corble has written an accessible guide which will help you get the best out of a visit or a boating holiday on the canal network. Whether your interest lies in the history, the flora and fauna to be found along the towpath, or even the types of boats and their decoration, there is enough in Britain’s Canals: A Handbook to inform and entertain you. Seeking to appeal to and aid the interested tourist, dog-walker, passer-by, or even hopeful boat-buyer, this handbook is packed with tips, hints and useful facts, presented in layman’s terms and helping the reader discover what makes our canals so special. A wealth of illustrations in full colour makes this the perfect primer for anyone who wants to know more about Britain’s waterways. Nick Corble writes extensively on canals and there is little he does not know about the network of waterways that criss-cross Britain. This is his seventh book on canals and canal history.

**Contributor Bio**  
Nick Corble has written extensively on the history of Britain’s canals. He usually focuses on an aspect of our heritage and how it still reflects in how we live today. Subjects have included the canal network and the fairground attraction the Wall of Death, with his work also featuring in a number of regional and national publications. He has also written books on rambling and walking, making him the ideal person to write an all-encompassing guide to Britain’s canals.
Port of London Through Time
Geoff Lunn

Summary
Until the middle of the twentieth century, the Port of London was the busiest in the world. A long, slow decline set in, as ships grew larger and numerous seamen's strikes and the advent of containerisation decimated the docks. Everything moved downriver and the Port of Tilbury grew to cope with the demand, while the docks in London itself declined and were closed. Some have been filled in, others converted to other uses, with London City Airport and Canary Wharf being built on converted docklands. Geoff Lunn tells the story of the Port of London, from the Pool of London to Tilbury and Gravesend, using a combination of images, both old and modern. Inside are views of the redevelopment and changing face of the docklands areas.

British India Steam Navigation Co. Liners of the 1950's and 1960's
William H. Miller

Summary
The British India Steam Navigation Company Limited, dating from 1862, was one of Britain’s largest and most important shipping firms and has been owned by the even larger P&O since 1914. BI, as it was commonly called, created and maintained a great network of sea-going services – to Africa, India and the Middle East, and to the more distant Far East. BI passenger ships in particular were important for the steady, uninterrupted flow of representatives and citizens of the Crown – from the likes of High Commissioners in first class to Indian workers in deck class. These were links in an age now gone completely. William H. Miller, author of over eighty maritime books, reviews the final fleet, the last great era, in the 1950s and 1960s, of the British India Steam Navigation Company’s passenger ships.

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.
Coast Lines
Fleet List and History
Ian Collard

Summary
Formed on Merseyside in 1913, Coast Lines grew from a small fleet of sixteen coastal ships operating in the Irish Sea to the world's largest coastal fleet. At the time, over 4 million tons of shipping sailed from the Mersey on coastal voyages. At its height, the company included Powell, Bacon & Hough Lines, British Channel Islands Shipping, Queenship Navigation, the Belfast Steamship Company, Burns & Laird Lines, the British & Irish Steam Packet, the North of Scotland, Orkney & Shetland Shipping Company, Tyne Tees Shipping and the Zillah Shipping Company. Pioneering the coordination of road transport with coastal shipping from the 1950s onwards, in 1971 Coast Lines was eventually taken over by P&O, by which time the fleet had declined from 110 passenger and cargo vessels in 1955 to only twenty-five. In this book, Ian Collard both examines the fascinating history of this famous Liverpool shipping company and provides a comprehensive fleet list.

Contributor Bio
Ian Collard a well-known local author and has written many books on ocean liners and cargo ships, particularly those sailing out of Liverpool itself. Acknowledged as one of the local experts, he has even appeared on radio to tell of his times as an author. He lives in the Wirral, within sight and sound of the Mersey.

Conspiracies at Sea
Titanic and Lusitania
J. Kent Layton

Summary
Great disasters always attract conspiracy theories and this is just as true of disasters at sea as it is of those on land or in the air. The sinkings of the Titanic and the Lusitania, two of the great maritime disasters of the twentieth century, have attracted more than their share of these theories. Was the sinking of the Titanic a plot by J. P. Morgan to remove opponents to his plan to create a US Federal Reserve Bank? Was the construction of the ship substandard? Was the ship that hit the iceberg that night even the Titanic at all? Might it not have been her sister Olympic instead? And was the Lusitania deliberately allowed to sail into harm’s way to provoke the US into joining the First World War? Was her name obscured so the U-boat captain did not know what ship he was firing on? And how much ammunition was she carrying aboard? In this book, maritime historian and ocean liner expert J. Kent Layton examines these and more conspiracy theories and helps lay them to rest.

Contributor Bio
J. Kent Layton has studied the history of the great Atlantic liners for over three decades. His books bring together, for the first time, many fabulous images, from numerous collections around the world to complement his outstanding research on the great Atlantic vessels. He is an active member of the Titanic Research & Modelling Association and lives in Central New York State. He lives in the Finger Lakes region of Central New York, and divides his time between his writing and his work as a piano tuner.
Dockers

The '95 to '98 Liverpool Lockout
Dave Sinclair, Ken Loach, Mike Carden, Jimmy Nolan...

Summary
On 29 September 1995, the Liverpool dockers, the backbone of Liverpool’s revered maritime industry, refused to cross a picket line and were immediately dismissed by the Mersey Docks & Harbour Co. Men from one of the most respected workforces in the British labour movement were now threatened by casual labour terms and deregulation, and they wanted to make sure their voices against such decisions were heard. Dockers: The '95 to '98 Lock-out is a captivating collection of photographs and anecdotes from this famous movement. This industrial protest was far-reaching – from the Women of the Waterfront movement campaigning on behalf of their husbands, brothers and sons, to the international community of dockworkers who were inspired to speak out against unfair working practice. Dockers: The '95 to '98 Lock-out encapsulates the lengths a community will go to in order to defend their heritage, pride and values. Published twenty years after the beginnings of the dispute, Dave Sinclair’s thought-provoking photography of the dockworkers and their families, as well as the intelligent contributi...

Contributor Bio
Dave Sinclair was born in 1959 in Walton, Liverpool. By 1980, he was studying Art at Liverpool Polytechnic, where he developed an interest in the Liverpool urban landscape. Surrounded by derelict factories and docks, Dave started documenting his surroundings, processing and printing in black and white in a darkroom he built himself. He soon realised that photography was what he wanted to do for a living. His photographs have been featured in several exhibitions, including 'The Dockers' which was exhibited in London Liverpool and extensively abroad, The 'School Student Strike' at the Bluecoat in Liverpool and 'Thatcher, Liverpool and the 80s’ in Shoreditch.

Dreadnoughts

An Illustrated History
Gerald Toghill

A fascinating look at the history behind battleships and battle cruisers, from the groundbreaking HMS Dreadnought through to the last Royal Navy battleship, Vanguard.

Summary
Two things made the battleship possible: the harnessing of steam for propulsion and Britain’s vast industrial power in the late eighteenth and early nineteenth centuries. With these two massive powerhouses available to ship designers, it was inevitable that change would come to the seas. For a short while France led the way with the launching of their Gloire, but Britain soon stole the limelight with the launch of the Warrior in 1863. The moment her keel hit the water the naval world was turned upside down and all other warships were rendered obsolete. But that event was as nought compared to the astonishing revolution in warship building caused by the launch in 1906 of the mighty Dreadnought. If Warrior had caused a great upheaval, the impact of Dreadnought was positively Krakatoan. Such was her impact on the naval world that her very name became generic. All battleships built before her were classed as 'pre-Dreadnought' and all battleships built post-1906 came to be known as 'Dreadnoughts.’ This is their story.

Contributor Bio
Gerald Toghill entered the Royal Navy at the age 15 at HMS Vincent. He served aboard a variety of ships before retiring from the Navy after 25 years of service, subsequently pursuing a variety of civilian careers.
Floating Palaces
The Great Atlantic Liners
William H. Miller

Summary
From the mid-1890s a race was on between the merchant navies of the recently unified Germany, Britain and France. That race was to make the most luxurious and fastest ocean liners and it started with the Kaiser Wilhelm der Grosse, the first of fourteen four-stackers built between 1897 and 1921. The large vessels that followed each tried to outdo the previous one in terms of size and interior design. Using many of the most famous of interior designers, every part of the new ships was 'designed', from the cutlery to the china, from the furniture to the paneling, and from the bedrooms to the boat decks. Through Kronprinzessin Cecilie, Mauretania, Aquitania, Olympic, Titanic, Imperator, Vaterland, Ile de France, and Paris, the development and design of the ships grew grander and more luxurious. The process continued into the 1930s, with the Empress of Britain and the fabulously Art Deco Normandie, the finest and most expensive liner ever built, and designed to be a showcase for all that was France, as well as with the Queen Mary, a rather more traditional vessel, but one, nonetheless, whic...

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.

Gateway to the World
The Port of New York in Colour Photographs
William H. Miller

Summary
The port of New York has been a centre for trade since the eighteenth century, when it was involved in trade between Europe, Africa and North America. However, its real expansion came in the nineteenth century when increasing industrialisation and the development of canals and then railways caused a huge expansion in the port. At the start of the twentieth century, the age of the ocean liner, and of mass emigration, made New York the busiest port in the world in 1910. The expansion continued as the twentieth century went on; although emigration tailed off following the First World War, the First and Second World Wars made New York an embarkation centre for troops heading to Europe and North Africa and the home of numerous naval and other military bases. Although trade patterns changed drastically after the Second World War, the Port of New York has remained a major commercial centre. In this book, William H. Miller uses a wonderful collection of colour photographs to show how it has changed.

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.
Holland America Liners 1950-2015
William H. Miller

Summary
Founded in 1873, the Holland America Line provided services carrying passengers and freight between the Netherlands and North America. When the Second World War ended, only nine of Holland America Line’s twenty-five ships had survived and the company set about rebuilding. The pride of HAL’s post-war fleet was SS Rotterdam, completed in 1959, which was one of the first ships on the North Atlantic equipped to offer two-class transatlantic crossings and single-class luxury cruising. However, competition from the airlines meant that in the early 1970s Holland America ended their transatlantic passenger services; in 1973 the company sold its cargo-shipping division. Now owned by the American cruise line Carnival, Holland America offers round-the-world voyages and cruises in the Mediterranean, the Caribbean and Asia. In this book, renowned ocean liner historian and author William H. Miller takes a look at the Holland America Line and its post-war fleet up to 2015.

Contributor Bio
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.

Light in the Darkness
A History of Lightships and the People Who Served on Them
Liam Clarke

Summary
Light in the Darkness examines the origins of the lightship service, the obstacles and prejudices that faced originators of the idea and the subsequent development of the vessels and working practices over the years. Throughout the centuries, this dangerous occupation has claimed the lives of a number of lightship crews and those who tried to save them. The lives and working conditions of the brave men, who for over 260 years put their lives at risk guiding ships safely to their destinations, has been almost forgotten. Who were these brave men? Why did they do this vital work? Where did they live and what was the effect upon local communities when these tragedies occurred? Dr Liam Clarke answers these questions with a discussion of local lightship disasters including interviews with some of those who once served. The author, born into a family with a long history of lightship service, has a deep understanding of the dangerous working conditions and the pressures that this lifestyle had on the men and their families. He uses this to portray a lonely and hazardous life which few now remember.

Contributor Bio
Dr Liam Clarke is a retired educationalist and has written a number of academic books and papers. He has been a member and Trustee of the Castleton Historical Society for many years and has a great interest in local and family history. ‘Light in the Darkness’ is the product of research into his family history and his own experiences of being brought up in a sea-faring family in a small local port in South East Ireland. Members of his family have served in the Light Ship Service since the late 19th century.
On a Sea of Glass
The Life & Loss of the RMS Titanic
Tad Fitch, J. Kent Layton, Bill Wormstedt, George ...  

A sumptuously illustrated history of the Titanic, her sinking and its aftermath.  

Summary  
On the night of 14/15 April 1912, a brand new, supposedly unsinkable ship, the largest and most luxurious vessel in the world at the time, collided with an iceberg and sank on her maiden voyage. Of the 2,208 people on board, only 712 were saved. The rest either drowned or froze to death in the icy-cold waters of the North Atlantic. How could this 'unsinkable' vessel sink and why did so few of those aboard survive? The authors bring the tragedy to life, telling the story of the ship's design, construction and maiden voyage. The stories of individuals who sailed on her, many previously known only as names on yellowing passenger and crew lists, are brought to light using rarely-seen accounts of the sinking. The stories of passengers of all classes and crew members alike, are explored. They tell the dramatic stories of lives lost and people saved, of the rescue ship Carpathia, and of the aftermath of the sinking. Never again would a large passenger liner sail without lifeboats for all. Despite the tragedy, the sinking of the Titanic indirectly led to untold numbers of lives being saved due to...  

Contributor Bio  
Tad Fitch has researched the Titanic and maritime history for over two decades. He has written numerous articles related to Titanic that have been published in the Titanic Historical Society’s journal The Titanic Commutator, and online at Bill Wormstedt’s Titanic and Encyclopedia Titanica. He, along with George Behe and Bill Wormstedt, coauthored the landmark article “Titanic: The Lifeboat Launching Sequence Re-Examined”. He was a co-author of Report Into the Loss of SS Titanic: A Centennial Reappraisal. Tad was born in northeast Ohio, and works in the field of psychology. When not writing, he enjoys scuba diving and training in taekwondo. J. Kent Layton has studied the history of the great Atlantic liners for over three decades. His books bring together, for the first time, many fabulous images, from numerous collections around the world to complement his outstanding research on the great Atlantic vessels. He is an active member of the Titanic Research & Modelling Association and lives in Central New York State. He lives in the Finger Lakes region of Central New York, and divides his...  

Rogue Docker  
A Life of Crime in Birkenhead Docks  
Len Burnett  

Summary  
'I stood in the dock looking at the judge's expressionless face. My two partners in crime had just been sentenced to three years imprisonment each, and had been taken down ... He then sentenced me to three years, and I joined my partners in the cells below. So ended my career on Birkenhead docks; thirteen years in all. I suppose it had to come sometime, but somehow, you think you can go on forever. I make no excuses for stealing from my employers. But I must impress upon the reader that this was my first and last venture into larceny ...' In Rogue Docker: A Life of Crime in Birkenhead Docks, Len Burnett unveils the gripping story of his time as a docker in the 1960s and 1970s, how he succumbed to temptation, and the daring exploits that followed. Having witnessed men pilfering all around him for about three years, he eventually joined in, taking objects that he could sneak past the policeman on the gate - whisky, cloth, cigarettes and toothpaste. However, after a while he got bored of pocketing small items and moved on to large vans and eventually twenty-ton trailers to remove heavy c...
Aurora
A Photographic Journey
Chris Frame, Rachelle Cross

Summary
One of Britain’s most loved cruise ships, Aurora entered service in 2000. Built by Meyer Werft and named by HRH The Princess Royal, she was specifically designed for the British cruise market and since entering service she has become a firm favorite for Britons. Her annual world cruises have made her famous all over the world. Aurora’s interior spaces are quintessentially British, and pay tribute to the long heritage of the P&O Line. From Anderson’s Lounge to the Curzon Theatre, Alexandria Restaurant to Uganda Room, Aurora is a much-loved modern classic. Written and photographed by well-known maritime historians Chris Frame and Rachelle Cross, this book is a must-have keepsake for anyone who has sailed aboard Aurora as well as those with a love of cruising.

Contributor Bio
Chris Frame and Rachelle Cross are respected maritime historians, having written over a dozen books and countless articles on ocean liners and cruise ships.

First Class Cargo
A History of Combination Cargo-Passenger Ships
William H. Miller

Summary
This book is about the unique, largely ignored and forgotten passenger-cargo ships that were not liners but more than ordinary freighters. The first appeared in the 1930s but their heyday was post-war until the 1960s. There were dozens of these ships, often carrying 50-300 passengers in very comfortable, sometimes quite luxurious quarters. They were club-like, even yacht-like, and preferred by many, pre-jet travelers who wanted a longer, more restful journey, away from the often hotel-like quality of the big ocean liners. They also happened to be cargo vessels, carrying holds of cargo while adhering to scheduled sailings. William Miller presents an important record of a little-documented aspect of maritime history.

Contributor Bio
William H. Miller, or “Mr. Ocean Liner,” has written 85 books on passenger ships and is an acknowledged world expert in his field. Along with appearing in numerous TV documentaries and news broadcasts, he has been a guest lecturer aboard 75 different ships, including over 100 voyages with the Cunard Line. He has sailed on over 350 voyages on 300 ships.
Flying Boats
Air Travel in the Golden Age
Charles Woodley

Chronicling a glamorous era in air travel, when journeys took days and were things to be savoured

Summary
From the early 1930s until the end of that decade long-distance air travel was the preserve of the flying-boat, which transported well-heeled passengers in ocean-liner style and comfort across the oceans. By the end of World War Two things had changed. The development of large landplane bombers had brought about the construction of long concrete runways which could be used after the war by a new generation of large transport aircraft. Commercial flying-boat services resumed in the post-war years but their days were numbered. This book covers the whole spectrum of passenger flying-boat services, from their golden age to their twilight years.

Contributor Bio
CHARLES WOODLEY is a lifelong aviation enthusiast. He is the author of several books and many magazine articles on historical aviation subjects, including the successful Heathrow: The First 50 Years and BOAC: A History for The History Press. A long-time member of Air-Britain, he founded and ran for over ten years the Grampian Airtouring Society, the local aviation enthusiasts' society for the Aberdeenshire area. He lives in Aberdeenshire.

Handling Cargo
Freighters of the 1950s and ’60s
William H. Miller

Summary
Freighters of the 1950s and ’60s – with masts, booms & hatches – were the last of their generation. It was the end of an era, just before the massive transition to faster, more efficient containerized shipping and on larger and larger vessels. These were ‘working ships’, but many would be retired prematurely and finish-up under flags of convenience, for virtually unknown owners, before going off to the scrappers in the 1970s and ’80s. For some ships, their life’s work was cut and their decommissioning was quick. In this new book, William Miller remembers the likes of Cunard, Holland America & United States Lines on the North Atlantic, Moore McCormack Lines to South America, Farrell Lines to Africa and P&O out East.

Contributor Bio
William H. Miller has written more than 100 books on passenger ships and is an acknowledged world expert in his field. He has received the National Maritime History Award in the US and the Silver Riband Award, and he created the passenger ships database for the Ellis Island Immigration Museum. He has appeared in numerous documentaries and news broadcasts, and is a frequent guest lecturer aboard cruise ships.
**Last of the Blue Water Liners**
*Passenger Ships Sailing the Seven Seas*
William H. Miller

**Summary**
This nostalgic book follows the story of the last class-divided passenger ships that carried travellers from point to point. Not port-filled cruise ships, in those final years, spanning the 1940s through the 1950s and into the 1960s, they carried Hollywood stars and even royalty on the Atlantic, businessmen to South America and Africa, migrants to Australia and New Zealand, and visitors returning to European homelands. This book nods to the Atlantic liners but also revels in the many other passenger ships, each divided by region, that plied trades around the world, vessels like the Antilles, Oslofjord, Kampala and Changsha. It is a nostalgic parade of a bygone age, a generation of ships all but swept away in the sixties and seventies as jet travel changed the world.

**Contributor Bio**
**William H. Miller**, or "Mr Ocean Liner," has written scores of books on passenger ships and is an acknowledged world expert in his field. He has received the National Maritime History Award in the U.S., the Silver Ribband Award and he created the passenger ship database for the Ellis Island Immigration Museum. He has been a lecturer aboard 75 different ships, including over 100 trips with Cunard.

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**Along the Waterfront**
*Freighters at New York in the 1950s and 1960s*
William H. Miller

**Summary**
The 1954 film On the Waterfront brought to life the New York docks of the 1950s, when it was often said that a ship, usually a freighter, arrived or departed every 24 minutes, around the clock. Now, the Port of New York is handling more cargo than ever before, but all of it containerised. Along the Waterfront, a followon to Along the Hudson (which looked at passenger ships in the Port of New York), covers the vast and fascinating fleet of freighters that once called at New York, including ships and companies that did not quite make it, such as the Bull Line, Standard Fruit, Torm Lines and the Booth Steamship Company. In this book, William H. Miller takes the reader on an evocative trip back to the days of the New York docks as they were portrayed in On the Waterfront.

**Contributor Bio**
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.
Holland America Cruise Ships
Ian Collard

Summary
The Holland America Line was founded in 1873 and operated a fleet of passenger and cargo vessels from the Netherlands to the east and west coasts of America. The company later acquired the stock of the Europa-Canada Line and in 1964 became involved with the Swedish America Line, Axel Johnson and Wallenius Rederiana to form the Atlantic Container Line. In 1988 the company was purchased by the Carnival Cruise Line and the name was retained, continuing the history of this line. The company currently operate five different classes of ships. Utilizing many rare and unpublished images, Ian Collard offers a lavishly illustrated look at the cruise ships operated by the Holland America Line. Included here are images of the ships in many guises and liveries as the author offers an array of superb photographs of these iconic vessels.

Contributor Bio
Ian Collard is the author of The British Cruise Ship.

Lusitania
An Illustrated Biography
J. Kent Layton, Mike Poirier, Jim Kalafus

Summary
It is now a century since the Lusitania sank. For seven and a half years after her maiden voyage, she crossed the rugged North Atlantic with punctuality and dependability. She had fast become a living legend, the ship of choice for many of the transatlantic travelers. Since her sinking on May 7, 1915, however, her wondrous career and technological marvels have largely been neglected. Instead, the focus has shifted to her political importance, and on numerous conspiracy theories about her last voyage and sinking. This illustrated biography of the Lusitania discusses her entire story, from her conception and birth on the Clyde to her career and, finally, her tragic demise off the coast of Ireland; it reveals her as she has never been seen before. Prepare to take a journey back in time... step aboard the decks of one of the world’s largest, finest, fastest and most beloved ocean liners, and relive her history in all its splendor. Today the Lusitania is remembered mostly for her tragic sinking on May 7, 1915, and the political ramifications of that disaster. That sinking, however, was merel...

Contributor Bio
J. Kent Layton has studied the history of the great Atlantic liners for over three decades. His books bring together, for the first time, many fabulous images, from numerous collections around the world to complement his outstanding research on the great Atlantic vessels. He is an active member of the Titanic Research & Modelling Association and lives in Central New York State. He lives in the Finger Lakes region of Central New York, and divides his time between his writing and his work as a piano tuner.
Masters of the Italian Line
Leonardo da Vinci, Michelangelo and Raffaello
Ian Sebire

Profusely illustrated throughout, this book portraits the iconic ships of the Italian Line and the people who brought them to life.

Summary
The 1960s witnessed a magnificent, if misguided, swansong for the ocean liner. As the decade progressed a steady succession of elaborate new "ships of state" populated the world's sea lanes, in futile defiance of the vapor trails above them. Into this atmosphere of one-upmanship the Italian Line introduced Leonardo da Vinci, Michelangelo and Raffaello, the largest, fastest and most prestigious passenger liners in the nation's post-war merchant marine. This book explains their design origins and interior décor, relates the triumph and tragedy of their all too brief careers, and provides insight into what it was like to live, work and take passage on these vessels.

Contributor Bio
Ian Sebire is a regular contributor to Shipping Today and Yesterday magazine. His paintings have been sold worldwide and displayed on board Cunard Line vessels.

Post-war Canadian Pacific Liners
Empresses of the Atlantic
William H. Miller

Summary
Canadian Pacific was one of the great Atlantic liner companies, sailing out of Liverpool on the St Lawrence route to Montreal and Quebec. With crisp white hulls and their distinctive chequered funnels, they were the 'Empresses of the Atlantic', a great part of the last grand era of the Atlantic liners. Classic, two-class ships, they were also well-known as popular winter cruise ships. Covering the period from the end of the Second World War until 1971, when the fleet was sold off, the book begins with the renovated Empress of Canada and Empress of France, taking us through the new builds of the 1950s, including the Empress of Britain, Empress of England and the company's swansong, the beautiful Empress of Canada, constructed in 1961. British, Canadian and American travellers remember the Empresses with fond memories and the ships also continued sailing for other companies, including the fledgling Carnival, now the largest cruise company in the world.

Contributor Bio
William H Miller has written many books on golden age of transatlantic travel. He lives in Secaucus, New Jersey, but is as likely to be found lecturing aboard a cruise ship. He regularly appears on television and has been heavily involved in the work to preserve the SS United States.
The Shipping Wizard of Kirkcaldy
Andrew Weir's Bank Line
Alistair Macnab

One of the United Kingdom's largest and last remaining Cargo Liner and Tramp Ship operators surviving into the 21st century despite the advent of the containership which has swept most traditional American and British shipping companies from the world's oceans. This book takes a look at the influences of the 19th century entrepreneurs who shaped 20th century international commerce. The United States succeeded Britain as the world's economic superpower but the shift was as inevitable as it was beneficial for the betterment of the world at large. In many ways, the common cultural heritage of both countries ensured a smooth transition. The ensuing Great Depression of the 1930s followed by WWII, marked America's global maturity and firmly planted her name on the 20th century. But time moves on and today's international problems require completely new answers. The westward shift of global hegemony may not be accomplished as smoothly and beneficially as it was before, and may come a lot sooner that many of us would think or like. International commerce is today increasingly dominated by East...

Summary
One of the United Kingdom's largest and last remaining Cargo Liner and Tramp Ship operators surviving into the 21st century despite the advent of the containership which has swept most traditional American and British shipping companies from the world's oceans. This book takes a look at the influences of the 19th century entrepreneurs who shaped 20th century international commerce. The United States succeeded Britain as the world's economic superpower but the shift was as inevitable as it was beneficial for the betterment of the world at large. In many ways, the common cultural heritage of both countries ensured a smooth transition. The ensuing Great Depression of the 1930s followed by WWII, marked America's global maturity and firmly planted her name on the 20th century. But time moves on and today's international problems require completely new answers. The westward shift of global hegemony may not be accomplished as smoothly and beneficially as it was before, and may come a lot sooner that many of us would think or like. International commerce is today increasingly dominated by East...

Contributor Bio

Steam Coffin
Captain Moses Rogers and The Steamship Savannah Break the Barrier
John Laurence Busch

Summary
For millennia, humans well-knew that there was a force far more powerful than they upon the Earth, and that was Nature itself. They could only dream of overcoming its power, or try to believe in the myths and fables of others who supposedly had done so. Then, at the dawn of the 19th century, along came a brilliant, creative, controversial American by the name of Robert Fulton. In the late summer of 1807, he ran his experimental "steamboat" from New York City to Albany, not once, but repeatedly. With these continuing commercial trips, Fulton showed that it was possible to alter artificially both a person's location and the amount of time it took to change it. In so doing, he also broke through an enormous psychological barrier that had existed in people's minds; it was, in fact, possible to overcome Nature to practical effect.
But running these steamboats on rivers, lakes and bays was one thing. Taking such a vessel on a voyage across the ocean was a different proposition altogether. Experienced mariners didn't think it could be done. These early steamboats were just too flimsy and...

Contributor Bio
John Laurence Busch is an independent historian who has uncovered a wealth of never-before-published information on Moses Rogers and the Savannah. He lives in Connecticut.
Buckets and Belts
Evolution of the Great Lakes Self-Unloaders
Valerie van Heest, William Lafferty

Summary
On a warm summer afternoon in 1927 off South Haven, Michigan, an old barge began taking on water. Helpless to staunch the flow and realizing their vessel would inevitably sink, the crew escaped to the accompanying tug, and watched as their ship plunged beneath Lake Michigan. Its loss un lamented, its career unheralded, it slumbered on the sandy bottom in the same obscurity that had shrouded its earlier work days as a steam freighter sailing the Great Lakes. However, the vessel's anonymity ended in 2006 when Michigan Shipwreck Research Associates located the sunken wreck of the Hennepin. It is now listed on the National Register of Historic Places as the world's first self-unloading vessel.

Buckets and Belts: Evolution of the Great Lakes Self-Unloader traces more than a century of innovative technological advancements in the conveying of bulk cargos from the Hennepin's conversion to a self-unloader in 1902 to today's mammoth thousand-foot long lake rkers. Enhanced with the most comprehensive collection of self-unloader images ever published and dozens of underwater photographs...

Contributor Bio
Principal in Lafferty van Heest and Associates Exhibit Design Firm, Director of Michigan Shipwreck Research Associates and a member of the Women Divers Hall of Fame, Valerie van Heest has explored, documented and interpreted shipwrecks for over twenty years. She is a recipient of multiple awards from the Historical Society of Michigan for the collection, preservation and promotion of state and local history through her interpretation, writing, filmmaking and exhibit work. She has written several books, magazine/journal articles and more than a dozen documentary films. Her work has been featured in numerous books and articles as well. Valerie is a regular presenter at museums, libraries, and film festivals, sharing the dramatic stories of ships gone missing on the Great Lakes and has appeared on television news networks as well as on the Discovery Channel. Valerie spearheads MSRA's search for ships lost off western Michigan, which has resulted in the discovery of many new shipwrecks.

175 Years of Cunard
Chris Frame, Rachelle Cross

Summary
Celebrating 175 years of the iconic Cunard Line, the world's most famous shipping company.

Throughout 175 years, Cunard has been instrumental in creating the American dream, transporting millions of immigrants to the new world. During both world wars, the Cunard ships answered the call of duty and transported thousands of troops to fight on the sides of the allies. After the Great Depression, Cunard merged with the famous White Star Line to form Cunard-White Star. Cunard’s QE2 was a much-beloved liner and the most famous ship at sea, sailing more than 2.5 million miles during a 40-year career. Today the three current Queens are a celebration of Cunard’s heritage. This book traces, through unique photographs and easily accessible narrative, the 175-year history of Cunard Line.

Contributor Bio
Christopher Frame and Rachelle Cross coauthored The QE2 Story and QM2: A Photographic Journey. They have a website relating to QE2, QM2, QV, and historic liners at www.chriscunard.com.
A Photographic History of the Orient Line

Chris Frame, Rachelle Cross, Robert Henderson, Dou...

Stunning photographic history of the Orient Line that ran from London to Australia – the Australian Line

Summary
The Orient Line’s beginnings can be traced back to 1797. Created for the purpose of operating a fleet of steamships between London and the Australian Colonies, it was a venture into the unknown, its success testament to the acumen of its founders, two of London’s oldest shipping firms, Anderson, Anderson & Co., and F. Green & Co. They had extensive shipping interests from the West Indies to South America and the Pacific Coast and owned and operated a fleet of famous clipper ships on the Australian wool trade, when their fleet would bring out emigrants to the colony and sail back laden with prime fleece. Cruise ships today owe a great legacy to the pioneering work done by the Orient Line when it developed and perfected seasonal cruising in 1889 from British ports.

Contributor Bio
Chris Frame and Rachelle Cross are the coauthors of 175 Years of Cunard and The Evolution of the Transatlantic Liner. Robert Henderson and Doug Cremer are the coauthors of A Photographic History of P&O Cruises.

Classic Liners Île de France and Liberté

France's Premier Post-War Liners

William H. Miller

Summary
The latest in the Classic Liners series evokes the glamour and ambience of two of the most beloved liners of the 1950s

Île de France, completed in 1927, was a hugely famous prewar liner, a ship with unique style and character. She was said to offer "the cheeriest way to cross the Atlantic." After wartime service as a valiant troopship, she was restored with what Paris fashion calls a "new look," relaunched in 1949. The Liberté was built in 1930, originally the German Europa, but ceded to France as reparations in 1946. She was de-Germanized and restyled in French Line luxury as the Liberté, recommissioned in 1950. The Île de France sailed until 1958; the Liberté until 1961, and this illustrated book concentrates on their heydays in the glorious, post-World War II years, when they were the largest and grandest liners under the French flag. Both ships were famed for their service and onboard ambience, but most especially for their cooking, and they were said to be the best-fed liners on the Atlantic.

Contributor Bio
William H. Miller is the author of The Great Liners Story, SS France/Norway, SS France/Norway, and The QE2.
Great American Passenger Ships
William H. Miller

Summary
Full of previously unpublished images and insightful text, a nostalgic look back at a century of U.S. passenger ships

The United States has produced some of the world's finest, most interesting, advanced, and innovative passenger ships, such as the amazing SS United States, the fastest ocean liner ever to sail the seas, ingloriously left lying in limbo for 42 years. This book also documents passenger ships seized in wartime, notably the giant German SS Vaterland, which became the Leviathan in the United States Lines, as well as many newly built passenger ships, such as Santa Rosa, Lurline, President Cleveland, Independence, and Brasil. Also included are peacetime troopships as well as "combo ships," the once very popular passenger-cargo ships. The great saga of American liners continues to this day with modern cruise ships in Hawaiian service. The cast of ships is both vast and varied, but endlessly fascinating. Presenting many unpublished images alongside historic, insightful text including personal anecdotes of the ships and voyages from passengers and crew alike, William Miller tak...

Contributor Bio
William H. Miller has written 80 books on passenger ships. He has received the National Maritime History Award in the United States, the Silver Ribband Award, and created the passenger ship database for the Ellis Island Immigration Museum. Along with appearing in numerous TV documentaries and news broadcasts, he has been a guest lecturer aboard some 75 different ships, including more than 100 voyages with the Cunard Line. He has sailed on more than 350 voyages on some 300 ships.

Great French Passenger Ships
William H. Miller

Summary
A nostalgic look back over a century of French ocean travel—with several previously unpublished photos

France produced some of the finest, most luxurious, best decorated passenger ships of the 20th century. Beginning in 1912 with the four-funnel France, the nostalgic voyage continues with the great and grand transatlantic liners of the French Line, the CGT, including the famous Ile de France, Normandie, and Liberte. Also included are the lesser passenger ships of the French Line. In addition, focus is also given to Compagnie de Navigation Sud-Atlantique, Transports Maritimes, and Chargeurs Reunis operating important South American routes and to Messageries Maritimes operating in Africa, the east, and south Pacific. Packed full of nostalgic reminiscence of great ship days gone by, overall the book explores great liners, mail boats to Africa, and colonial steamers to Saigon. Presenting many previously unpublished images alongside insightful text and anecdotes, this book takes the reader on a nostalgic voyage.

Contributor Bio
William H. Miller has written more than 80 books on passenger ships, including Great American Passenger Ships and Great British Passenger Ships, and is a world expert in his field. He has received the National Maritime History Award, the Silver Ribband Award, and he created the passenger ship database for the Ellis Island Immigration Museum. He has appeared in numerous documentaries and news broadcasts and is a frequent guest lecturer aboard cruise ships. He lives in New Jersey.
Great Mediterranean Passenger Ships
William H. Miller

Summary
The great age of Mediterranean passenger liners begins in earnest in the 1920s when the Italians built their first big ships, such as the Augustus, Saturnia and Conte Grande. Then, in the 1930s, things grew more exciting with the creation of the superliners Rex and Conte di Savoia. The book then concentrates on the 1950s and '60s as Italy built a huge post-war fleet and France, Greece, Spain, Portugal, Turkey and Israel commissioned their biggest ships yet. Some were new-builds, like Israel's Shalom, France's Bretagne, Portugal's Vera Cruz and Spain's Cabo San Roque; others were converted, sometimes lavishly refitted ships with fascinating histories. Italy's former Franca 'C', a converted freighter, still lives on, having reached her 100th birthday.

Contributor Bio
William H. Miller has written more 80 books on passenger ships and is a world expert in his field. He lives in New Jersey.

Great Passenger Ships 1950-1960
William H. Miller

Summary
The 1950s was a fascinating decade for the great liners. After the global devastation that had gone before, shipyards were creating one new liner after another, it seemed, to rebuild and renew passenger ship services all over the world. There were the likes of the Kungsholm and Oslofjord from Scandinavia, the French Flandre, a succession of new liners from P&O-Orient, Italian Line, Messageries Maritimes and many more. The era was highlighted by such brilliant, headline-making ships as the speedy United States, breaking records on an unprecedented scale, the engines-aft Southern Cross and the mast-less Orsova. There was a great cast of very popular and interesting passenger liners.

Contributor Bio
William H. Miller has written more 80 books on passenger ships and is a world expert in his field. He has received the National Maritime History Award, the Silver Riband Award, and he created the passenger ship database for the Ellis Island Immigration Museum. He has appeared in numerous documentaries and news broadcasts and is a frequent guest lecturer aboard cruise ships. He lives in New Jersey.
QE2
A 50th Anniversary Celebration
Chris Frame, Rachelle Cross

Summary
Fifty years ago, the last British-built transatlantic liner was launched. Christened by HM The Queen on September 20, 1967, the 963-feet-long vessel was named Queen Elizabeth 2. By the end of that same day, she was already known by her famous nickname: QE2. Fast, smart and sleek, QE2 sailed more than 5.6 million miles and carried more than 2.5 million passengers during a magnificent 39 1/2 year career. Put simply, she carried more people further than any ship before her and remains the longest-serving express liner in history. Through words penned by passionate QE2 travelers and with tribute stories from captains, crew, and guests, a wide selection of carefully selected photographs bring this wonderful ship to life.

Contributor Bio
Chris Frame and Rachelle Cross have written a number of successful books, including the Photographic Journey series, and many books for the Story series, as well as A Photographic History of P&O Cruises and An Evolution of Transatlantic Liners.

QE2: The Cunard Line Flagship
Ronald W. Warwick, Sam Warwick

Summary
This long-awaited new edition presents the colorful history of the Cunard Line and an engrossing narrative of the ship's eventful history, including construction and launch, service in the Falklands war, various mishaps, the sale of Cunard to Carnival, and the introduction of the new flagship Queen Mary 2. Also covered is the ship's final decade, leading up to her eventual sale to become a floating hotel in Dubai. The story ends with a personal afterword by Commodore Ronald Warwick, recounting his long and unique association with the vessel.

Contributor Bio
Ronald W. Warwick is a past Master of QE2. He joined the Cunard Line in 1970 and became Commodore of the line when he was appointed command of the Queen Mary 2 in 2003. Sam Warwick is Ron Warwick's son and the author of Shipwrecks of the Cunard Line.
QM2
A Photographic Journey
Chris Frame, Rachelle Cross, Dr Stephen Payne, Cap...

Summary
By the 1970s, it looked as if QE2 would be the last of the great transatlantic ocean liners. However, more than three decades later the world watched in awe as Queen Mary 2, the largest, longest, grandest and most expensive ocean liner ever to be constructed, set sail on her maiden voyage in 2004. With 14 decks and beautiful lounges, dining rooms, and ballrooms, QM2 evokes the glamor of the golden age of ocean travel. QM2: A Photographic Journey allows the reader to experience this unique vessel from the comfort of their own home, with numerous photographs of each of QM2’s public rooms as well as stunning exterior shots and behind the scenes access. This revised edition has been extensively updated to reflect the 2016 refit, with many new photographs from around the ship.

Contributor Bio
Chris Frame and Rachelle Cross have written a number of successful books, including the Photographic Journey series, and many books for the Story series, as well as A Photographic History of P&O Cruises and An Evolution of Transatlantic Liners. They work as a marketing executive and bookseller, respectively.

RMS Aquitania
The Ship Beautiful
Mark Chirnside

Summary
She entered service two months before the start of World War I, was scrapped six years after World War II ended, and was the longest lasting of all four funnelled liners. For two wars, she spent much time transporting troops but for the rest of her career she traveled the North Atlantic as one of the most famous liners afloat. Holding many records, Aquitania was built for the Cunard Line, not for speed but for luxury, at which she excelled, being called the Ship Magnificent from her entry into service. Mark Chirnside writes with a passion about this most beautiful of ships, a ship that was the epitome of the four-funnelled liner.

Contributor Bio
Mark Chirnside is the author of Olympic Class Ships, RMS Majestic, and Titanic's Sister.
**RMS Queen Mary**
Andrew Britton

**Summary**
A colorful new history of the historic RMS *Queen Mary*, now a floating museum and restaurant

Including deck plans, accounts from log books, and ship records, this book tells the story of Cunard's RMS *Queen Mary*, who along with her running mate *Queen Elizabeth* covered the transatlantic route from Southampton to New York via Cherbourg, the British answer to the German and French superliners. She was launched in May 1936 and immediately won the coveted Blue Riband, winning it again in 1938, before she served as a troop ship in the war. She then carried on plying the Atlantic route with *Queen Elizabeth* until the jet age changed the world again and she was retired, now preserved as a floating museum and restaurant in Long Beach, California. Andrew Britton presents a wealth of unpublished photographic material and ephemera from his unparalleled collection to tell the story of this historic liner, including rare wartime views, shots of her "grey ghost" paintwork, unique behind-the-scenes photographs, aerial shots, interior views, and a wide selection of ephemera. Even including captain's invi...

**Contributor Bio**
Andrew Britton is a lifelong shipping enthusiast and collector with a now vast body of photographs and ephemera, and a keen supporter of the *SS United States Conservancy*.

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**Shipwrecks of the Cunard Line**
Sam Warwick, Mike Roussel

**Summary**
This fascinating book provides a unique history and record of the final underwater resting places of ships of the Cunard Line, whose rich history spans nearly two centuries. Charting the period from 1843-1974, the book includes a detailed history of each vessel leading up to the time of its loss, including *Ascania*, *Alaunia*, *Aurania*, *Campania*, *Lusitania*, *Malta*, *Oregon*, *Scotia*, and *Carpathia*, famous for rescuing the survivors from the *Titanic*. Events surrounding the wrecking of each vessel are thoroughly explored and unique accounts incorporated from divers who have explored the wreck, along with stunning underwater images of the wrecks. Finishing off with practical data for interested divers, this unusual history offers a fresh analysis of maritime history.

**Contributor Bio**
Sam Warwick's grandfather was first master of QE2, and his father was a master of QE2 and first master of QM2. Sam has spent much of his life at sea, including wreck diving all over the world, logging over 1,000 dives. He has run the site www.qe2.org.uk since 1995. Mike Roussel is a writer and historian. The pair have also co-written *Shipwrecks of the P&O Line*.
SS Leviathan
America's First Superliner
Brent Holt

Summary
The story of the Leviathan, originally called Vaterland, is a fascinating one. A remarkable ship, she is frequently not given the credit she deserves for her contributions to the U.S. Merchant Marine, and has been given short shrift by many writers who describe her only as a failure. Nothing could be farther from the truth. She was the first American superliner and set the stage for future successes with other famous passenger vessels such as the America and United States. Although of German origin, the "Levi" was popular and became a household name across the U.S. and other parts of the world. Her interiors were stunning and she was an engineering marvel. After an extensive refit by U.S. Lines in 1923 she was also the safest and arguably the best of the "Balin trio." Her adventurous career made her seem more a living thing than a hunk of steel.

Contributor Bio
Brent Holt is an elementary school teacher. He lives in Jeffersonville, Indiana.

SS Nomadic
Titanic's Little Sister
Philippe Delaunoy

A ship with a long career and mighty history: immortalized as the tender that carried first and second class passengers to board RMS Titanic

Summary
SS Nomadic was commissioned by White Star Line to serve Olympic class liners RMS Olympic, Titanic and Britannic when calling in Cherbourg. Built in Belfast alongside Titanic's construction site, she was made with the same steel, built by the same workers and decorated by the same craftsmen. Because her duties were to serve first and second class passengers, she was fitted out far more luxuriously than other tenders of that time and she was considered by the White Star Line as a window into the sumptuous new transatlantic liners. The little tender has a tremendous story, surviving both world wars, escaping destruction many times, and now restored to her former glory as a tourist attraction in Belfast.

Contributor Bio
Philippe Delaunoy is trustee of the Nomadic Preservation Society. He spent nearly two decades researching and gathering stories and images on Nomadic and helped with the ship’s restoration. He is also International Coordinator of the British Titanic Society (BTS), the webmaster of the only website dedicated to SS Nomadic's history: www.nomadic.info, and runs the Nomadic Collection Facebook group.
The Lighthouse Story
Nicholas Leach

The story of development of the lighthouse

Summary
All civilizations have faced the challenges and dangers of trading by sea: storms, bad weather, and the hazards of cliffs, headlands, reefs and sandbanks, threatening their safe passage into ports and harbors. Lighthouses have long been a necessity, supported by lights and daymarks, to help guide vessels home. Here Nicholas Leach presents the story of the lighthouse, and its development, from the earliest lights, through the 19th century era of lighthouse building to the modern aids to navigation across the British Isles and Europe.

Contributor Bio
Nicholas Leach is the editor of the international shipping magazine Ships Monthly, and has worked on the magazine for almost 20 years.

The Unseen Aquitania
The Ship in Rare Illustrations
J. Kent Layton, Tad Fitch, Mark Chirnside

Summary
RMS Aquitania was in service for decades, and was very much beloved. The third in Cunard Line's "grand trio" of express liners, running mate of the lost Lusitania and the legendary Mauretania (1907), Aquitania was the last surviving four-funnelled ocean liner. Aquitania was pressed into service during both world wars and was one of the longest serving passenger liners of the 20th century. She was also one of the most elegant, nicknamed the "ship beautiful." This book offers the most evocative and exciting collection of imagery relating to this historic vessel ever shown.

Contributor Bio
J. Kent Layton is the author of The Unseen Mauretania and Lusitania: An Illustrated Biography of the Ship of Splendor. Tad Fitch is the author of Into the Danger Zone: Sea Crossings of the First World War (nominated for the 2015 Mountbatten Maritime Award). They coauthored On a Sea of Glass. Mark Chirnside is a maritime expert and author.
**Voyaging the World’s Civil Engineering Wonders**

**John Laverick**

**Summary**

Examples of enduring feats of civil engineering endeavour can be seen around the world’s seas and waterways, from the SS Great Britain to the Panama Canal. In this beautifully illustrated book, John Laverick offers an insight into the intriguing field of civil engineering, taking you on a journey that crosses three continents and three centuries, exploring extraordinary achievements including the artificial waterways of the Panama and Suez canals, floating concepts such as the concrete Mulberry harbours, the world’s only rotating ship lift at Falkirk, a man-made island in the Baltic linking the crossings between two countries and the ambitious restoration of the Wilts & Berks Canal.

**Contributor Bio**

JOHN LAVERICK, a regular guest lecturer aboard ocean liners, is a chartered engineer who has spent his career designing, building and maintaining facilities for large ships and small vessels. As a Fellow of the Institution of Civil Engineers, John is delighted that the publication of his book coincides with the organisation’s bicentenary. Since retirement he has volunteered his time to the management and restoration of waterways for which work he was made an MBE in 2016.

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**Windrush**

**A Ship Through Time**

**Paul Arnott**

The life, times and extraordinary history of the Windrush: the vessel that created modern Britain

**Summary**

For three decades the Windrush was the maritime Zelig of the 20th century. Designed in 1930 in the Hamburg boatyard of a Jewish shipbuilder to ferry Germans to a new life in South America, it wasn’t long before Goebbels requisitioned her. She became a Nazi troop carrier, a support vessel for the pocket battleship Tirpitz, and a prison ship transporting Jews to Auschwitz. Captured by the British in 1945 and renamed the SS Empire Windrush, she then spent years evacuating displaced service people and, in her famous single voyage from the Caribbean, she brought the first wave of black migrants to Britain. This vivid biography combines the memories of people who were there with a gripping account of an extraordinary merchant ship at the end of empires.

**Contributor Bio**

Paul Arnott is the author of A Good Likeness and Is Anybody Up There?
Arrived on This Ship
Great Lakes Postcards from the Early Twentieth Century
Hudson Keenan

Summary
Arrived on this Ship is about travel on the Great Lakes one hundred years ago. It is an album of ship postal cards from the first two decades of the twentieth century. More than just an album, author Hudson Keenan has written about historical events, technology of the day, and life styles as each individual card suggests. Ship views are divided by the types of vessels and travel locations on the Lakes. All five Great Lakes are represented with postcards from Canada and the United States. Keenan has included comments on card publishers and a special section on the US Marine Postal Service. Maps of the Great Lakes enable one to locate the general vicinity of each view. Original standard 3½ by 5½ inch postcards from the authors collection were used for the reproductions in this book.

Contributor Bio
A native of Michigan with special interest in the Great Lakes, Hudson Keenan is a graduate of Central Michigan University and Michigan State University. He served in the US Army as a Terrain Analyst in Europe. On completion of service, he taught high school science for thirty-five years. Keenan began collecting Great Lakes ship postcards over twenty-five years ago. The growing collection spurred his interest in Great Lakes history. Now in retirement, Keenan has drawn together portions of his collection into this book. He has authored a number of articles for historical journals, mostly on roads and railroads. In 1999 he published a book Storms & Other Extreme Weather Events in Central Michigan.

Oriana
A Photographic Journey
Rachelle Cross, Chris Frame

Summary
Oriana entered service in 1995. Built by Meyer Werft in Germany and named by her majesty the Queen, she was an instant success, the QE2 of the P&O Line. Today she is a beloved modern classic. Oriana’s interior is designed to reflect the best of the British ocean liner, and pay tribute to the 180-year heritage of P&O cruises, with Anderson’s Lounge, the Theatre Royale, Peninsular Restaurant and Medina Room. This book is a must-have keepsake for anyone who has sailed aboard Oriana as well as those with a love of P&O or cruising.

Contributor Bio
Chris Frame and Rachelle Cross are respected maritime historians. Their previous titles include The Evolution of the Transatlantic Liner and 175 Years of Cunard.
The Unseen Lusitania
The Ship in Rare Illustrations
Eric Sauder

Summary
The ill-fated Lusitania revealed as never before, complete never-seen artifacts from the 1982 wreck salvage and a complete salvage inventory

Lost to a German torpedo on May 7, 1915, Cunard’s RMS Lusitania captured the world’s imagination when she entered service in 1907. Not only was she the largest, fastest ship in the world, she was revolutionary in design. Also a record breaker, Lusitania is now sadly remembered for her tragic loss, when she was hit by a U-boat torpedo on May 7, 1915, sinking in 18 minutes with the loss of 1,198 souls. Through never-before-seen material, expert Eric Sauder brings RMS Lusitania to life once again. With vivid, unseen photographs and postcards from his extensive private collection, this absorbing read will transport the reader back 100 years to a time when opulent Ships of State were the only way to cross the Atlantic.

Contributor Bio
Eric Sauder has been researching ocean liners for nearly 40 years. He was historian for Dr. Robert Ballard’s exploration of the remains of Lusitania and Britannic and has also dived to Titanic, Republic, and Andrea Doria. He has been involved in numerous documentaries for the A&E Channel, The History Channel, The Discovery Channel, and The Learning Channel, as well as coauthoring the book RMS Lusitania. He has worked on a number of projects with the National Geographic Society.

The Unseen Mauretania (1907)
The Ship in Rare Illustrations
J. Kent Layton

Summary
An evocative visual history of the legendary liner known as the “greyhound of the Atlantic”

When she took to the rugged North Atlantic for the first time in November of 1907, the Cunard company’s Mauretania was the world’s largest and most luxurious ocean liner. But beyond her comfort and size, it was hoped that her mighty engines would guarantee that she would also become the fastest ship on the Atlantic. She and her sister ship, the Lusitania, carried with them the hopes of an entire nation. Although the Lusitania’s life was tragically cut short in 1915, the Mauretania went on to hold the Blue Riband speed prize for 22 years. This evocative book by maritime expert J. Kent Layton follows her glorious career spanning portions of four decades of the twentieth century.

Contributor Bio
J. Kent Layton is a maritime researcher and author. His previous titles include The Edwardian Superliners and On a Sea of Glass. He lives in New York.
**Collins Nicholson Inland Waterways Map of Great Britain**

*Collins Maps*

**Summary**
The map companion to the Collins/Nicholson Waterways Guides, covering the entire network of canal and river navigations in England, Scotland, and Wales, including newly restored/opened canals and rivers. The map identifies narrow and broad canals, navigable rivers, tidal river navigations, and waterways under construction. It also includes contact telephone numbers and dimensions for each waterway and internet links. There are also clear insets of the Birmingham Canal Navigations, Scottish inland waterways, the Norfolk Broads, and the London area.

**Contributor Bio**
*Collins Maps* are among the most popular in the world, particularly for families and school use, and allow readers to explore the world through accurate and up-to-date mapping.

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**The Navigator's Touch**

*Julia Ember*

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256 Pages
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Young Adult Fiction / Action & Adventure

9 in H | 6 in W | 0.7 in T | 0.7 lb Wt
**My Carrier War**

Norman Berg

**Summary**

From his days as a Naval aviation cadet learning his trade aboard the Yellow Peril biplane trainers in 1942, to his first bombing runs on Guadalcanal, to life aboard an aircraft carrier in the South Pacific, Norman Berg offers a fast-paced narrative filled with humor and meticulous attention to detail. Much more than a simple WWII memoir, this story goes beyond the action of battle to explore one young, wartime couple's struggle to balance love, duty, and their commitment to each other.

**Contributor Bio**

Norman E. Berg served as a carrier pilot from 1942-45, and again during the Korean Conflict. He retired with the rank of Captain in 1966, and served as an executive with the Boy Scouts of America. He is the author of *Regret To Inform You: Experiences of Families Who Lost a Family Member in Vietnam*. Norman currently lives in Huguenot, NY. He currently lives in New York.

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**Navy Divers**

Gregor Salmon

**Summary**

Rising out of the Second World War, the Australian clearance diver has become one of the most respected and versatile operators in the military world. In cold, murky water, working by touch alone, they can defuse a mine powerful enough to sink a battleship. Under the burning Afghan sun, they can dismantle a Taliban roadside bomb. Welcome to the world of the Royal Australian Navy clearance divers. Bomb and mine disposal is but one of their roles. As covert swimmers they can infiltrate enemy waters. As boarding parties they are on the anti-piracy frontline. As counterterrorist special forces they are on call 24/7. They are simply one of the best diving units in the military world. Their story goes back to the Second World War, when Hitler's secret weapon—the magnetic mine—had Britain on her knees. Four extraordinary Aussies were among the brave naval volunteers who tackled Nazi mines on land and under water. The men who followed their path share the same brand of courage. From the rivers of Vietnam to the deserts of Afghanistan, navy divers have excelled under the most dire pressure, y...

**Contributor Bio**

Gregor Salmon is the author of *Poppy*, an account of his first-hand investigation into Afghanistan's opium trade, and *Heart Soul Fire*, which he wrote with boxer Paul Briggs. Over the years he has written, edited and produced his way through a host of magazines, television shows and internet sites.
No Pleasure Cruise
The Story of the Royal Australian Navy
Tom Frame

Summary
This comprehensive history of the Royal Australian Navy covers the naval branch of the Australian armed forces from its inception in 1901 to the present day. The early days as the government created a national navy out of the remnants of old colonial fleets, the decades of using the British model, the transformation to a more American style of navy, and the gradual growth into one of the world’s strongest and most respected forces on the seas are outlined in this historical retrospective.

Contributor Bio
Tom Frame served in the Royal Australian Navy and as the Anglican bishop to the Australian Defense Force. He is the author of Living By the Sword? and the coauthor of Mutiny!, The Shores of Gallipoli, and Stromlo.

U-Boat Far From Home
David Stevens

Summary
The most comprehensive account of Germany’s plans for an underwater offensive against the southern continent in World War II.

Contributor Bio
David Stevens is a former naval officer who served 20 years in the Royal Australian Navy. On retiring from the RAN in 1994 he was appointed Director of Naval Historical Studies within the Department of Defence (Navy).
Cruiser
The Life and Loss of HMAS Perth and Her Crew
Mike Carlton

Summary
Of all the Australians who fought in the Second World War, none saw more action nor endured so much of its hardship and horror as the crew of the cruiser HMAS Perth. Most were young—many were still teenagers—from cities and towns, villages and farms across the nation. In three tumultuous years they did battle with the forces of Nazi Germany, Fascist Italy, the Vichy French, and, finally, the Imperial Japanese Navy. They were nearly lost in a hurricane in the Atlantic. In the Mediterranean in 1941 they were bombed by the Luftwaffe and the Italian Air Force for months on end until, ultimately, during the disastrous evacuation of the Australian army from Crete, their ship took a direct hit and thirteen men were killed. After the fall of Singapore in 1942, HMAS Perth was hurled into the forlorn campaign to stem the Japanese advance towards Australia. Off the coast of Java in March that year she met an overwhelming enemy naval force. Firing until her ammunition literally ran out, she was sunk with the loss of 353 of her crew, including her much-loved captain and the Royal Australian Navy’...

Contributor Bio
Mike Carlton is one of Australia’s best-known broadcasters and journalists. In a 40-year career, he has been a radio and television news and current affairs reporter, foreign correspondent, radio host and newspaper columnist. He was an ABC war correspondent in Vietnam in 1967 and 1970, and for three years was the ABC’s Bureau Chief in Jakarta. He also reported for the ABC from London, New York, and major Asian capitals. In television, he was one of the original reporters on the ABC’s groundbreaking This Day Tonight in the 1970s. Mike turned to talk radio in 1980, first at Sydney's 2GB, and then for four years in London at Newstalk 97.3FM, where he won a coveted Sony Radio Academy award in 1993 for Britain's best talk breakfast program. In television, he reported and hosted Indonesia: A Reporter Returns, a three-part documentary for SBS in 2008. He has recently retired from the Radio 2UE breakfast program in Sydney and has returned to writing a column for the Saturday edition of the Sydney Morning Herald.

Flagship
The Cruiser HMAS Australia II and the Pacific War on Japan
Mike Carlton

Summary
In 1924, when the grand old battle cruiser HMAS Australia I, once the pride of the nation, was sunk off Sydney Heads, there was a day of national mourning. In 1928, the RAN acquired a new ship of the same name, the fast, heavy cruiser HMAS Australia II, and she finally saw action when World War II began, patrolling the North Atlantic on the lookout for German battleships. By March 1942, Australia had returned home, where the ship was stunned by a murder. One night one of her sailors, Stoker Riley, was found stabbed. Before he died, he named his two attackers, and the two men were found guilty and sentenced to death under British Admiralty law. Only weeks later Australia fought in the Battle of the Coral Sea near Papua New Guinea, the first sea battle to stop the Japanese advance in the Pacific. She was heavily attacked and bombed from the air but, with brilliant ship-handling, escaped unscathed. In 1944, she took part in the greatest sea fight of all time, the Battle of Leyte Gulf, which returned General Douglas MacArthur to the Philippines. She was struck by a kamikaze bomber, killi...

Contributor Bio
Mike Carlton is the author of Cruiser and First Victory.
Jet Flying Boats
David Oliver

Summary
During the Second World War, more than 9,000 flying boats were produced by the main protagonists, fulfilling a multitude of roles including maritime reconnaissance, bombing, fleet spotting, search and rescue, long-range transport and communications. However, time was running out, and a little over a decade after the end of the war, the military flying boat would appear to be a dying breed on the verge of extinction. It would be another twenty years before a new breed of multi-engine flying boats would leave the drawing boards of leading aerospace companies to successfully fulfil, not only their traditional military roles of maritime reconnaissance and search and rescue, but one at which they have proved to be very adept, that of aerial fire-fighting. Currently the twin-turboprop powered twelve-seat Dornier Seastar amphibian is being built in China, which is also developing the AG600 search and rescue amphibian for the Chinese Navy. There have been a number of successful turboprop conversion of piston-engine flying boats such as the Grumman Mallard and Canadair CL-215 amphibians.In th...

Contributor Bio
David Oliver has written over fifteen books covering both specific aircraft types and wider aviation and military history. He has also worked for the respected Jane’s defence information publishers.

1917 The First World War at Sea in Photographs
Phil Carradice

Summary
The year 1917 was dominated by the Russian Revolution and America entering the war. On 3 February, America cut diplomatic ties with Germany following the announcement on 31 January that Germany would begin unrestricted submarine warfare. All 111 U-boats were ordered to sink any vessel at will. The hope was that Britain would be starved into submission. America declared war on 6 April and US destroyers joined the fight against the U-boats while US battleships joined the Grand Fleet at Scapa Flow. Losses to submarines were now so great that Britain was in danger of running out of food and the convoy system was brought into force. The impact was huge and German U-boat losses climbed rapidly.At Scapa Flow, on the evening of 9 July 1917, the battleship HMS Vanguard exploded. On 2 August 1917, Squadron Commander Edwin Dunning successfully landed a Sopwith Pup on board HMS Furious, becoming the first person to land an aircraft on a moving ship. The aircraft carrier had come of age. Meanwhile, in Petrograd the start of the Bolshevik Revolution was signaled when the cruiser Aurora fired at...

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.
1939 the Second World War at Sea in Photographs
Phil Carradice

Summary
In the first of a series of books, naval expert Phil Carradice takes us through the war at sea in 1939, using previously unpublished and rare images of the battles, the ships and the people involved. The Second World War at sea began badly for the Allies. On the day that war was declared, the unarmed passenger liner Athenia was sunk off Rockall, creating an uproar on both sides of the Atlantic. The same month saw the loss of HMS Courageous, a badly needed aircraft carrier, as well as the daring raid by Gunther Prien's U-49 on HMS Royal Oak while she was berthed in the supposedly safe anchorage of Scapa Flow during October. In the meantime, German commerce raiders were creating havoc in the South Atlantic. It was only in December that the battlecruiser Graf Spee was finally cornered and scuttled off Montevideo, giving the hard-pressed Allies some good news to end the year.

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.

1940 the Second World War at Sea in Photographs
Phil Carradice

Summary
January 1940 saw the escalation of the sea war between Britain and Germany. U-boats would claim numerous casualties, including HMS Exmouth and all 135 of her crew on 21 January 1940. In February, Hitler ordered unrestricted submarine warfare, while HMS Cossack rescued crews of British ships sunk by the Graf Spee from the supply ship Altmark. An air raid on the naval base at Scapa Flow saw the first British civilian casualties of the war in March. Two invasions of Norway began in April, with the Germans ultimate victors. HMS Glorious was sunk during the evacuation of British troops and aircraft. May saw Dunkirk, the British rescue of some 334,000 troops, and the Lancastria was sunk with the loss of over 6,000 lives in June. July saw an attack on the French fleet by the British, in an effort to deny the battleships to the Germans. The Americans agreed to supply Britain with aged destroyers in exchange for bases and the invasion of Britain, Operation Sealion, was set for September. November saw HMS Jervis Bay sunk while escorting a convoy, many of which managed to escape. The year ended ...

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.
1943 The Second World War at Sea in Photographs
Phil Carradice

Summary
At the beginning of the year, the Battle of Guadalcanal was still raging on, but the Americans had secured their first complete victory in the Pacific by the end of February, although the war in this theatre was far from over, with several further engagements taking place throughout the year. 'Black May', the point in the Battle of the Atlantic at which the German U-boat losses outnumbered how many ships they had sunk, forced Dönitz to order a withdrawal. From July to August, the Allies were engaged in the invasion of Sicily, known as Operation Husky. The operation was successful, and allowed for the invasion of Italy. The year ended positively for the Allies, with the sinking of the Scharnhorst at the end of December. In this book, Phil Carradice uses many rare images to tell the story of the Second World War at sea in 1943.

Contributor Bio
Phil Carradice is a full time writer and broadcaster. He is a graduate of Cardiff University and UWIC in Cardiff and taught for thirty years, becoming Head of a large residential Special School. He has had numerous books published including novels, history, biography and poetry. He is a regular broadcaster on BBC Radio 3 & 4 and on TV programmes such as The One Show. He presents The Past Master on BBC Radio Wales. He lives in the Vale of Glamorgan.

Desperate Victories
Military Despatches from Dunkirk to the Battle of Britain
G. H. Bennett

Summary
In Desperate Victories, professional historian Harry Bennett provides first-hand accounts and commentary on the British reaction to one of the greatest shocks in military history - the German blitzkrieg in the west. Selecting the official accounts, known as despatches, written by key senior commanders in 1940, the author portrays in the most direct way possible the plans and challenges as the Allies struggled to cope with the German onslaught and to adjust to a whole new style of warfare. Harry Bennett provides a concise and revealing background to the German offensive in the west before providing commentary to each of the carefully chosen despatches, which describe first-hand the plans that would mean either defeat or survival for Britain as the European continent collapsed under the Nazi storm. These documents cover the extraordinary events where British forces somehow escaped annihilation at Dunkirk, the withdrawal from Western France, the retreat from Norway and the desperate fight of 'the few' in the Battle of Britain against overwhelming odds. Although much has been written abo...

Contributor Bio
G. H. Bennett is an Associate Professor at the University of Plymouth. Most of his research concentrates on the Second World War (Sea, Air and Land) and the social history of the people involved. He is particularly interested in maritime history (both civilian and military) and the on-going relevance of the past to an understanding of today's maritime/naval issues. He has contributed numerous articles to journals and magazines and is the author of several books. He has appeared frequently on television programmes on the BBC and other channels.
Khaki Jack
The Royal Naval Division in the First World War
E. C. Coleman

One of the most famous fighting divisions of the British Army in World War One was the Royal Naval Division. Ernie Coleman tells its story, from training at Crystal Palace to the Zeebrugge Raid.

Summary

Many thousands of Royal Naval seamen and Royal Marines fought in the trenches of the Great War alongside soldiers from across the Empire. Their graves may be found around Antwerp, on the Gallipoli peninsula, and all along the Western Front. The seamen and marines, supported by Army battalions, fought at Anzac Cove, on the Somme, and at Passchendaele. They suffered giant siege mortars whilst delaying the enemy in Belgium, flies and the stench of widespread carnage on Turkish shores, and gas attacks whilst sheltering in flooded shell-holes on the Western Front. At the armistice, the Royal Naval Division had suffered 46,794 casualties, of whom 10,797 lost their lives. At the same time, the Division earned many decorations for gallantry, including eight Victoria Crosses. The Germans regarded the Royal Naval Division as 'one of the four most famous fighting Divisions of the British Army. From the rout on the Western Front in 1914 to Gallipoli and the Zeebrugge raid, E.C. Coleman tells the history of the RND.

Contributor Bio

E. C. Coleman served in the Royal Navy for 36 years, which included time on an aircraft carrier, a submarine, and Nelson's flagship, HMS Victory. During that time he mounted four Arctic expeditions in search of evidence from the 1845 Sir John Franklin Expedition. He has written many books on naval, polar, medieval and Victorian subjects and contributed the foreword to two volumes of Captain Scott's diaries. His interest in the Grail legend is longstanding and he is currently researching a new (and linked) work on the Knights Templar. He lives in Lincolnshire.

The Royal Marines and the War at Sea 1939–45
Martin Watts

Summary

In The Royal Marines and the War at Sea 1939–45 military and naval historian Martin Watts records how marines fought at sea, their relationship with the Royal Navy, and the overall contribution they made to victory in the Second World War. Combining personal narrative with strategical, tactical and technical analysis, this book is centred on the career of the author's great-uncle, Colour Sergeant Albert 'Nobby' Elliott, who saw active service in the Atlantic, Mediterranean, Arctic and Indian Oceans. He was Mentioned in Despatches at the Second Battle of Sirte, took part in Operation Torch, and was a gun layer in HMS Jamaica when she took part in the sinking of the German battleship Scharnhorst on Boxing Day 1943. Nobby finished the war recovering Allied prisoners of war from the south-west Pacific, and was present at the surrender of Japanese forces while on board HMS Glory.

Contributor Bio

Martin Watts is Principal Research Fellow at Canterbury Christchurch University. His research centres on the military, political and social effects of conflict, using primary source material from both official and personal archives, to explain the lived experience of those involved. In addition, Martin is interested in the strong connections between Kent and the armed forces during both world wars. He is now engaged with the Whitstable Maritime Project. His publications include 'The Jewish Legion and the First World War' (Palgrave Macmillan).
Pygmalion's Dream—The Nude Sleeping in a Hammock
Gary Rinehart

Summary
Sculptor Antonio Frilli carved his statue of a Nude Sleeping in a Hammock according to the Pygmalion myth. Frilli’s life-sized statue came to San Francisco for the 1915 Panama Pacific International Exhibition. There she was purchased to rest as “Eva” in the garden of a home later owned by lawyer and pianist John Hayden. After selling her John came to believe it was Eva’s curse that caused his ten years of misfortune. But when he discovered that the Nude Sleeping in a Hammock is proudly owned in London by Andrew Lloyd Webber Eva’s curse was ended. John overcame his bout with depression, he had a religious awakening, he found a replacement for Eva and he discovered a way to play his Steinway despite the arthritis in his hands. Gary Rinehart takes his readers on many tours: Of history, of music, of pianos, of jazz, of musicians in the US Navy, of European travel, of depression and of religion. Pygmalion’s Dream of a Nude Sleeping in a Hammock deserves more than a surface glance.

Contributor Bio
Lawyer, Pianist, Author living in Piedmont, CA 94611.

Seventeen Fathoms Deep
The Saga of the Submarine S-4 Disaster
Joseph A. Williams

Summary
The rescue divers could hear the crew tapping out a message in Morse code: Is there any hope? After being accidentally rammed by the Coast Guard destroyer USS Paulding on December 17, 1927, the USS S-4 submarine sank to the ocean floor off Cape Cod with all forty crew aboard. Only six sailors in the forward torpedo room survived the initial accident, trapped in the compartment with the oxygen running out.

Author and naval historian Joseph A. Williams has delved into never-revealed archival sources to tell the compelling narrative of the S-4 disaster, the first attempt to rescue survivors stranded aboard a modern submarine. As navy deep sea divers struggled to save the imprisoned men, a winter storm raged at the surface, creating some of the worst diving conditions in American history. Circumstances were so terrible that one diver, Fred Michels, became trapped in the wreckage while trying to attach an air hose to the sunken sub—the rescuer now needed to be rescued. It was only through the bravery of a second diver, Thomas Eadie, that Michels was saved.

As detailed in Seventeen Fathoms...

Contributor Bio
Joseph A. Williams is a librarian, archivist, and historian holding master’s degrees in American History and Library and Information Science from Queens College. He worked for several years as the Head of the collections and Assistant Director of the State University of New York Maritime College’s Stephen B. Luce Library which specializes in nautical research. Currently, he is the Deputy Director of the Greenwich Library. Joseph has published in the fields of maritime history and librarianship including articles in scholarly journals, popular sea history magazines, trade publications, and chapters in anthologies. His work has also been presented at national and regional conferences and symposia. He has taught courses at the graduate and undergraduate level in American History and Librarianship. His first book, Four Years Before the Mast, is a history of Maritime College, the nation’s oldest maritime training school. His second book, Seventeen Fathoms Deep, is a narrative history concerning the 1927 submarine S-4 disaster.
### The Rise and Fall of British Naval Mastery

**Paul Kennedy**

**Summary**

Paul Kennedy's now classic book traces Britain's rise and fall as a sea power from the Tudors to the present day. Challenging the traditional view that the British are natural 'sons of the waves', he suggests instead that the country's fortunes as a significant maritime force have always been bound up with its economic growth. In doing so, he contributes significantly to the centuries-long debate between 'continental' and 'maritime' schools of strategy over Britain's policy in times of war. Setting British naval history within a framework of national, international, economic, political and strategic considerations, he offers a fresh approach to one of the central questions in British history.

**Contributor Bio**

**Paul Kennedy** is among the world's best-selling and most influential historians. Raised in Newcastle-upon-Tyne, he took his doctorate in Oxford and began work shortly afterwards for the first great historian of WW2, Sir Basil Liddell Hart. He now teaches at Yale, and is the author or editor of nineteen books, including *The Rise and Fall of the Great Powers* (translated into over twenty languages), and *Engineers of Victory: The Problem Solvers Who Turned the Tide in the Second World War*.

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### Fighting at Sea

**Naval Battles from the Ages of Sail and Steam**

**Douglas M. McLean**

**Summary**

Donald E. Graves explains the role of the Royal Navy in the Siege of Quebec in 1759 that led to its capture by Britain in the Battle of the Plains of Abraham. British historian Andrew Lambert describes how the USS President was defeated by HMS Endymion in 1815, near the end of the War of 1812, and American William S. Dudley recounts the last battle of Old Ironsides, USS Constitution in which the famous ship was triumphant. Douglas M. McLean describes a four-day battle against U-boats stalking a major convoy in the North Atlantic during World War II. Michael Whitby describes in detail a nighttime destroyer battle in the English Channel, as the Germans attempted to harass supply lines to the Normandy beaches. Finally British historian Malcolm Llewellyn-Jones describes the intricacies of the hunt for a U-boat in British coastal waters. The book is well illustrated and there are detailed maps of the episodes described.

**Contributor Bio**

Retired Lieutenant-Commander **Douglas McLean** held a number of positions in anti-submarine warfare in his career and is the author of numerous articles on the subject. Contributors are Donald E. Graves (Canada), Andrew Lambert (Britain), William S. Dudley (U.S.A.), Douglas M. McLean (Canada), Michael Whitby (Canada) and Malcolm Llewellyn-Jones (Britain).
## Lying for the Admiralty

### Margaret Cameron-Ash

### Summary

2018 marks the start of the celebrations of the 250th anniversary of Cook's Endeavour voyage (1768-1771). Never have Cook’s journals and charts been subjected to such unbiased, forensic examination. The doubts, puzzles and queries raised by J.C. Beaglehole, Cook’s renowned editor and biographer, are answered. Cook's discoveries had to remain secret until Britain could afford to send an occupation force to fortify the place and keep out the French hence the publication of Cook's censored journal and charts. Controversial, detailed, contentious and compelling.

## Darkest Before Dawn

### U-482 and the Sinking of Empire Heritage 1944

### John Peterson

### Summary

The full story of one of the greatest Allied shipping losses of World War II

For the first time, this book describes how U-482 managed to slip undetected into the busy shipping lanes of the North Channel and carry out the last great U-boat patrol of the war. In the autumn of 1944 World War II was coming to an end, and the U-boats in the Atlantic had been beaten back through a massive program of Allied shipbuilding combined with tactical, technological, and intelligence improvements. The threat to Allied shipping had diminished but not disappeared, and a lone U-boat on its first active patrol slipped into the North Channel—in just a few days five ships lay broken on the seabed including the Empire Heritage, one of the largest Allied ships lost in the entire war. Also lost was a rescue ship attacked while trying to rescue survivors from the Empire Heritage; the Jacksonville, an American tanker sailing out of New York; and a RN corvette sent to hunt the U-boat down. This is the story of the attack, the aftermath, and the men involved.

### Contributor Bio

John Peterson first became interested in the story of the Empire Heritage upon discovering that his grandfather had been aboard when she was sunk. He was one of the few survivors. He has written many articles for Scottish Island Explorer, Shetland Life, and The New Shetlander.
Voices from the Carpathia
Rescuing RMS Titanic
George Behe

Summary
The story of Titanic from the little-considered point of view of the passengers on the rescue vessel Carpathia

When Titanic began sending out distress calls, one of the first to reply was the Cunard liner Carpathia. As it turned out, Carpathia was the only vessel to reach the scene in time to save the lives of any of Titanic's passengers, and, after she arrived in New York, reporters crowded the pier and vied with each other to obtain interviews with the survivors of the disaster. In their zeal to interview survivors, though, the reporters brushed right past other people who could have provided their own eyewitness accounts—namely, Carpathia's own passengers, largely left to their own devices as to how and when they discussed their participation in events. A few wrote letters to relatives, others wrote accounts intended for publication. The author's collection of these rare written accounts and interviews sheds new light on the tragic way the lives of so many were impacted by the loss of the largest passenger liner in the world.

Contributor Bio
George Behe is a past vice president of the Titanic Historical Society. He acted as a consultant for several Titanic documentaries and books, and has written numerous articles about the ship for the Titanic Historical Society's journal. He is the author of Titanic: Safety, Speed and Sacrifice and On Board RMS Titanic. He lives in Mt. Clemens, Michigan.

The Great Scuttle: The End of the German High Seas Fleet
Witnessing History
David Meara

Summary
After the German surrender in 1918, the German High Seas Fleet was interned at Scapa Flow in the Orkneys. Determined not to see his ships fall to the hands of the Allied Powers, the German Admiral von Reuter decided to scuttle his fleet and secretly passed orders between his ships for their skeleton crews to open the seacocks. Most ships began to sink within hours, witnessed by a visiting band of school children suddenly caught up in an event of international importance. This book follows the events of that momentous day, drawing on the eye-witness accounts of those who saw the crisis unfold at first hand. The book makes extensive use of archive material, personal letters and contemporary photographs to bring alive the extraordinary events of that midsummer's day in 1919.

Contributor Bio
David Meara is a retired Church of England clergyman who worked in the Oxford Diocese for 27 years, and then served as Rector of St. Bride's Fleet Street and Archdeacon of London until 2014. He has made a lifetime study of church movements and brasses and has published extensively on the subject. He has always had a passion for railways, has traveled extensively over the network in Britain, and has traveled regularly on the Anglo-Scottish sleepers since the late 1950s.
### Ship 16
The Story of a German Surface Raider
Arthur V. Sellwood, Ulrich Mohr

**Summary**
The story of Nazi Germany's most successful commerce raider of World War Two, sinking over 160,000 tons of Allied shipping. Ship 16 sank twenty-two British and Allied ships during its 110,000 miles and 602 days continuously - at sea until she was sunk by HMS Devonshire. Her exploits in the Atlantic and Indian Oceans over almost two years created huge problems for the Allies as they tried to find the mystery ship with twenty-six disguises. Sinking ship after ship, Atlantis also searched them for documents. Finding secret files on the Automedon regarding British troop dispositions in the Far East, this document hastened Japan’s entry into the war. Eventually sunk in November 1941, the 350 crew of Atlantis, as Ship 16 had been named, were rescued by U-boat which towed them to the safety of the supply ship Python. Sunk again, four U-boats eventually took the survivors of both Atlantis and Python to safety in France. The story is told by the ship’s First Officer and was recounted from his diaries kept aboard the Atlantis.

**Contributor Bio**
Arthur and Mary Sellwood first met in a police court, as journalists from rival newspapers covering a crime story. As a husband and wife reporting team they wrote the story of the Knockshinnoch Castle pit disaster, Black Avalanche. Ulrich Mohr was First Officer aboard Ship 16, or Atlantis, as she was named. His tale has been translated and edited by A.V. Sellwood.

### The Cockleshell Canoes
British Military Canoes of World War Two
Quentin Rees

**Summary**
Used most famously in December 1942, when a small group of ten men in five canoes were dropped off by submarine 80 miles from the inland port of Bordeaux. Taking a couple of days to get to Bordeaux, the men laid limpet mines on a series of German ships, sinking one and seriously damaging others. These men became the Cockleshell heroes, named after the canoes they sailed in. But the story of the Cockleshells is more than that of this dozen brave men, most of whom died in what was a suicide mission. Over 4000 canoes were made and the contribution they made to the war was immense, but has remained untold until now. In this new work, Quentin Rees, lucky owner of two of the Cockles, tells the story of the development and use of these 4,000 canoes, from Combined Operations to SOE.

**Contributor Bio**
Quentin Rees, owner of two cockleshell canoes, has researched the history of the vessels for over twenty years. His cockle canoe has been on display in the National Maritime Museum in Falmouth for the past two years. He lives in Torbay.
**Battle of the Atlantic**
Marc Milner

**Summary**
A major reinterpretation of the most important military campaign of World War II
World War II was only a few hours old when the Battle of the Atlantic, the longest campaign of World War II and the most complex submarine war in history, began with the sinking of the unarmed passenger liner Athenia by the German submarine U30. Based on the mastery of the latest research and written from a mid-Atlantic—rather than the traditional Anglocentric—perspective, Marc Milner focuses on the confrontation between opposing forces and the attacks on Allied shipping that lay at the heart of the six-year struggle. Against the backdrop of the battle for the Atlantic lifeline he charts the fascinating development of U-boats and the techniques used by the Allies to suppress and destroy these stealth weapons.

**Contributor Bio**
Marc Milner is a history professor who has written extensively on the naval history of World War II. His other books include North Atlantic Run and The U-Boat Hunters. He lives in New Brunswick, Canada.

**Death at Dawn**
Captain Warburton-Lee VC and the Battle of Narvik, April 1940
Alf R. Jacobsen

**Summary**
Hitler's desperate need for iron ore was the main reason for his attack on Norway in April 1940. The battle for Narvik's ice-free harbor soon became a crucial objective for both Allied and Axis forces. *Attack at Dawn* covers the two key battles that fought on 10th and 13th of April. The first battle was initiated by the British Navy, who had orders to prevent a German landing. U-boats failed to spot the patrolling British destroyer flotilla and, early in the morning on April 10th, they sank two German destroyers and six merchant ships in the harbor. The Germans retreated but, unbeknown to the British, five more destroyers were anchored nearby. Battle continued on April 13th. In total, 10 destroyers sank—only U51 survived by escaping to sea. *Attack at Dawn* is an epic drama which involved naval and land forces. It is the first key investigation of the battle and forms part of an award-winning trilogy.

**Contributor Bio**
Alf R. Jacobsen is a Norwegian journalist, nonfiction writer, and novelist.
**Operation Basalt**

The British Raid on Sark and Hitler's Commando Order

Eric Lee

**Summary**

Operation Basalt was a raid carried out by British commandos on the island of Sark on the night of October 3-4, 1942. It was intended to reassure Channel Islanders that they had not been forgotten following their German occupation, to force the Germans to deploy resources, and to gain intelligence through German prisoners. Thought a tactical success, the raid remains mired in controversy, remembered because of Hitler’s reaction. Three days after the raid, he issued this order: "In future, all terror and sabotage troops of the British and their accomplices, who do not act like soldiers but rather like bandits, will be treated as such . . . and will be ruthlessly eliminated in battle, wherever they appear.” Using the National Archive in Kew and the Sark Society archives, Eric Lee tells the Basalt story for the first time. Did the commandos kill bound and unarmed German soldiers?

**Contributor Bio**

Eric Lee is a London-based author, journalist and political activist. He is author of two books of military history (Saigon to Jerusalem: Conversations with Israel's Vietnam Veterans and Operation Basalt: The British Raid on Sark and Hitler's Commando Order) and several books about the labor movement and the Internet. His next book is Democratic Socialism: The Georgian Experiment, 1918-21. He is also the founding editor of LabourStart, the news and campaigning website of the international trade union movement.

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**The Silent Deep**

The Royal Navy Submarine Service Since 1945

James Jinks, Peter Hennessy

**Summary**

"The Ministry of Defence does not comment upon submarine operations" is the standard response of officialdom to enquiries about the most secretive and mysterious of Britain's armed forces, the Royal Navy Submarine Service. Written with unprecedented cooperation from the Service itself and privileged access to documents and personnel, The Silent Deep is the first authoritative history of the Submarine Service from the end of World War II to the present. It gives the most complete account yet published of the development of Britain's submarine fleet, its capabilities, its weapons, its infrastructure, its operations and above all—from the testimony of many submariners and the first-hand witness of the authors—what life is like on board for the denizens of the silent deep. Dramatic episodes are revealed for the first time: how HMS Warspite gathered intelligence against the Soviet Navy's latest ballistic-missile-carrying submarine in the late 1960s; how HMS Sovereign made what is probably the longest-ever trail of a Soviet (or Russian) submarine in 1978; how HMS Trafalgar followed an exce...

**Contributor Bio**

Peter Hennessy, one of Britain's best-known historians, is Attlee Professor of History at Queen Mary, University of London. He is the author of Never Again: Britain 1945-51 (winner of the NCR and Duff Cooper Prizes), the bestselling The Prime Minister and The Secret State: Preparing For The Worst 1945-2010. He was made an independent crossbench life peer in 2010. James Jinks completed his PhD under Peter Hennessy at Queen Mary. His first book was 50 Years of the Polaris Sales Agreement, commissioned by Her Majesty's Government to mark 50 years of Polaris. He is now at work on A Very British Bomb, a history of the British nuclear deterrent.
The Hovercraft
A History
Ashley Hollebone

Summary
Revealing the development of the multi-faceted hovercraft and its many roles, from racing and leisure to travel and rescue
The hovercraft was first created in 1959, when Sir Christopher Cockerell came up with a prototype that crossed the English Channel. The SRN1, the first ever hovercraft, is now proudly housed by the Science Museum and this invention enjoys an active role in many arenas. This detailed book delves into the craft's history, from the early days of its development through to its commercial and military applications. It looks into the exciting world of hovercraft leisure, cruising and racing from amateur to Formula 1, and also explores the important role the hovercraft plays in rescues, whether on water or delivering aid around the world in places that helicopters can’t reach. Finally, it details the types of hovercraft in use today, and what the future holds.

Contributor Bio
Ashley Hollebone is a transportation journalist who has written for many magazines including the Independent, Top Gear, and What Car? and is the author of The Hovercraft Story.

10 Greatest Ships of the Royal Navy
John Ballard

Summary
For more than 150 years it was the world’s most powerful force: between victory at Trafalgar in 1805 and the withdrawal from ‘east of Suez’ in the 1960s, the ships of the Royal Navy were ubiquitous. From Newfoundland to New South Wales and Cyprus to Ceylon, the Royal Navy was there, protecting British interests, projecting British power and maintaining British prestige. An Act of Parliament laid down that the Royal Navy had to maintain a number of battleships at least equal to the combined strength of the next two largest navies in the world and in addition to this, shipyards up and down the land were sending the most technologically advanced vessels of the age down their slipways. In this readable and informative book, John Ballard tells the story of ten of the most significant ships in the Royal Navy, from HMS Victory, Nelson’s flagship at Trafalgar, to HMS Invincible, the key ship of the Falklands War. In between there are the stories of a variety of ships that encompass the era of the Royal Navy’s global pre-eminence and Pax Britannica, two world wars, the Cold War and the comple...

Contributor Bio
John Ballard is a journalist, writer and former press officer with a keen interest in maritime history. While working as a reporter for the Wiltshire Times newspaper he regularly wrote news and feature articles about the army and is the author of Three Lions Roaring, a book telling the story of 10 classic England football team matches between 1938 and 1998.
The Face of Naval Battle
The Human Experience of Modern War at Sea
John Reeve, David Stevens

Summary
Examining how naval warfare has developed and unfolded during the past century, this collection of essays blends the importance of individual acts of maritime valor and ingenuity with concise explanations of pivotal naval battles to arrive at a vivid picture of how naval war has taken its current shape. Emphasizing the multidimensional nature of modern nautical combat, this book investigates the ways in which technological advances have changed the wartime experience of sailors as well as the shape that navies will likely take in the 21st century. The experiences of sailors in a number of important 20th-century conflicts are taken into consideration, with special attention given to individual accounts of fighting in World War II, the Korean War, and the Gulf War.

Contributor Bio
John Reeve is a senior lecturer at the Australian Defence Force Academy. David Stevens is the director of naval historical studies in Australia's Maritime Studies Programme and the author of U-Boat Far from Home.

Pirates
Truth and Tale
Helen Hollick

Summary
The historian R. H. Tawney famously wrote, ‘The sixteenth century lives in terror of the tramp.’ The eighteenth century lived in terror of the tramps of the seas – pirates. Pirates have fascinated people ever since. It was a harsh life for those who went 'on the account', constantly overshadowed by the threat of death – through violence, illness, shipwreck, or the hangman’s noose. The lure of gold, the excitement of the chase and the freedom that life aboard a pirate ship offered were judged by some to be worth the risk. Helen Hollick explores both the fiction and fact of the Golden Age of piracy, and there are some surprises in store for those who think they know their Barbary Corsair from their buccaneer. Everyone has heard of Captain Morgan, but who recognises the name of the aristocratic Frenchman Daniel Montbars? He killed so many Spaniards he was known as 'The Exterminator'. The fictional world of pirates, represented in novels and movies, is different from reality. What draws readers and viewers to these notorious hyenas of the high seas? What are the facts behind the fantasy?

Contributor Bio
Helen started writing as a teenager. Published in the UK with her Arthurian Trilogy and two Saxon novels, she was selected by US publisher, Sourcebooks, and became a USA Today bestseller. Her Sea Witch Voyages are nautical-based adventures with a touch of fantasy, and are inspired by the Golden Age of Piracy. She is Managing Editor for HNS Indie Reviews and lives in Devon.
A Gross of Pirates
From Alfhild the Shield Maiden to Afweyne the Big Mouth
Terry Breverton

From anti-slavery heroes and privateers to evil murderers, from Viking longships to Somali raiders today, the 1000-year roll call of the pirates.

Summary
These extraordinary stories of 144 pirates throughout history include Norman privateers, Barbary Corsairs, Elizabethan adventurers, Chinese pirates, "the Brethren of the coast," and of course, the pirates of the Caribbean. Beginning with the 9th-century "Shield Maiden" pirate Alfhild and ending with Mohamed Abdi Hassan (b.c.1990)—"Afweyne" (Big Mouth) who ransomed supertankers for tens of millions of dollars, this is an exciting narrative of a millennium of blood and treasure.

Contributor Bio
Terry Breverton is the author of Breverton's Phantasmagoria, The Pirate Dictionary, Breverton's Complete Herbal, and more. He has presented documentaries on the Discovery Channel and the History Channel.

Titanic
A Survivor's Story & the Sinking of the S.S. Titanic
Colonel Archibald Gracie, John B. Thayer

Summary
Two survivors' accounts of the sinking of the Titanic. The information contained in Colonel Gracie's story is available from no other source. He provides details of the final moments, including names of passengers pulled from the ocean and of those men who, in a panic, jumped into lifeboats as they were being lowered. Walter Lord, author of A Night to Remember, calls Gracie "an indefatigable detective." John Thayer was, like Gracie, one of the last to leave the ship. His account, The Sinking of the S.S. Titanic, is meticulously detailed. The sinking of the Titanic was, in his eyes, a symbol of the end of the world that he knew, and the beginning of a frightening new era.

Contributor Bio
Colonel Archibald Gracie IV was an American writer, real estate investor, and survivor of the sinking of the Titanic. Gracie was a member of the prominent Gracie family, which had built the famed Gracie Mansion, currently the residence of the mayor of New York City. He wrote two books, The Truth About Chickamauga and The Truth About the Titanic, a detailed account of the sinking from a survivor's perspective. Gracie's health suffered as a result of the ordeal, and he passed away less than eight months later, his dying words being "We must get them all into the boats." John B. Thayer was 17 at the time he escaped from death in the sinking of the Titanic.
Titanic Valour
The Life of Fifth Officer Harold Lowe
Inger Sheil

Summary
The first biography of Welsh hero Harold Lowe, the only officer to return in a lifeboat for Titanic survivors

I have never prided myself upon being a prophet, but of this I am positive: When the Titanic disaster has become a matter of history, Harold G. Lowe will occupy the hero's place.

– Sheriff Joseph E Bayliss, Sergeant at Arms to the United States Senate
20 May 1912

Harold Lowe, Fifth Officer of RMS Titanic, was described by another survivor as "the real hero of the Titanic." After taking an active role in the evacuation, Lowe took command of a raft of lifeboats, distributing passengers among them so he could return to the wreckage and look for survivors—the only officer to do so. He succeeded in raising a sail, rescued the drenched inhabitants of a sinking lifeboat, and towed another boat to safety. Lowe had a long and fascinating life at sea. The tragic sinking of the Titanic was only the most notorious incident in a career that took him as a 15-year-old runaway to the coast of West Africa and into action in Siberia during the Russian Revolution. Titanic historian Inger Sheil has...

Titanic 9 Hours to Hell
The Survivors' Story
W. B. Bartlett

Summary
A major new history of the disaster that weaves into the narrative the first-hand accounts of those who survived. It was twenty minutes to midnight on Sunday 14 April, when Jack Thayer felt the Titanic lurch to port, a motion followed by the slightest of shocks. Seven-year old Eva Hart barely noticed anything was wrong. For Stoker Fred Barrett, shovelling coal down below, it was somewhat different; the side of the ship where he was working caved in. For the next nine hours, Jack, Eva and Fred faced death and survived. They lived, along with just over 700 others picked up by 08.30 the next morning. Over 1600 people did not. This is the story told through the eyes of Jack, Eva, Fred and over a hundred others of those who survived and either wrote their experiences down or appeared before the major inquiries held subsequently. Drawing extensively on their collective evidence, this book weaves the narrative of the events that occurred in those nine fateful hours. The stories of some are discussed in detail, such as Colonel Gracie, a first-class survivor, and Lawrence Beesley, a schooltea...

Contributor Bio
W. B. Bartlett has worked across the globe in almost twenty countries and has spent time in over fifty. He is the author of many history books for Amberley including titles on the Titanic, Medieval History and Dam Busters. He lives in Bournemouth.
**RMS Titanic Colouring Book**
Steve Hall, Bruce Beveridge, Lucy Hester

**Summary**
This stunning coloring book presents the ship in all her glory, dwelling on the details of her staircases and staterooms, decks and dining rooms, Turkish baths and swimming pool, as well as showcasing her steaming out to sea. Finally presenting the ship resting on the ocean floor, this evocative book is sure to captivate enthusiasts for hours.

**Contributor Bio**
Steve Hall co-authored *Titanic in Photographs* and contributed to *Titanic: The Ship Magnificent* and *Titanic: A Centennial Reappraisal*. Bruce Beveridge co-authored *Titanic or Olympic: Which Ship Sank?* with Hall, and was the lead author for *Titanic: The Ship Magnificent*. He lives in Florida.

**Titanic and the Mystery Ship**
Senan Molony

**Summary**
As the Titanic was swallowed by a freezing sea, over 800 miles from the nearest land, her 2,200 passengers and crew attempted desperately to advert tragedy. Lifeboats were lowered, and constant SOS signals sent, but most realised they would require a miracle to avoid their doom. And then it came. Approaching over the horizon was a ship, coming ever closer and then stopping within five or six miles of the Titanic. The joy on board the sinking ship was unimaginable; the crew even reassured passengers that rescue was imminent. Agonisingly, however, the vessel did not come to the rescue - despite rockers of appeal - but gradually turned and moved away, abandoning over 1,500 people to their fate. The search for the 'Mystery Ship' began immediately, and both Britain and the USA accused a ship called the Californian of deserting the Titanic in her hour of need. But was the 'Mystery Ship' the Californian? For the first time, this book explores the totality of evidence, with the discovery of the Titanic's actual wreck site in 1985 allowing crucial insights not available during official investi...

**Contributor Bio**
Senan Molony is Political Editor with the Irish Daily Mail. He has over twenty years experience in covering all forms of civil and criminal trials, judicial tribunals and inquiries.
The Titanic Expeditions
Diving to the Queen of the Deep: 1985–2010
Eugene Nesmeyanov, Dr. James P. Delgado, George Be...  

Summary
Journey alongside scientists, cinematographers and others who have visited the wreck in every expedition between 1985 and 2010. Their findings and equipment are analyzed, and there are photographs and rare material from official archives and private collections. Includes Robert Ballard (1985, 1986, 2004); James Cameron (1995, 2001); French institute IFREMER with RMS Titanic, Inc.; expeditions with the P.P. Shirshov Institute of Oceanology (Moscow); and the latest and most science-intensive sonar mapping expedition of 2010.

Contributor Bio
Eugene Nesmeyanov wrote the largest written work about Titanic available in Russian. He has published articles on Titanic across Russian and English language media. Dr. James P. Delgado is the founding head of the U.S. government's maritime preservation program. He lives in Jacksonville, Florida. George Behe is the author of On Board RMS Titanic. He lives in Mt. Clemens, Michigan.

The Unseen Britannic
The Ship in Rare Illustrations
Simon Mills

Summary
The Olympic-class ship as never seen before, with previously unpublished and rare illustrations

The third and final sister of the Olympic-class ships, Britannic is quite often—and unfairly—the lesser known in comparison to Olympic and Titanic. Launched at the start of 1914, she began her career on the cusp of war and was put to good use for Queen and Country. Requisitioned by the military in 1915, that April she became Her Majesty's Hospital Ship Britannic. However, her life was cut tragically short in November 1916, when she was hit by an explosion of unknown origin and sunk shortly after. Thanks to the improvements in safety heralded after the tragedy of her sister, Titanic, 1,036 of 1,066 on board survived. Here Simon Mills brings together previously unseen material and this poignant story to tell a tale of heroism in World War I and an oft-forgotten but key ship to maritime history.

Contributor Bio
Simon Mills is a long-standing camera technician of the UK film industry. He has researched numerous documentaries on historical and maritime subjects, and is a published author on all three Olympic-class ships. He has also written a number of articles for the well-respected Titanic Commutator.
**Cunard-White Star Liners of the 1930s**
William H. Miller

**Summary**
The early 1930s could not have been worse for shipping. With the coming of the Depression, the North Atlantic had grown very short of its most precious commodity: passengers. Ships began to sail half-full, and sometimes even emptier, and future prospects were bleak. Both Cunard and its nearest rival, the White Star Line, were hard hit, with too many ships against far too few occupied passenger berths. Called upon to assist, the British government authorised a loan of £9.5 million, on condition that Cunard and White Star merge. Cunard-White Star Line formed on 1 January 1934 and lasted until 1949. Cunard's fifteen liners were joined by a further ten from White Star and these twenty-five ships included such legendary names as the Mauretania, Aquitania, Olympic, Majestic, Queen Mary and Queen Elizabeth. In this book, William H. Miller offers a nostalgic review of the ships of the Cunard-White Star Line in Cunard’s 175th anniversary year.

**Contributor Bio**
William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.

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**A Girl Aboard the Titanic**
The Remarkable Memoir of EVA Hart, a 7-year-old Survivor of the Titanic Disaster
Eva Hart, Ron Denney

**Summary**
'I saw that ship sink, I never closed my eyes. I saw it, I heard it, and nobody could possibly forget it. I can remember the colours, the sounds, everything. The worst thing I can remember were the screams.' EVA HART
This is the amazing story of how Eva survived the sinking of the Titanic - the disaster that claimed the life of her father. The events of a few hours during her childhood had a huge impact on Eva. Her vivid memories of being bundled into a lifeboat and of watching the unsinkable ship slip beneath the surface remained with her for the rest of her life, although it was nearly forty years before she could talk openly about the tragedy. A Girl Aboard the Titanic is the only eyewitness description we have from a child of this famous maritime disaster.

**Contributor Bio**
Eva Hart was one of the most outspoken survivors concerning the Titanic’s lack of sufficient lifeboats and of any salvage attempts of the Titanic after its discovery in 1985. She lived for many years in Chadwell Heath in London and died in 1996. Professor Ron Denney and Eva were friends for many years and he aided her in writing up her memories. Ron Denney lives in Sevenoaks.
**A Year in the Life of the Cunard Fleet**
Sharon Poole, Andrew Sassoli-Walker

**Summary**
Cunard’s advertising boasts of having ‘The Most Famous Ocean Liners in the World’. It is no idle claim since the company has given us some of the best-known and best-loved ships that ever sailed, their distinctive livery making them instantly recognisable and admired all over the world. As Cunard reaches the milestone of its 175th anniversary, the popularity of this most iconic of brands has not waned, indeed it has increased – quite an achievement in today’s global economy. Much of this is the result of building what is the only modern ocean liner – the magnificent Queen Mary 2 – and continuing to operate the only scheduled transatlantic ocean crossing in the world. The three ships of the current fleet draw crowds wherever they are across the globe and the Cunard Lion looks set to roar well into the future. With contributions from passengers, officers and masters, both past and present, together with stunning photographs never before published, Sharon Poole and Andrew Sassoli-Walker provide a glimpse into the work that goes into a year in the life of the Cunard Fleet.

**Contributor Bio**
Sharon has been writing/compiling local history and maritime history books since 1987. In her spare time she is a keen photographer and a contributor to photo libraries. She is also a keen traveller on cruise ships and has been a collector of merchant maritime memorabilia for over forty years. Andrew works in the shipping industry, and has done for the last twenty-three years. He is a keen photographer, which has resulted in becoming a freelance professional in addition to his shipping career. He has has numerous commissions from the shipping industry and has won a few competitions including one held by P&O Cruises. Has had photos published in maritime books. He is a keen traveller especially on cruise ships, and has been interested in them since childhood.

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**Cunard Cruise Ships**
Ian Collard

**Summary**
The Cunard Line’s Britannia was the first steamship to establish regular communication across the Atlantic. She sailed on her maiden voyage on 4 July 1840, setting in motion the first regular steamship line. Iron supplanted wood in hull construction and the screw propeller was gradually replacing the paddle wheel. The line became a public company in 1878 and became the Cunard Steam Ship Company Ltd. The construction of many famous ships such as Mauretania, Lusitania, Queen Mary and Queen Elizabeth followed, and the company continued to trade in profit until the introduction of the jet aircraft in the 1960s and 1970s. Following various restructuring and takeovers, the Cunard Line was acquired by the Carnival Corporation and now offers cruises on the Three Queens. Utilising many rare and unpublished images, Ian Collard offers a superbly illustrated look at the cruise ships operated by Cunard. Included here are images of the ships in many guises and liveries, with comprehensive annotation of these iconic liners.

**Contributor Bio**
Ian Collard a well-known local author and has written many books on ocean liners and cargo ships, particularly those sailing out of Liverpool itself. Acknowledged as one of the local experts, he has even appeared on radio to tell of his times as an author. He lives in the Wirral, within sight and sound of the Mersey.
The Truth About the Titanic
A Survivor's Story
Archibald Gracie, Campbell McCutcheon

A new edition of this Titanic classic, with a new introduction and many rare images.

Summary
Awakened by the shuddering of a huge iceberg puncturing the side of the ship, Colonel Archibald Gracie was quickly dressed and on deck to see the aftermath of what was to become the most famous collision in history. He had gone to bed early on the night of 14 April 1912, expecting to be up with the larks, and enjoying a session in the gym and a game of squash before breakfast but by morning he was standing atop an overturned lifeboat awaiting rescue from the frozen North Atlantic. The night’s exertions were to have a huge effect on Gracie. He began to write the story of the tragic events soon after he was back on dry land, completing most of the task by Autumn 1912. Telling the story of the last few hours of the sinking Titanic, and his miraculous escape as she plummeted 14,000 feet to the ocean floor, Gracie’s book is recognised as simply the best account of the disaster. He died in December 1912, while proofing the manuscript, but the Truth about the Titanic remains today as the most accurate of the eyewitness accounts, recording Gracie’s own story as well as that of each of the li...

Contributor Bio
Archibald Gracie was an American writer and historian. He died in December 1912, as the proofs for his book about the Titanic were being worked on. He has provided us with the best first-hand account of the sinking. Campbell McCutcheon has had a life-long interest in the Olympic-class vessels and naval shipping. He has written extensively on the subject along with some Military History and Bradshaw’s Railway titles for Amberley. He lives in Gloucestershire, but he was born within sight and sound of the water and has been interested in ships from a young age.

Titanic Hero
The Autobiography of Captain Rostron of the Carpathia
Arthur H. Rostron

Summary
The story of the Titanic in the words of the hero whose swift action saved the lives of 710 survivors. The Carpathia was on its regular voyage to New York City, when early on 15 April 1912 it received a distress signal from the White Star Line ocean liner Titanic, which had struck an iceberg and was sinking. Rostron was asleep when his wireless operator, Harold Cottam, by chance left his headset on while undressing for bed and so heard the signal. Cottam ran to Rostron’s cabin to alert him. Rostron immediately ordered the ship to race towards the Titanic’s reported position, posting extra lookouts to help spot and manoeuvre around the ice he knew to be in the area and extracted every bit of speed the ship’s engines could muster. Even so, Carpathia, travelling through dangerous ice floes, took about 3A hours to reach the Titanic’s radioed position. During this time Rostron turned off heating to ensure the maximum amount of steam for the ship’s engines and had the ship prepared for the survivors; including getting blankets, food and drinks ready, and ordering his medical crew to stand ...

Contributor Bio
Arthur Rostron spent an eventful life at sea, captaining a number of ocean liners and Royal naval vessels including the Aulania which, with Rostron at the helm, saw action at Gallipoli in 1915. Titanic survivors, including Margaret Brown, presented Rostron with a silver cup and gold medal for his efforts the night Titanic sank. He was also awarded the Congressional Gold Medal, the Thanks of Congress, the American Cross of Honor, a medal from the Liverpool Shipwreck and Humane Society and a gold medal from the Shipwreck Society of New York. He retired from the sea in 1931 and died in 1940.
Titanic Voices
63 Survivors Tell Their Extraordinary Stories
Hannah Holman

Summary
There were over 700 survivors of the Titanic disaster and their horrific experience has captivated readers and moviegoers for over 100 years. But what was it actually like for a woman to say goodbye to her husband? For a mother to leave her teenage sons? For the unlucky many who found themselves in the freezing Atlantic waters? Titanic Voices is the most comprehensive collection of Titanic survivors' accounts ever published and includes many unpublished and long-forgotten accounts, unabridged, together with an authoritative editorial commentary. It is also the first book to include substantial accounts from female survivors and those travelling third class.

Contributor Bio
Hannah Holman is the author of several books including the best selling Titanic Voices ('Heartstopping accounts' Juliet Gardiner, BBC History Magazine), Art Donahue's Life As A Battle Of Britain Spitfire Pilot ('Warmly recommended' All About History) & The Tommies' Manual 1916 ('A fascinating read' Great War Magazine). She studied English Literature at the University of Birmingham & works for a City firm managing public sector assets. Married with four children, she lives in Bath.

On Board RMS Titanic
Memories of the Maiden Voyage
George Behe

Summary
The first book in which Titanic's passengers and crew are permitted to tell the story of the disaster entirely in their own words, via letters, postcards, diary entries, and memoirs written before, during, and immediately after the maiden voyage itself. Many of the pre-sailing documents represent the last communications that these people had with loved ones at home. These letters and postcards give an unparalleled description of the events that occurred during the five days that Titanic was at sea, and the communications written by survivors after the sinking describe the horror of the disaster itself and the heartbreak they experienced at the loss of loved ones.

Contributor Bio
George Behe is former vice president of the Titanic Historical Society. He has written numerous articles about the ship for the Titanic Historical Society's journal, the Commutator.
The 'Big Four' of the White Star Fleet
Celtic, Cedric, Baltic & Adriatic
Mark Chirnside

Summary
The White Star Line's Celtic (1901), Cedric (1903), Baltic (1904) and Adriatic (1907), collectively known as the 'Big Four,' served for a combined 110 years. Together they carried around 1.5 million passengers on the Liverpool to New York and Southampton to New York routes during their time in service. Arguably the most successful series of ships the company ever produced, they have been overlooked in maritime literature until now. Here Mark Chirnside relates the history of the 'Big Four,' in many ways the forerunners of the famous 'Olympic' class ships. Features including a gymnasium and Turkish and electric baths were tested on Adriatic before their use on Olympic, Titanic and Britannic. Charting their history from civilian passenger ships to armed merchant cruisers and troop ships in World War I, this book explores the adventures and experiences passengers and crew had on board over the decades.

Contributor Bio
Mark Chirnside is a well-known maritime researcher and author. He has previously written The 'Olympic' Class Ships: Olympic, Titanic & Britannic; RMS Olympic: Titanic's Sister; RMS Majestic: The 'Magic Stick'; RMS Aquitania: The Ship Beautiful and Olympic, Titanic & Britannic: An Illustrated History of the 'Olympic' Class Ships.

Cunard
A Photographic History
Janette McCutcheon

Summary
In 1839, Samuel Cunard, a wealthy Haligonian, sailed from Nova Scotia to England with the idea of setting up a transatlantic steamship company. His talks with the British government were successful and he set up the British & North American Royal Mail Steam Packet Company, which rapidly became known as the Cunard Line. Its first ship left Liverpool in 1840 for Halifax and Boston. Celebrating its 175th anniversary in 2015, Cunard has had its ups and downs, from the sinking of the Lusitania to the debuts of three of the most famous liners in the world: Queen Mary, Queen Elizabeth 2 and Queen Mary 2 as well as the Queen Victoria in 2007 and Queen Elizabeth in 2009. Now owned by Carnival, Cunard has seen the loss of QE2 in 2008, sold to become a floating hotel and museum in Dubai, but has built another new Queen to follow in the footsteps of her illustrious sisters. Using over 200 illustrations, many previously unpublished, Janette McCutcheon tells the story of Cunard from its early beginnings to the present day.

Contributor Bio
Janette McCutcheon was born in Scotland, and lived close to Clydebank, home of some of the most famous ships ever constructed, including three of Cunard's famous Queens. She has written many books on maritime history and regularly sails the seven seas lecturing aboard cruise ships. She has appeared on BBC's The Scots at Sea and acted as consultant to Channel 4's Speed Machines and various Discovery Channel programmes on ocean liners. Janette has one of the largest collections of Cunard and White Star memorabilia in the UK, including postcards, photos, posters and items from on board White Star and Cunard ocean liners.
Rich Men Poor Men

Ryersons on the Titanic
Phyllis Ryerse

Summary

When Titanic sailed on her maiden voyage she carried two cousins. One, one of the richest men aboard and the other a steward in Second Class. Both Ryersons had never met and never knew each other was on board but their unique tale is told by Phyllis Ryerse, a relative herself of both. As the ship went down, Steward William Ryerson made it into lifeboat 9, while Arthur Ryerson placed his family into boat 4. The Ryersons had been making a rushed dash back to the USA, after the death of their son in an automobile accident. Little did Emily Ryerson know that both her son and husband would die so tragically. William Ryerson, a cousin of one of the richest men aboard, had been born in Canada but had served with the British Army before becoming a steward aboard Titanic. Phyllis Ryerse tells the story of the Ryersons aboard Titanic and illustrates the story with many unseen images.

Contributor Bio

Phyllis Ryerse tells the story of her relatives aboard the Titanic. She lives in Canada.

RMS Olympic

Brian Hawley

Summary

On October 20, 1910, RMS Olympic was launched at Belfast. She was the first of a trio of steamships constructed for the White Star Line and, when built, was the largest ship in the world. Although she has frequently been overshadowed by the tragedy of her younger sister Titanic, Olympic had a long and illustrious career. Serving her country as a troopship during World War I, she was the only major passenger vessel ever to sink an enemy submarine. After the war, Olympic was refitted, and throughout the 1920s, she was a favorite liner of the rich and famous. Although sent to the breaker's yard in 1935, much of her decor remains because her fittings were sold at auction and many houses, hotels, pubs, offices, and factories were fitted with her sumptuous interiors. Nicknamed 'Old Reliable' and proudly advertised as the 'Ship Magnificent,' Olympic was one of the most beautiful liners to sail the transatlantic route and was a firm favorite of passengers. In this work, Brian Hawley brings together many previously unpublished images of White Star's finest vessel.
Cabin Class Rivals
Lafayette & Champlain, Britannic & Georgic and Manhattan & Washington
Richard P. de Kerbrech, David L. Williams

Summary
Exploring the Cabin Class revolution—and its six greatest vessels, a trio of competitive pairs

In the wake of the U.S. government’s immigration restrictions introduced following World War I, the classes of accommodation on the North Atlantic changed dramatically, triggering the rapid rise of the Tourist and Cabin grades. These proved extremely popular, offering a high standard of service for a relatively modest fare, undercutting the established First Class trade and acting as a catalyst for the leading shipping lines to invest in modern, quality tonnage specifically for this new class, even at the expense of planned giant liners. Six outstanding ships emerged, three competitive pairs: the Lafayette and Champlain representing France, Britannic and Georgic flying the Red Ensign, and Manhattan and Washington, the most advanced American-built liners up to that time.

Contributor Bio
David L. Williams is a professional photographer and author. He has written 30 books on shipping and related subjects. Richard de Kerbrech is a marine engineer who was later an inspector with the Naval Overseeing service and went on to lecture in mechanical engineering.

Down Amongst the Black Gang
The World and Workplace of RMS Titanic's Stokers
Richard P. de Kerbrech

Summary
One of the first works to look inside the powerhouse of Titanic-era ships—the manpower that generated the horsepower, including a list of the ship's "black gang" and their fates

Down in the fiery belly of the luxury liners of the Titanic era, a world away from the first-class dining rooms and sedate tours of the deck, toiled the "black gang." Their work was grueling and hot, and this book introduces the reader to the dimly lit world and workplace of Titanic's stokers. It begins with a journey around some of the major elements of machinery that one might encounter in the giant ships' engine and boiler rooms, sure to sat those with technical minds, yet in an accessible style that will aid the lay reader's understanding. The human side of working for the Titanic and her contemporaries is also involved in an exploration of stokers' duties, environment, and conditions: what it was like to be one of the "black gang."

Contributor Bio
Richard P. de Kerbrech served a marine engineering apprenticeship, was a naval inspector, and studied naval architecture and shipbuilding. He is the author or coauthor of 15 books on maritime subjects, including Ships of the White Star Line.
Guide to the Crew of Titanic
The Structure of Working Aboard the Legendary Liner
Günter Bäbler

Summary
This valuable study provides a much-needed insight into the confusing and complicated world of the crew of Titanic. It examines the jobs on board and what they involved, explaining watch systems and the hierarchy. It solves many mysteries, from night watchmen that do not appear as such in the muster lists, boots stewards who did not shine shoes and information on tips, salaries and hidden bonuses. This important book breathes life into the story of the ship and its crew, of which 76.4% died in the sinking. This work will be of immense value to enthusiasts around the world.

Contributor Bio
Günter Bäbler is co-founder of the Swiss Titanic Society and its president since 1998. He has published countless articles for the magazine Titanic Post and other societies and written books on the Swiss passengers and crew. He has thousands of Titanic-related books and photographs.

Oceanic
White Star’s 'Ship of the Century'
Mark Chirnside

Summary
The White Star Line’s Oceanic was the largest ship in the world in 1899 when she was launched as the company’s "Ship of the Century." She was the company’s last express liner prior to Olympic and Titanic, and her lavish first class accommodation became renowned among Atlantic travelers. Serving on the company’s express service for 15 years, she earned a reputation for running like clockwork. Unfortunately, on the outbreak of war she was converted to an armed merchant cruiser and became a total loss when she grounded within weeks. This exceptionally researched and beautifully illustrated book explores her history and legacy.

Contributor Bio
Mark Chirnside is the author of RMS Aquitania and Olympic, Titanic, Britannic.
Report into the Loss of the SS Titanic
Samuel Halpern

Summary
Samuel Halpern has written widely on Titanic and often used the 1912 wreck report as a source of reference. It occurred to him one day how fascinating it would be if a team of dedicated, passionate, and expert authors were to issue a modern day report, with the knowledge we have today—what would such a report look like? In this book we have the answer. Following the basic layout of the report, this team provides fascinating insights into the ship herself, the American and British inquiries, the passengers and crew, the fateful journey and ice warnings received, the damage and sinking, protocol and process of rescue, the circumstances in connection with the SS Californian and SS Mount Temple, and the aftermath and ramifications around the world.

Contributor Bio
Samuel Halpern has written many articles on Titanic and gives regular presentations. A member of the Titanic Historical Society and Titanic International Society, he has organized authors from around the world to write this book, including Steve Hall and Bruce Beveridge, Tad Fitch, George Behe, Cathy Akers, Jordan, Captain Charles Weeks, and Mark Chirnside.

RMS Olympic
Titanic's Sister
Mark Chirnside

Summary
The definitive study on this famous and highly successful White Star liner

Sitting around a dining room table in 1907, the owners of the White Star Line discussed their competition to the newly-built Cunard liners, Lusitania and Mauretania. From that smoke-filled room came the first designs of three White Star superliners. Olympic and Titanic were to be built at Harland & Wolff's yard in Belfast, while the third ship was to follow after construction had been completed on the first pair of sisters. The only ship to make a return passenger voyage was Olympic and she was always overshadowed by her younger sisters. This is the definitive story of Titanic's sister RMS Olympic.

Contributor Bio
Mark Chirnside is a maritime historian. He has previously written Olympic, Titanic, Britannic: An Illustrated History of the Olympic Class Ships; RMS Aquitania: The Ship Beautiful; Olympic Class Ships: Olympic, Titanic, Britannic; RMS Olympic: Titanic's Sister; and RMS Majestic.
**RMS Titanic**  
**Made in the Midlands**  
Andrew P. B. Lound

**Summary**  
When one thinks of the building and fitting out of *Titanic*, it is not the Midlands that immediately comes to mind. Although the ship was built in Belfast, registered in Liverpool and sailed from Southampton, in fact around 70% of her interiors came from the Midlands. This pivotal piece of research from *Titanic* expert Andrew Lound explores the role played by the people and the varied industries of the Midlands in the life of the most famous ship in the world. From interior fittings and crystal and plate to crew and passengers and local reactions, the story of the Midlands and *Titanic* is presented here for the first time.

**Contributor Bio**  
Andrew Lound is former curator of Avery Historical Museum. He stages exhibitions, gives talks, and advises TV and radio extensively on *Titanic* and provided specialist advice to James Cameron’s project to computer model the ship in 3D. He has been researching *Titanic* for over 30 years.

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**The Unsinkable Titanic**  
**The Triumph Behind a Disaster**  
Allen Gibson

**Summary**  
In this unparalleled investigation that deconstructs the modern hindsight that has tainted Titanic’s legacy, Allen Gibson presents a comprehensive history with a refreshing argument, that Titanic represented a considerable achievement in maritime architecture. Telling the story of the ‘unsinkable’ ship against a backdrop of a tumultuous and rapidly emerging technological world, he exposes the people and the circumstances that contributed to the disaster, and the blame that went on in its aftermath. This expanded edition further unravels the mindset that willfully dispatched the world’s largest ship out to sea with a famously deficient supply of lifeboats, and lays bare the technology so dramatically destroyed.

**Contributor Bio**  
ALLEN GIBSON has been fascinated by Titanic since childhood and has spent many years researching the topic. After spending much of his career working for Government establishments, including the House of Commons, the Foreign Office and Downing Street, he also worked for the Underwater Wreck Licensing Branch for the Department of National Heritage, responsible for safeguarding Britain’s interest for Titanic.
Titanic
Archibald Gracie

Summary
Here is a survivor's vivid account of the greatest maritime disaster in history. The information contained in Gracie's account is available from no other source. He provides details of those final moments, including names of passengers pulled from the ocean and of those men who, in a panic, jumped into lifeboats as they were being lowered, causing injury and further danger to life. Walter Lord, author of 'A Night to Remember', comments that Gracie's book - written shortly before he died from the exposure he suffered on the night - is "invaluable for chasing down who went in what boat", and calls Gracie "an indefatigable detective".

Contributor Bio
Colonel Archibald Gracie was an American writer, amateur historian, real estate investor, and survivor of the sinking of the RMS Titanic.

Titanic 101
The Great Infographic History
Steve Hall, Katie Beard

Summary
101 fascinating facts about the Titanic, all in fresh, modern infographics

How many rivets did it take the build the Titanic? How many millionaires were on board, and how many enjoyed their own private bathrooms? How many women, men, children, and dogs survived the sinking compared to how many embarked? Learn all this and far, far more in this quirky, captivating book. Perfect for anyone who wants to know something about Titanic without getting bogged down in lengthy analyses, here renowned Titanic expert Steve Hall pulls together the important to the fascinating to the quite frankly bizarre. Stats and facts are innovatively designed with cutting-edge infographics to display information in the most engaging way possible.

Contributor Bio
Steve Hall helped set up the Titanic Research and Modeling Association and is a former trustee. He is the coauthor of Titanic in Photographs. Katie Beard is a designer.
**Titanic or Olympic**

*Which Ship Sank?*

Steve Hall, Bruce Beveridge

**Summary**

Debunking the theory that the sister ships swapped places, this book proves a switch was not possible.

Titanic's older sister, the nearly identical *Olympic*, was involved in a serious accident in September 1911, which may have made her a liability to her owners the White Star Line. Since 1912 rumors of a conspiracy to switch the two in an elaborate insurance scam has always loomed behind the tragic story of the *Titanic*. Could the White Star Line have really switched the *Olympic* with her near identical sister in a ruse to intentionally sink their mortally damaged flagship in April 1912 and cash in on the insurance policy? This book addresses some of these conspiracy theories and illustrates both the questionable anomalies and hard technical facts that will prove the switch theory to be exactly what it is—a mere legend.

**Contributor Bio**

Steve Hall and Bruce Beveridge set up the Titanic Research & Modeling Association and are the coauthors of *Titanic: The Ship Magnificent*. Bruce Beveridge lives in Chicago.

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**Titanic Ship Magnificent Slipcase**

*Volumes One and Two*

Bruce Beveridge, Scott Andrews, Steve Hall, Daniel...

**Summary**

The largest, most luxurious ship in the world, wrecked on her maiden voyage after colliding with an iceberg mid-Atlantic, has become the stuff of legends. While everyone knows the new White Star liner was glamorous, full of millionaires when she sank, few appreciate just how luxurious she was. Even in Third Class, the accommodation was better than on First Class on many older ships. For the first time, Bruce Beveridge, Steve Hall, Scott Andrews and Daniel Klistorner look at the construction and exterior of the ship itself, and at her interior design and fittings. From cobalt blue Spode china and Elkington plate silverware in the à la carte restaurant to the design of the boilers and fixtures and fittings on board the world’s most luxurious vessel, they tell the story of a liner built at the peak of the race between the British, French and Germans to build bigger and better ships.

**Contributor Bio**

BRUCE BEVERIDGE (US) has been a historian for many years, centring on early civilisations, the Crusades, and famous ships. He is also the senior historical archivist for his local community library and spends his time away from Titanic working on local history projects. Bruce is one of the foremost visual and technical historians of the Olympic class ships and has advised on Titanic’s specifications for exhibitions, publishing companies, professional modelling firms, the Danbury Mint, museums, television production companies, the auction firm of Henry Aldridge & Son and other organisations. Bruce’s highly sought-after General Arrangement plan of the ship, released in 2003, is the most highly detailed and accurate plan released to date and has subsequently been used by dive teams investigating the wreck. He co-authored Titanic or Olympic – The Truth Behind the Conspiracy in 2004, Titanic in Photographs and the Report into the Loss of the SS Titanic: A Centennial Reappraisal in 2011.

SCOTT ANDREWS (US) first became aware of the story of Titanic at the age of four when he was captivated ...
Titanic the Ship Magnificent Vol 1
Design & Construction
Bruce Beveridge, Scott Andrews, Steve Hall, Daniel...

Summary
The largest, most luxurious ship in the world, lost on her maiden voyage after colliding with an iceberg in mid-Atlantic, Titanic has become the stuff of legends. Built at the peak of the race between the British, French and Germans to build bigger and better ships, she was the achievement of 15,000 men in one of the world’s most advanced shipyards. While everyone knows the new White Star liner was the most glamorous and was full of millionaires when she sank, few appreciate just how luxurious she was or how advanced her design was for her day. For the first time, Bruce Beveridge, Scott Andrews, Steve Hall, Daniel Klistorner and Art Braunschweiger look in detail at the ship herself, how she was built and what it was like inside. From the engine rooms to the First Class parlour suites, from the Doulton water closets to the cargo cranes, every area of Titanic is presented in stunning detail. Volume One covers the design and construction of Titanic, with individual chapters detailing such diverse areas as the riveting of the ship, her heating and ventilation systems, funnels, steering and...

Contributor Bio
BRUCE BEVERIDGE (US) has been a historian for many years, centering on early civilizations, the Crusades, and famous ships. He is also the senior historical archivist for his local community library and spends his time away from Titanic working on local history projects. Bruce is one of the foremost visual and technical historians of the Olympic class ships and has advised on Titanic’s specifications for exhibitions, publishing companies, professional modeling firms, the Danbury Mint, museums, television production companies, the auction firm of Henry Aldridge & Son and other organizations. Bruce’s highly sought-after General Arrangement plan of the ship, released in 2003, is the most highly detailed and accurate plan released to date and has subsequently been used by dive teams investigating the wreck. He co-authored Titanic or Olympic – The Truth Behind the Conspiracy in 2004, Titanic in Photographs and the Report into the Loss of the SS Titanic: A Centennial Reappraisal in 2011.

SCOTT ANDREWS (US) first became aware of the story of Titanic at the age of four when he was captivated ...

Titanic the Ship Magnificent Vol 2
Interior Design & Fitting Out
Bruce Beveridge, Scott Andrews, Steve Hall, Daniel...

Summary
The largest, most luxurious ship in the world, lost on her maiden voyage after colliding with an iceberg in mid-Atlantic, Titanic has become the stuff of legends. Built at the peak of the race between the British, French and Germans to build bigger and better ships, she was the achievement of 15,000 men in one of the world’s most advanced shipyards. While everyone knows the new White Star liner was the most glamorous and was full of millionaires when she sank, few appreciate just how luxurious she was or how advanced her design was for her day. For the first time, Bruce Beveridge, Scott Andrews, Steve Hall, Daniel Klistorner and Art Braunschweiger look in detail at the ship herself, how she was built and what it was like inside. From the engine rooms to the First Class parlour suites, from the Doulton water closets to the cargo cranes, every area of Titanic is presented in stunning detail. Volume One covers the design and construction of Titanic, with individual chapters detailing such diverse areas as the riveting of the ship, her heating and ventilation systems, funnels, steering and...

Contributor Bio
BRUCE BEVERIDGE (US) has been a historian for many years, centering on early civilisations, the Crusades, and famous ships. He is also the senior historical archivist for his local community library and spends his time away from Titanic working on local history projects. Bruce is one of the foremost visual and technical historians of the Olympic class ships and has advised on Titanic’s specifications for exhibitions, publishing companies, professional modelling firms, the Danbury Mint, museums, television production companies, the auction firm of Henry Aldridge & Son and other organizations. Bruce’s highly sought-after General Arrangement plan of the ship, released in 2003, is the most highly detailed and accurate plan released to date and has subsequently been used by dive teams investigating the wreck. He co-authored Titanic or Olympic – The Truth Behind the Conspiracy in 2004, Titanic in Photographs and the Report into the Loss of the SS Titanic: A Centennial Reappraisal in 2011.

SCOTT ANDREWS (US) first became aware of the story of Titanic at the age of four when he was captivated ...
Titanic Victims and Villains
Victims & Villains
Senan Molony

Summary
Why is so much heroism attached to the sinking of the Titanic? Why do we accord impossible glory to the miserable, misbegotten drowning of the equivalent of a small town? What process led to the creation of champions? Who were the real heroes, and how were they overlooked? What did society - and the press - do with an overriding need for blame? By identifying the fable-making, and finally throwing off a blanket of boasting, this book enables a fresh, sharp focus on history's most famous shipwreck. We see into the nature of prejudice, public values and political and national motives. It explores the light and the dark of what we think we know: about the engineers, the musicians, the Captain, his officers, owners and officialdom - as well as the sinking itself and society's curious 'celebration' of abject catastrophe. It also looks at sacrificial victims, in particular the character of Captain Stanley Lord of the Californian, a man tarred with abandoning fifteen hundred people to their fate. Backed up with a new photographic archive and bolstered by a series of contemporary extracts to su...

Contributor Bio
Senan Molony is the author of The Irish Aboard Titanic, Lusitania: An Irish Tragedy, Titanic and the Mystery Ship, and Titanic Scandal: Mount Temple the Real Mystery Ship.

The Unseen Olympic
The Ship in Rare Illustrations
Patrick Mylon

Summary
RMS Olympic was created during a period of intense competition between the north Atlantic shipping lines. Sister ship to the ill-fated Titanic and the all-too-briefly successful Britannic, Olympic encompassed all the qualities White Star Line was striving for in size, opulence, and luxury. Moreover, she was the only sister to enjoy a lengthy and distinguished career, including time spent as a troopship in World War I. She served as the White Star flagship from 1911 to 1935, when she was finally scrapped. This illustrated history is packed with stunning postcards, images, and memorabilia from author Patrick Mylon's unrivaled collection. Also featuring passenger lists, advertisements, menus, log abstract cards, promotional brochures, and sailing schedules, this sumptuous book presents the definitive "unseen" history of this grand ocean liner.

Contributor Bio
Patrick Mylon became captivated by Titanic after seeing the film A Night to Remember and began what would become a lifetime's hobby collecting White Star memorabilia. He purchased his first postcard in 1983 and now has a collection of over 4,000 items. He is a member of a number of Titanic societies and has also written The White Star Collection.
Titanic in Photographs

Daniel Klistorner, Steve Hall, Bruce Beveridge, Ar...

Summary

From the team of expert behind Titanic: The Ship Magnificent, this story of the Titanic in pictures, from build to maiden voyage, includes many rare images from collectors' archives. The name Titanic has become synonymous with catastrophe, the story of this luxurious liner legendary. Wrecked after colliding with an iceberg on her maiden voyage, the loss of around 1,500 lives among her passengers and crew has gone down in history as one of the most emotive and tragic disasters in history. In this evocative collection of photography, the authors of Titanic: The Ship Magnificent tell her full story, from the shipyards of Harland & Wolff and its early vessels, with the backdrop of the great race to build the biggest and best passenger liner, to the frenzy of excitement surrounding her launch. Looking at her officers and crew, her stops at Cherbourg and Queenstown, and including some special, rare photographs, the book follows the story to its inevitable conclusion, considering the lifeboats, the presence of the Carpathia, and the aftermath of the disaster.

Contributor Bio

Steve Hall helped set up the Titanic Research and Modeling Association and is a former trustee. Bruce Beveridge is an honorary lifetime member of the British Titanic Society and a member of The Titanic Historical Society and the Irish Titanic Historical Society. He is also a founding member and trustee of the Titanic Research and Modeling Association. He and Steve Hall coauthored Olympic & Titanic. He lives in Willow Springs, Illinois. Art Braunschweiger is a trustee of the Titanic Research and Modeling Association. He lives in Somerset County, New Jersey. Scott Andrews is a founding member and trustee of the Titanic Research and Modeling Association and a member of The Titanic Historical Society. He lives in Dacula, Georgia. Daniel Klistorner has consulted on Titanic-related books, artifact identification, preservation efforts, and museum exhibits. They all collaborated previously on Titanic: The Ship Magnificent. Ken Marschall is best known as the world's foremost creator of Titanic artwork.

Titanic Unseen

Images from the Bell and Kempster Albums

Senan Molony, Steve Raffield

Summary

The work of two passionate photographers, Philip Bell and John Kempster, offer insights into what it meant to build, deploy and operate the great White Star ships in the era of Titanic. From the surging spectacle and excitement of a launch, to the lazy days of a long homeward haul from Australia, we see intimate details of life on-board or are asked to confront the ever-present dangers of an industrial shipyard. RMS Titanic was from the gene pool of an ever-strengthening fleet of vessels that eventually extended to a globe-girdling enterprise. These rare pictures, from a pair of extraordinary albums, provide her context.

Contributor Bio

Senan Molony is the Political Editor of the Irish Daily Mail and the author of a number of historical works, including several books on the RMS Titanic and related ships. He is also author of Lusitania: An Irish Tragedy, and has appeared in many TV and radio maritime documentaries.
Captain Sparklebeard
Timothy Knapman, Sam Lloyd

Summary
Join Captain Sparklebeard as she sets sail against the seas and dares to be different! Peg dreams of adventure and has big ambitions, but when she asks to join the pirates crew they won’t let her because she’s too small and she doesn’t even have a beard! But can Peg prove, against all odds, that she’s the greatest pirate there ever was? Peg’s determination, ambition, and courage to be herself will inspire a whole new generation of rebel girls. Smashing gender stereotypes and with an inclusive cast of characters, this is the must-have book to empower young children to have the courage to be themselves. So, buckle up, grab your sparkliest beard, and get ready to join the best crew that ever sailed the seven seas!

Contributor Bio
Timothy Knapman writes plays, musicals, songs, and children’s books including A Very Pirate Christmas. Sam Lloyd is the illustrator of Farty Fred and Grumpy Gertie.

The Wreckers' Revenge
Norman Jorgensen

Summary
Red Read doesn’t set out to find trouble, but trouble sure has a way of finding him. Expelled from school, he is whisked off by Captain Black Bowen, one of the most infamous smugglers ever to ply the coast of northern Australia in the early years of the twentieth century. Together they battle demon storms, crazed pirates and killer diseases while hunting down a great lost treasure. Non-stop action, adventure and excitement!

Contributor Bio
Norman Jorgensen was born in Broome, the eldest of four brothers, and has lived in several country towns since. At a young age he developed a love of books, especially historical novels like Treasure Island, and old movies. At age thirteen Norman learned to sail. These days he loves travelling and researching exotic places for his books. The Last Viking won the 2012 Society of Children’s Book Writers and Illustrators’ Crystal Kite Award, the 2012 WA Young Readers’ Hoffman Award, and a 2012 Children’s Book Council of Australia Junior Judges Award. It was shortlisted for a further four awards. Jorgensen won CBCA picture book of the year for In Flanders Fields.
Lighthouses for Kids
History, Science, and Lore with 21 Activities
Katherine L. House

Summary
Bringing to life an era when rivers, lakes, and oceans were the nation’s highways and lighthouses served as traffic signals and maps, this comprehensive reference provides children with an in-depth history of lighthouses and firsthand stories of the challenges faced by lighthouse keepers. Filled with engaging activities such as learning how to tie a bowline knot and building a model lighthouse, this unique book also includes a field guide to U.S. lighthouses, places to visit, a timeline, glossary, websites to explore, and a reading list for further study.

Contributor Bio
Katherine L. House is a freelance writer who has contributed to The New York Times, The Washington Post, FamilyFun magazine, FamilyTree magazine, and the New Jersey Lighthouse Society’s newsletter. She has visited more than 100 lighthouses in the U.S. and Canada.