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The Mariner's Mirror by

'The Mariners Mirrour' is an English translation by Anthony Ashley of *Spiegel der Zeevaerdt* by Lucas Janszoon Waghenaer, printed in Leiden in 1584. Waghenaer was a Dutch seafarer and cartographer...

This work touches on the specialized world of wooden-ship building, looking at the endless variations of techniques from country to country, region to region, and over the course of history.

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

To read of sea roving's various incarnations - piracy, privateering, buccaneering, la flibuste, la course - is to bring forth romantic, and often violent, imagery. Indeed, much of this imagery has become a literary and cinematic cliché. And what an image it is! But its truth is by halves, and paradoxically it is the picaresque imagery of Pyle, Wyeth, Sabatini, and Hollywood that is often closer to the reality, while the historical details of arms, tactics, and language are often inaccurate or entirely anachronistic. Successful sea rovers were careful practitioners of a complex profession that sought wealth by stratagem and force of arms. Drawn from the European tradition, yet of various races and nationalities, they raided both ship and town throughout much of the world from roughly 1630 until 1730. Using a variety of innovative tactics and often armed with little more than musket and grenade, many of these self-described "soldiers and privateers" successfully assaulted fortifications, attacked shipping from small craft, crossed the mountains and jungles of Panama, and even circumnavigated the globe. Successful sea rovers were often supreme seamen, soldiers, and above all, tacticians. It can be argued that their influence on certain naval tactics is felt even today. *The Sea Rover's Practice* is the only book that describes in exceptional detail the tactics of sea rovers of the period - how they actually sought out and attacked vessels and towns. Accessible to both the general and the more scholarly reader, it will appeal not only to those with an interest in piracy and in maritime, naval, and military history, but also to mariners in general, tall-ship and ship-modeling enthusiasts, tacticians and military analysts, readers of historical fiction, writers, and the adventurer in all of us.

During the Age of Sail, black seamen could be found in many shipboard roles in the Royal Navy, such as gunners, deck-hands and 'top men', working at heights in the rigging. In the later Age of Steam, black seamen were more likely to be found on merchantmen below deck; as cooks, stewards and stokers. Nevertheless, the navy was possibly a unique institution in that black and white could work alongside each

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other more than in any other occupation. In this fascinating work, Dr. Ray Costello examines the work and experience of seamen of African descent in Britain's navy, from impressed slaves to free Africans, British West Indians, and British-born Black sailors. Seamen from the Caribbean and directly from Africa have contributed to both the British Royal Navy and Merchant Marine from at least the Tudor period and by the end of the period of the British Slave Trade at least three percent of all crewmen were black mariners. Black sailors signed off in British ports helped the steady growth of a black population. In spite of racial prejudice in port, relationships were forged between sailors of different races which frequently ignored expected norms when working and living together in the isolated world of the ship. Black seamen on British ships have served as by no means a peripheral force within the British Royal and Mercantile navies and were not only to be found working in both the foreground and background of naval engagements throughout their long history, but helping to ensure the supply of foodstuffs and the necessities of life to Britain. Their experiences span the gamut of sorrow and tragedy, heroism, victory and triumph.

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“ Brings Ough ’ s life and work beautifully to light in a volume rich in photographs, drawings, technical detail and personality. ” —Schopenhauer ’ s Workshop Norman Ough is considered by many as simply the greatest ship modeler of the twentieth century and his exquisite drawings and meticulous models have come to be regarded as masterpieces of draughtsmanship, workmanship and realism; more than technically accomplished ship models, they are truly works of art. This new book is both a tribute to his lonely genius and a practical treatise for model shipwrights. Ough lived most of his adult life far from the sea in a flat high above the Charing Cross Road in London, where his frugal existence and total absorption in his work led to hospitalization on at least two occasions; he was an eccentric in the truest sense but he also became one of the most sought-after masters of his craft. Earl Mountbatten had him model the ships he had served on; his model of HMS Queen Elizabeth was presented to Earl Beatty; film production companies commissioned models for effects in several films. Incorporating many of his original articles from Model Maker Magazine, his detailed line drawings now kept in the Brunel Institute, and photographs of his models held in museums and at Mountbatten ’ s house, this book presents an inspiring panorama of perhaps the most perfect warship models ever made. “ An amazing, almost intimidating view of the method, modelling, drawings, and a life of a builder so obsessed with his work that some may say he was a man who went down with his ships. ” —FineScale Modeler

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