Few images are as evocative as the silhouette of the Arab dhow as, under full sail, it tacks to windward on glittering waters of Red Sea before moving across the face of the rising or setting sun. In this authoritative new book, Dionisius A. Agius, one of the foremost scholars of Islamic material culture, offers a lucid and wide-ranging history of the iconic dhow from medieval to modern times. Traversing the Arabian and African coasts, he shows that the dhow was central not just to commerce but to the vital transmission and exchange of ideas. Discussing trade and salt routes, shoals and wind patterns, spice harvest seasons and the deep and resonant connection between language, memory and oral tradition, this is the first book to place the dhow in its full and remarkable cultural contexts. This book is a study of the seafaring communities of the Arabian Gulf and Oman in the past 150 years. It analyses the significance of the dhow and how coastal communities interacted throughout their long tradition of seafaring. In addition to archival material, the work is based on extensive field research in which the voices of seamen were recorded in over 200 interviews. The book provides an integrated study of dhow activity in the area concerned and examines the consciousness of belonging to the wider culture of the Indian Ocean as it is expressed in boat-building traditions, navigational techniques, crew organisation and port towns. People of the Dhow brings together the different measures of time past, the sea, its people and their material culture. The Arabian Gulf and Oman have traditionally shared a common destiny within the Western Indian Ocean. The seasonal monsoonal winds were fundamental to the physical and human unities of the seafaring communities, producing a way of life in harmony with the natural world, a world which was abruptly changed with the discovery of oil. What remains is memories of a seafaring past, a history of traditions and customs recorded here in the recollections of a dying generation and in the rich artistic heritage of the region. The canoe is a
symbol unique to Canada. One of the greatest gifts of First Peoples to all those who came after, the canoe is Canada's most powerful icon. Within this Canexus II publication are a collection of essays by paddling enthusiasts and experts. Contributing authors include: Eugene Arima, Shanna Balazs, David Finch, Ralph Frese, Toni Harting, Bob Henderson, Bruce W. Hodgins, Bert Horwood, Gwyneth Hoyle, John Jennings, Timothy Kent, Peter Labor, Adrian Lee, Kenneth R. Lister, Becky Mason, James Raffan, Alistair Thomas and Kirk Wipper. Over the past decade, evidence has been mounting that our ancestors developed skills to sail across large bodies of water early in prehistory. In this fascinating volume, Alan Simmons summarizes and synthesizes the evidence for prehistoric seafaring and island habitation worldwide, then focuses on the Mediterranean. Recent work in Melos, Crete, and elsewhere-- as well as Simmons’ own work in Cyprus-- demonstrate that long-distance sailing is a common Paleolithic phenomenon. His comprehensive presentation of the key evidence and findings will be of interest to both those interested in prehistory and those interested in ancient seafaring. This volume presents multiple idiosyncratic, archaeological studies of vernacular watercraft from North America and the Caribbean. Rather than attempt to synthesize all vernacular types, this volume focuses on ship construction data recovered through archaeological investigations that has been used to make inferences about culture. This collection of case studies, including many examples from cultural resource management and graduate student theses, presents a thematic exploration of cultural adaptation as expressed through ship construction. Ancient Ocean Crossings paints a compelling picture of impressive pre-Columbian cultures and Old World civilizations that, contrary to many prevailing notions, were not isolated from one another, evolving independently, each in its own hemisphere. Instead, they constituted a “global ecumene,” involving a complex pattern of intermittent but numerous and profoundly consequential contacts. In Ancient Ocean Crossings: Reconsidering the Case for Contacts with the Pre-Columbian Americas, Stephen Jett encourages readers to reevaluate the common belief that there was no significant interchange between the chiefdoms and civilizations of Eurasia and Africa and peoples who occupied the alleged terra incognita beyond the great oceans. More than a hundred centuries separate the time that Ice Age hunters are conventionally thought to have crossed a land bridge from Asia into North America and the arrival of Columbus in the Bahamas in 1492. Traditional belief has long held that earth’s two hemispheres were essentially cut off from one another as a result of the post-Pleistocene meltwater-fed rising oceans that covered that bridge. The oceans, along with arctic climates and daunting terrestrial distances, formed impermeable barriers to interhemispheric communication. This viewpoint implies that the cultures of the Old World and those of the Americas developed independently. Drawing on abundant and concrete evidence to support his theory for significant pre-Columbian contacts, Jett suggests that many ancient peoples had both the seafaring capabilities and the motives to cross the oceans and, in fact, did so repeatedly and with great impact. His deep and broad work synthesizes information and ideas from archaeology, geography, linguistics, climatology, oceanography, ethnobotany, genetics, medicine, and the history of navigation and seafaring, making an innovative and persuasive multidisciplinary case for a new understanding of human societies and their diffuse but interconnected development. Volume IV deals with the ‘Middle Ages’. It starts with the expansion of Islam and closes with the discovery of the New World. Various events during this period led to a significant expansion in communications: the rapid spread of Islam and of Gengis Khan's Mongol Empire, as well as the Crusades and the development of trans-Saharan and maritime routes.
around Africa to the Indian Ocean, leading to multiplied exchanges between the peoples and cultures of Africa, Asia, and Europe. To celebrate Anthony Reid's numerous and seminal contributions to the field of Southeast Asian history, a group of his colleagues and students has contributed essays for this Festschrift. In addition to introductory essays which provide personal and intellectual histories of Anthony Reid the man, there is a range of original scholarly contributions addressing historical issues which Reid has researched during his career. Divided into sections which examine Southeast Asia in the world, early modern Southeast Asia, and modern Southeast Asia, these works engage with issues ranging from the Age of Commerce and comparative Eurasian history, to nationalism, ethnic hybridity, Islam, technological change, and the Chinese and Arabs in Southeast Asia. The authors include some of the foremost historians of Southeast Asia in our generation.

Last a paperback edition of this standard work on marine archaeology. Séan McGrail's study received exceptional critical acclaim when it was first published in hardback in 1987 and it is now revised and published in paperback for the first time. Professor McGrail provides an authoritative survey of water transport across Northern Europe from the Late Palaeolithic to the later Middle Ages, using evidence of excavations, but also documentary sources, iconographic and ethnographic evidence. In the process he answers such key questions as How were these boats built? What sort of environment were they used in? What speeds could they achieve? and how were they navigated? A section of Volume IV, part 1 and a section of Volume IV, part 3 of the major series:

By definition, international law, once agreed upon and consented to, applies to all parties equally. It is perhaps the one area of law where cross-country comparison seems inappropriate, because all parties are governed by the same rules. However, as this book explains, states sometimes adhere to similar, and at other times, adopt different interpretations of the same international norms and standards. International legal rules are not a monolithic whole, but are the basis for ongoing contestation in which states set forth competing interpretations. International norms are interpreted and redefined by national executives, legislatures, and judiciaries. These varying and evolving interpretations can, in turn, change and impact the international rules themselves. These similarities and differences make for an important, but thus far, largely unexamined object of comparison. This is the premise for this book, and for what the editors call "comparative international law." This book achieves three objectives. The first is to show that international law is not a monolith. The second is to map the cross-country similarities and differences in international legal norms in different fields of international law, as well as their application and interpretation with regards to geographic differences. The third is to make a first and preliminary attempt to explain these differences. It is organized into three broad thematic sections, exploring: conceptual matters, domestic institutions and comparative international law, and comparing approaches across issue-areas. The chapters are authored by contributors who include leading international law and comparative law scholars with diverse backgrounds, experience, and perspectives.
Get Free Water Transport Origins And Early Evolution

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


In this classic work George Hourani deals with the history of the sea trade of the Arabs in the Indian Ocean from its obscure origins many centuries before Christ to the time of its full extension to China and East Africa in the ninth and tenth centuries. The book comprises a brief but masterly historical account that has never been superseded. The author gives attention not only to geography, meteorology, and the details of travel, but also to the ships themselves, including a discussion of the origin of stitched planking and of the lateen for-and-aft sails. Piracy in the Indian Ocean, day-to-day life at sea, the establishment of ancient lighthouses and the production of early maritime guides, handbooks, and port directories are all described in fascinating detail. Arab Seafaring will appeal to anyone interested in Arab life or the history of navigation. For this expanded edition, John Carswell has added a new introduction, a bibliography, and notes that add material from recent archaeological research. In this volume Professor Sen McGrail introduces the reader to a relatively new branch of archaeology: the study of water transport how early rafts, boats and ships were built and used. Concepts, such as boatbuilding traditions, ship stability and navigation without instruments, are first described. Archaeological research is then discussed, including sea levels in earlier times, how to distinguish the vestigial remains of a cargo vessel from those of a fighting craft; and the difference between a boat and a ship. Chapters 2 and 3, the heart of the text, deal with the early water transport of the Mediterranean and Atlantic Europe, from the Stone Age.
Age to Medieval times. Each chapter includes a description of the region's maritime geography and an exposition of its boat-building traditions. The third element is a discussion of the propulsion, the steering and the navigation of these early vessels. The sparse, often jumbled, remains of excavated vessels have to be interpreted, a process that is assisted by consideration of early descriptions and illustrations. Studies of the way traditional builders of wooden boats ply their trade today are also a great help. Experimental boat archaeology is still at an early stage but, when undertaken rigorously, it can reveal aspects of the vessel's capabilities.

Such information is used in this volume to further our understanding of data from boat and ship excavations, and to present as coherent, comprehensive and accurate a picture as is now possible, of early European boatbuilding and use. Fresh water is one of man's most vital needs. The distribution of water within river basins has a direct bearing on the organization of water resources development to meet this ever-expanding need. River basins, despite their very great diversity in other respects, have one physical characteristic in common: each is a more or less self-contained unit within whose bounds all the surface and part or all of the ground waters form an interconnected, interdependent system. This interdependence has such far-reaching implications - for pollution and flood control, apportionment of supply, relations between upstream and downstream riparians, to mention only a few examples - that the river basin has become almost universally accepted (within the past 20 or 30 years at least) as the unit of optimal water resources development. Professor Teclaff's work (which was originally submitted to the New York University School of Law as a doctoral dissertation) is the first fully developed response to the important resolution passed by the International Law Association at its New York meeting in 1958 recognizing the legal nature of the international river basin. His study quite properly, therefore, poses the question whether the adoption of the river basin unit is a temporary phenomenon, reflecting the current stage of technology and of administrative, economic, and legal thought on water resources development, or whether the determinative influence of the river basin's physical unity which has always operated in the past will continue to operate in the future.

Impassable roads, poorly maintained railways, bankrupt airlines, congested cities, and inefficient ports - are there links between these issues and lack of economic progress in developing countries? Inland waterways, ports, railways, roads, air and urban transport are all discussed and illustrated with examples of good and bad practice. The author explains how transport can only be effective if timing, location and technology are chosen carefully and if decisions are in the hands of the right parties.

The Bark Canoes and Skin Boats of Northern Eurasia is a history and description of bark and skin boat traditions of the native peoples of Scandinavia and northern Russia. The history of northern peoples and cultures is inextricably linked to the technology of water transport. This is particularly true in northern Eurasia, where lakes and rivers can connect when overland summer travel is restricted by thick forests or bogs. For thousands of years, native peoples used a variety of bark and skin boats for fishing, hunting, trading, making war, and migrating. The Eurasian peoples, responding to their geography, climate, and environment, learned to construct--and perfect--small watercraft made from dug-out logs or the bark of birch, aspen, larch, and other trees, each variety crafted for its special use and environment. The text describes the design, construction, and uses of skin and bark boats for thirty-five traditional cultures ranging from northern Scandinavia to the Russian Far East, from the Bering Strait to northern China, and from South Siberia to the Arctic Ocean. Regional chapters use evidence from archaeology,
Get Free Water Transport Origins And Early Evolution

historical illustrations and maps, and extensive documentation from ethnography and historical literature to reveal how differences in cultural traditions, historical relationships, climate, and geography have influenced the development and spread of watercraft before the introduction of modern planked boats. This definitive volume is richly illustrated with historical photographs and drawings, first-person explorer accounts from the 16th-19th centuries, and information on traditional bark and skin preparation, wood-bending, and other construction techniques. The Bark Canoes and Skin Boats of Northern Eurasia presents a first-ever overview of northern Eurasian boating traditions and serves as the companion to Charles A. Hovey's and Howard Chapelle's classic, The Bark Canoes and Skin Boats of North America (1964). This volume comprises a selection of essays by scholars from a variety of disciplines that discuss the exchange relationship between Africa and the wider Indian Ocean world (IOW), a macro-region running from East Africa to China, from early times to about 1300 CE. The rationale for regarding this macro-region as a "world" is the central significance of the monsoon system which facilitated the early emergence of long-distance trans-IOW maritime exchange of commodities, peoples, plants, animals, technologies and ideas. This volume gathers 88 contributions related to the theme 'Ships and Maritime Landscapes' of the Thirteenth International Symposium on Boat and Ship Archaeology (ISBSA 13) held in Amsterdam on the 7th to 12th October 2012. The articles include both papers and poster presentations by experts in the field of nautical archaeology, history of ships and shipbuilding, and naval architecture. The contributions deal not only with the theme of maritime landscapes but also with a variety of ship related subjects, like regional watercraft, construction and typology, material applications and design, outfitting, reconstruction and current research. Whether humans crossed the seas between the Old World and the New in the times before Columbus is a tantalizing question that has long excited scholarly interest and tempted imaginations the world over. From the myths of Atlantis and Mu to the more credible, perhaps, but hardly less romantic tales of Viking ships and Buddhist missionaries, people have speculated upon what is, after all, not simply a question of contact, but of the nature and growth of civilization itself. To the specialist, it is an important question indeed. If people in the Western Hemisphere and in the Eastern Hemisphere developed their cultures more or less independently from the end of the last Ice Age until the voyages of Columbus, the remarkable similarities between New World and Old World cultures reveal something important about the evolution of culture. If, on the other hand, there were widespread or sustained contacts between the hemispheres in pre-Columbian times, these contacts represent events of vast significance to the prehistory and history of humanity. Originally delivered at a symposium held in May 1968, during the national meeting of the Society for American Archaeology, the papers presented here, by scholars eminent in the field, offer differing points of view and considerable evidence on the pros and cons of pre-Columbian contact between the Old World and the New. Various kinds of data—archaeological, botanical, geographical, and historical—are brought to bear on the problem, with provocative and original results. Introductory and concluding remarks by the editors pull together and evaluate the evidence and suggest ground rules for future studies of this sort. Man across the Sea provides no final answers as to whether people from Asia, Africa, or Europe visited the American Indian before Columbus. It does, however, present new evidence, suggested lines of approach, and a fresh attempt to delineate the problems involved and to establish acceptable canons of evidence for the future. Kevin Dawson considers how enslaved Africans carried aquatic skills—swimming,
diving, boat making, even surfing— to the Americas. Undercurrents of Power not only chronicles the experiences of enslaved maritime workers, but also traverses the waters of the Atlantic repeatedly to trace and untangle cultural and social traditions. The bark canoes of the North American Indians, particularly those of birchbark, were among the most highly developed manually propelled primitive watercraft. They could be used to carry heavy loads in shallow streams but were light enough to be hauled long distances over land. Built with Stone Age tools from available materials, their design, size, and appearance were varied to suit the many requirements of their users. Upon arrival in North America, European settlers began using the native-made craft for traveling through the wilderness. Even today, canoes are based on these ancient designs. This fascinating guide combines historical background with instructions for constructing one. Author Edwin Tappan Adney, born in 1868, devoted his life to studying canoes and was practically the sole scholar in his field. His papers and research have been assembled by a curator at the Smithsonian Institution, and illustrated with black-and-white line drawings, diagrams, and photos. Included here are measurements, detailed drawings, construction methods, and models. The book covers canoes from Newfoundland to the Pacific Ocean, as well as umiaks and kayaks from the Arctic. This volume summarizes the history and findings of the First Mariners Project, which the author, Robert G. Bednarik, commenced in 1996 in order to explore the Ice Age origins of seafaring. This is the largest archaeological replication project ever undertaken with several hundred people involved in the construction of eight primitive vessels with stone tools under scientifically controlled conditions, six of them sailing. Four bamboo rafts have succeeded in accomplishing the historically documented crossings they sought to replicate. One of the successful experiments, a 1000 kilometer journey to Australia in 1998, attempted to recreate the first human arrival in Australia, probably around 60,000 years ago. Other voyages attempted to address the much earlier sea crossings documented to have taken place in the islands of Indonesia, the earliest of which may have occurred nearly a million years ago. These experiments have also featured in BBC and National Geographic documentaries. The First Mariners comprehensively describes the archaeological background and relevant issues of the project and features an extensive pictorial record, of both the experiments and the archaeological basis of this research — giving a unique experience to readers interested in understanding the earliest marine adventurers from a historical and technical perspective. The theme of the meeting was "Connected by the Sea", and was designed to emphasize the role of the sea, seafaring and watercraft as bridges rather than barriers. Maritime archaeology tends to take place within national borders, with a national focus, yet the very premise of seafaring is the desire to travel beyond the horizon to establish contact with other places and cultures. The conference theme was chosen to encourage the maritime archaeological community to think in international terms. This volume examines Islamic maritime law and practice of Muslim mariners during the classical period using Fatwa and Geniza sources. Maritime terminology, interrelationships of mariners, maritime commercial and military laws, territorial waters and the performance of Islamic religious duties at sea in the period are discussed. First published in 1946, this book presents a comprehensive account regarding the origins and early evolution of water transport written by the renowned British ethnographer and zoologist James Hornell (1865-1949). The focus of the text is on different types of transport, and it is divided into three main sections: the first section is on 'Floats, Rafts and Kindred Craft',...
the second is on 'Skin Boats: Coracles, Curraigs, Kayaks and their Kin' and the third is on 'Bark Canoes, Dugouts and Plank-Built Craft'. Numerous illustrative figures and a detailed bibliography are also included. This book will be of value to anyone with an interest in archaeology, anthropology and the history of water transport. This book, originally published in 1972, discusses the impact of technological change in sea transport on trade links, shipping routes and economic activities. A brief historical perspective illustrates the vital role of the sea transport in the ancient and medieval worlds and the influence of merchant shipping on British economic growth in the nineteenth century. The author then discusses modern trends in world ship-owning, ship-building and ship types against a back-ground of supply and demand. Of particular importance is the assessment of the role of shipping in relation to developing countries. Drawing upon Arabic literary sources, iconographic evidence and archaeological finds, this book examines trade, port towns, ship construction, seamanship, ship typology and their historical development in the Western Indian Ocean, focussing on the Medieval Islamic period but including earlier sources. As Dr Needham's immense undertaking gathers momentum it has been found necessary to subdivide volumes into parts, each bound and published separately. The first two parts of Volume IV deal respectively with the physical sciences and with the diverse applications of physics in the many branches of mechanical engineering. The third deals with civil and hydraulic engineering and with nautical technology. Archaeology and Language III interprets results from archaeological data in terms of language distribution and change, providing the tools for a radical rewriting of the conventional discourse of prehistory. Individual chapters present case studies of artefacts and fragmentary textual materials, concerned with the reconstruction of houses, maritime technology, pottery and grave goods. Here the late Raphael Patai (1910-1996) recreates the fascinating world of Jewish seafaring from Noah's voyage through the Diaspora of late antiquity. In a work of pioneering scholarship, Patai weaves together Biblical stories, Talmudic lore, and Midrash literature to bring alive the world of these ancient mariners. As he did in his highly acclaimed book The Jewish Alchemists, Patai explores a subject that has never before been investigated by scholars. Based on nearly sixty years of research, beginning with study he undertook for his doctoral dissertation, The Children of Noah is literally Patai's first book and his last. It is a work of unsurpassed scholarship, but it is accessible to general readers as well as scholars. A n abundance of evidence demonstrates the importance of the sea in the lives of Jews throughout early recorded history. Jews built ships, sailed them, fought wars in them, battled storms in them, and lost their lives to the sea. Patai begins with the story of the deluge that is found in Genesis and profiles Noah, the father of all shipbuilders and seafarers. The sea, according to Patai's interpretation, can be seen as an image of the manifestation of God's power, and he reflects on its role in legends and tales of early times. The practical importance of the sea also led to the development of practical institutions, and Patai shows how Jewish seafaring had its own culture and how it influenced the cultures of Mediterranean life as well. Of course, Jewish sailors were subject to the same rabbinical laws as Jews who never set sail, and Patai describes how they went to extreme lengths to remain in adherence, even getting special emendations of laws to allow them to tie knots and adjust rigging on the Sabbath. The Children of Noah is a capstone to an extraordinary career. Patai was both a careful scholar and a gifted storyteller, and this work is at once a vivid history of a neglected aspect of Jewish culture and a treasure trove of sources for further study. It is a stimulating and delightful book. This 1948 book provides a
detailed study of the contribution of ancient societies to the development of geography, both in terms of theory and practical discovery. The text concentrates mainly on the perspectives of Greece and Rome, but other historical periods and regions are given attention, including ancient Egypt and China. Recognising the fundamental role both of shipping communities and the technologies crafted and shared by them, this book explores the types of ships, methods of navigation and modes of water-borne trade in the Indian Ocean region and the way they affected the development of distinctive settlements against a changing but strong sense of regional consciousness and identity. Water: Culture, Politics and Management comprises essays highlighting the cause of conservation of water, illustrating how water has been treated in mythology, revealing the ecological messages underlying these myths, and describing the culture that developed around water. Also essays on maritime trade, the craft of boat- and ship-building, politics of water emerging out of issues like dam construction, pollution of rivers and the scope of social services in flood-ravaged areas, imagery of water in Indian cinema, poems, photographs are included.

Copyright code: 5f790422b06805f4c9c907264d9e